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OCTOBER 2015

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Issue 167



CAYMAN GT4 HITS THE ALPS



Thirty years of
959

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Issue 167
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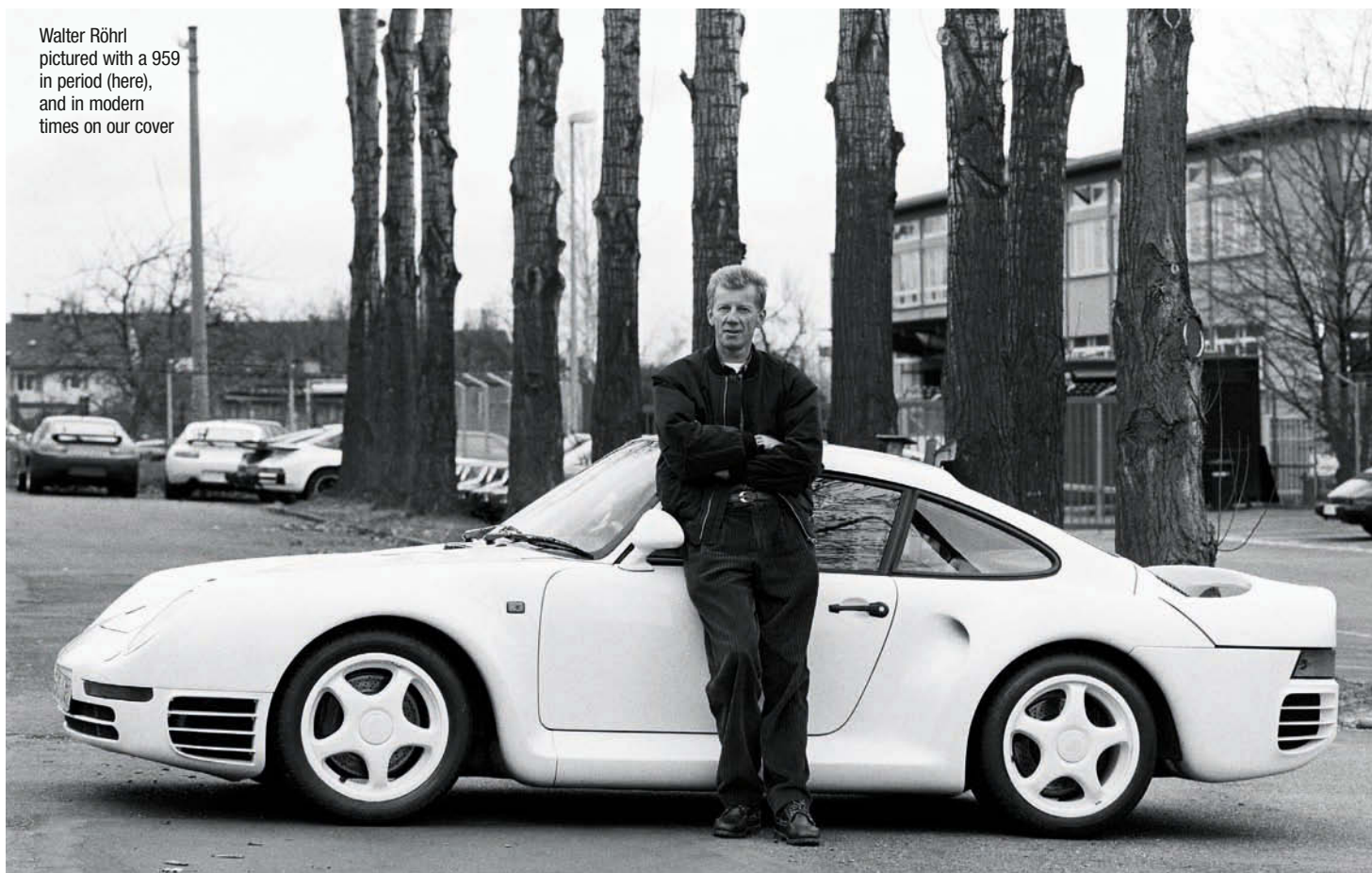
It's the 30th anniversary this year of the 959's first appearance in 1985, and at the time it was the most expensive and advanced series production car ever created. Much like its contemporary VW Group equivalent, the Bugatti Veyron, and in specific Porsche terms perhaps the 918 Spyder, the 959 represented something of a technological test bed for automotive expertise at the time. The 959 was produced at a big loss to the company, with Porsche only recouping approximately a quarter of the car's development and production costs through sales, for which then technical director Helmuth Bott rather unfairly became the fall guy. It was not the first 'flight of fancy' project to emerge from Weissach though and it wouldn't be the last, but what the 959 exercise did achieve was to demonstrate Porsche's engineering excellence.

The 959 may have appeared reminiscent of a regular 911, but under the skin it was a very different beast indeed. An innovative all-wheel drive system, sequential twin turbochargers, advanced aerodynamics, double wishbone suspension, adjustable shock absorbers, and self-adjusting hydropneumatic suspension all moved from automotive fantasy to reality on this car. It was way ahead of its time. In short the 959 was a 1980s technological tour de force packed full of innovations and radical design concepts, many of which would

later filter down through the Porsche hierarchy of models, finding their way on to future race and road cars. It's a practice we still see today from Porsche, with innovations developed for the 919 Hybrid and 918 Spyder eventually appearing on cars like the 911 and Panamera. Legendary Porsche test driver, Walter Röhrl, pictured today on our cover and below back in the '80s, was a 959 owner and still enjoys the characteristics of the car in modern times – if it's good enough for Walter, it'll be good enough for us! I hope you enjoy Andrew Frankel's retrospective look at a very special Porsche poster car (p28).

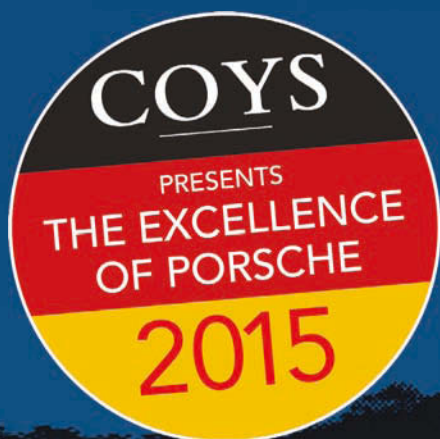
This year's running of the Frankfurt Motor Show will take place while this issue is still atop the newsstands, but the big news will be the arrival of the second generation 991, which will feature a downsized turbocharged engine. You can read what we already know about the new 911 in this issue (p8), which is actually quite a bit, but we'll all have wait to fully understand how Porsche has answered the real burning question: how will the driving dynamics of the new turbocharged Carrera differ from that of a 911 Turbo? Taking Porsche's historical engineering expertise into account, I'd wager there's probably nothing to worry about...

Walter Röhrl
pictured with a 959
in period (here),
and in modern
times on our cover



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Regulars

- 008** News
The latest news from the fast-paced Porsche world.
- 012** Motorsport Month
Racing from Road America, Snetterton, Brands Hatch and more...
- 016** Just Looking
Peter Morgan looks at purchasing Porsches requiring work.
- 050** Your Writes
Your chance to put the Porsche world to rights and to have your voice heard.
- 058** Second Thoughts
The second-generation 991 must compete with its rivals, which means this new 911 will feel more like a GT car than ever before...
- 081** Automobilia
Automotive paraphernalia, Porsche or otherwise. This month we look at race programmes.
- 098** *GT Porsche Retrospective*
A look back at what we were up to one year ago, five years ago and ten years ago.
- 101** Long Term Fleet
The latest running reports from our long term fleet of Porsches.
- 114** Market Place
The last of the torsion-bar sprung 911s remain a good purchase – assuming, that is, you can find one.
- 120** All You Need To Know
Small capacity four-cylinder engines and hybrid technology.
- 122** Tech Guide
In this second instalment, we look at relatively low cost alterations for the Boxster.
- 124** Porsche Shop
The latest new products from the automotive world and specialist Porsche retailers, don't forget your credit card!
- 159** Specialist Focus
This month the spotlight falls on 911 Rennsport Ltd.
- 162** Porsche Moments
This month Colin Goodwin is hosting an imaginary dinner party with something of a Porsche theme...



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Features

- 018** 996 vs 997 GT3 RS
Take the ultimate road-going examples of the 996 and 997 and let them loose. But which one wins the jackpot at the end of the day?
- 028** 30 years of 959
It first appeared 30 years ago this year, but the Porsche 959 remains an utterly captivating machine...
- 038** TPC Racing Module
TPC Racing has developed a clever bit of kit that replaces the PASM control unit on 997-generation 911s. We put it to the test on road and track.
- 044** Olaf Manthey
Manthey is a name that has become inextricably linked with modern Porsche motorsport. Johnny Tipler met up with the man himself, Olaf Manthey.
- 053** Silverstone Classic
The Silverstone Classic celebrated its 25th anniversary this year. The three-day event was the UK's first historic motor racing festival and it remains a 'must do' diary date.
- 060** 2.2S vs 2.4S
2.2S or 2.4S? It's a question many classic Porsche enthusiasts have posed over the years. We drive one of each to establish which gets our vote...
- 069** PCGB National Event
Porsche Club GB's annual National Event took place at Althorp in Northamptonshire and drew the cream of the UK's Porsche crop out...
- 074** Steve Richards
We hear plenty about Europe's Carrera Cup racers, but what about those 911 drivers elsewhere in the world? Reigning 2014 Porsche Carrera Cup Australia champion, Steve Richards, is looking set to clinch this year's title too...
- 082** 996 CSR Retro
Does RPM Technik's latest build, the 996 CSR Retro, signal the start of an impending revolution for the first water-cooled 911?
- 090** Cayman GT4 to Gmünd
Where better to test the Cayman GT4 than on Ferry Porsche's Alpine test route, used for development of the original chassis number 356-001?



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THE NEW 911: THE FACTS

The second generation 991 officially breaks cover at the Frankfurt Motor Show this month. Key details of the new car, which represents the biggest step change for the 911 since the 1990s, have already emerged.

Story: Simon Jackson Photography: Porsche

Reliable details of the new 911 Carrera, set to represent one of the biggest step changes in the car's history, have emerged ahead of its official reveal at the Frankfurt Motor Show later this month. Pre-production prototype cars sporting minimal camouflage have been undergoing final extreme weather tests in South Africa, followed by cold weather trials

in Canada, before final sign-off on the revised 2016 Model Year 911.

This 'new' 911 comprises a face-lift for the 991 rather than a clean sheet design (we expect that in 2019), but this second generation 991 is significant for a number of reasons – chiefly its engines. The long-rumoured switch from naturally aspirated engines to downsized turbocharged units for

911 Carrera models is the major headline. And, as has been widely reported, all but the face-lifted GT3 and GTS models will feature turbo power in order to meet strict regulations ordering increases in efficiency and reductions in emissions. The new Carrera and Carrera S will therefore run a force-induced 3.0-litre six-cylinder Boxer engine featuring two small turbochargers. Peak power will sit at approximately 370hp with 332lb ft (Carrera), and 450hp with 368lb ft (Carrera S) through the addition of a factory Powerkit on the latter. The Carrera will hit 62mph in 4.3 seconds, the S in 4.0 seconds flat, yet the new powertrain will also hike fuel efficiency to around 37mpg (Porsche claims the current Carrera model can achieve 34.4mpg – PDK, combined). Purists will rejoice, however, that a seven-speed manual gearbox will be offered in the new 911.

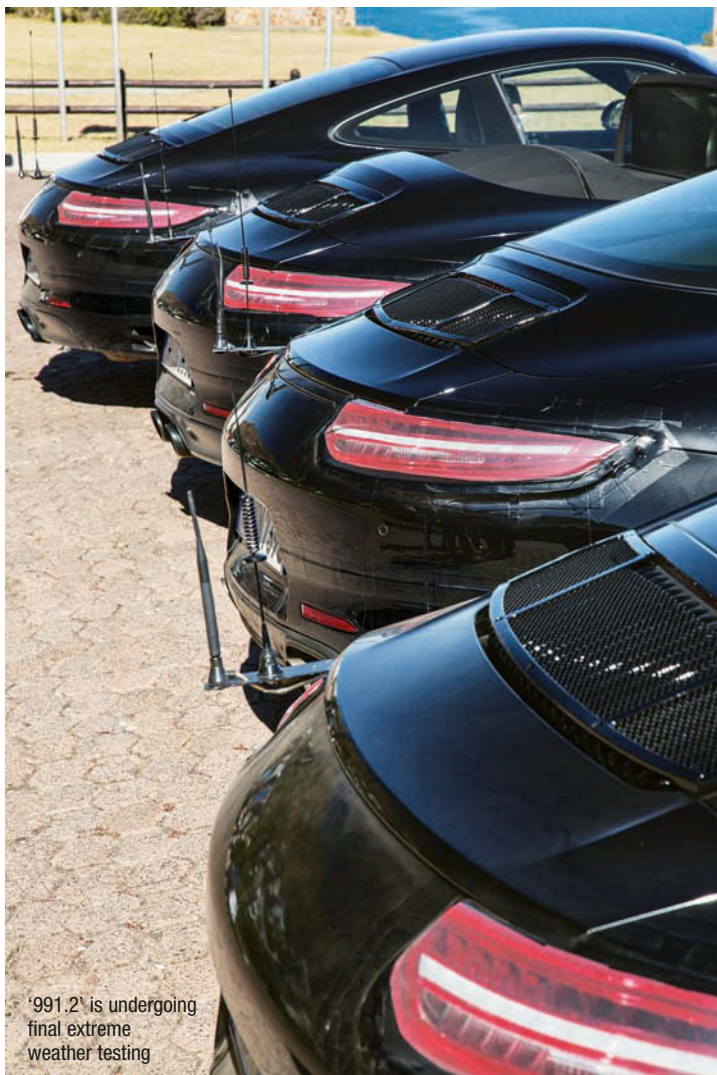
There are also several key additions to the new car that have filtered down through the Porsche technology food chain. The Carrera S will now benefit from the rear-axle steering facility previously found on Turbo models; the system provides up to three degrees of counter steer on the rear wheels at speeds below 31mph while also allowing for three degrees of parallel steering at speeds above that. Inside the new car will, like the rest of the Porsche range, move across to the 918-style steering wheel, a trend first seen in the Macan, and will feature revised four-point projector headlights. On the outside fresh mirror and front bumper styling (and a rear bumper cooling vent) are the big visual giveaways on the new 911. The mirrors will feature LED 'blinkers' while the rear light clusters feature a fresh LED appearance, too.

There are also completely new additions to the 911 Carrera. Adaptive air ducts in the front bumper will manage the flow of air to the car's radiators, closing at speeds above 9mph, opening up again above 105mph. The new Carrera will not feature the side vents traditionally

found on 911 Turbo models, as these new smaller engines do not require the same high quantities of air. In a bid to answer the difficult question of how the driving dynamics of the new Carrera will differ from the 911's Turbo badged variants, Porsche has fitted a replacement for the PSM button. This takes the form of a Sports Response Button (SRB) which has four distinct modes: 'O', 'S', 'SI' and 'I'. Mounted on the new style steering wheel, the switch alters throttle response and is said to minimise lag from the turbo. The 'S' setting is for normal driving, 'SI' is for circuit use, while 'I' stands for 'individual' and allows drivers to set their own preferences.

The second generation 991 seemingly moves the 911 closer than ever to being a full-blown modern GT car, which is a double-edged sword. In come inherent safety features and levels of comfort and convenience now expected by customers in this marketplace, such as lane change assistance (with a visual warning, not a haptic one, thankfully), and post-collision autonomous braking, which ensures the car is brought to a halt following an accident to prevent additional secondary damage. For the first time on a Carrera there will also be the option to specify the hydraulic nose lift function, enabling the car's front end to be raised by a speed-hump friendly 50mm at the touch of a button. What all this equates to, though, is a heavier 911 – in part a result of the extra kit but also the new engines, which are heavier. A new Carrera will now tip the scales at 1475kg, up by almost 100kg over the existing model, equivalent to the weight of a first generation 991 Carrera 4 GTS.

Certain hand-picked journalists have been permitted early passenger rides in the second generation 991, but we at *GT Porsche* would prefer to refrain from commenting on the new car's driving dynamics until we actually get behind the wheel. Until then we look forward to seeing the car in the metal at the Frankfurt Motor Show.



'991.2' is undergoing final extreme weather testing

Several key additions to the new car have filtered down through the Porsche technology food chain



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911 TARGA 4S EXCLUSIVE MAYFAIR

Porsche Exclusive has announced the production of just ten bespoke examples of the 911 Targa 4S, specific to the UK, called the Exclusive Mayfair Edition.



As its name suggests, the 911 Targa 4S Exclusive Mayfair Edition will only be available to order from Porsche's London Mayfair showroom – the brand's specialist 'Exclusive Centre'. Just ten bespoke examples of the special 911 are available.

Demonstrating the very particular level of custom tailoring available through Porsche Exclusive, the firm's bespoke build arm, the specification of the Targa 4S Exclusive Mayfair Edition features several unique performance and styling cues.

A Porsche Powerkit increases performance to the four driven wheels, with 430hp on-tap directed by a PDK gearbox. The Powerkit package incorporates a sports exhaust system and Sport Chrono, which includes dynamic engine mounts and the now traditional dash-mounted stopwatch.

The 911 Targa 4S Exclusive Mayfair Edition also sports sharp chassis characteristics with Porsche Dynamic Chassis Control, Ceramic Composite Brakes, and 20-inch Sport Classic wheels finished in black. The exterior

is complimented with a SportDesign front apron, LED headlights and Classic Silver paintwork.

The 'retro' Fuchs-style wheels are not the only throwback nod to 911s of old. Inside you'll find Porsche Exclusive seat centre inlays in Pepita fabric lifted from 50th anniversary model 991, and custom tailoring such as Rhodium Silver decorative stitching, an embossed Union Flag emblem, together with extensive leather trim covering the air vents, PCM surround, steering column, and seat belt buckles.

Adaptive sports seats and a Burmester audio upgrade are other interior highlights. The Mayfair Edition also comes with a personalised leather key pouch and personalised photobook.

Naturally there are further additional extras available through Porsche Exclusive to compliment any of its special Porsche builds.

Prices for the 911 Targa 4S Exclusive Mayfair Edition start at £148,849.10, almost £50,000 more than the standard Targa 4S, but perhaps that's the price of Porsche exclusivity.





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911 Carrera 2 Targa (993)

Tiptronic S • Polar Silver • Marble Grey Leather Seats • 17" Targa Split Rim Wheels • Air Conditioning • 41,053 miles 1996 (P)

£59,995


911 Carrera 4 (993)

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

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911 Carrera 2 S (997)

7-Speed PDK • GT Silver • Cocoa Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation • 32,015 miles • 2010 (10)

£47,995


911 Carrera 2 (997 GEN II)

6-Speed • Jet Black • Black Leather Seats • Touchscreen Satellite Navigation • 19" Carrera S II Wheels 13,332 miles • 2011 (11)

£46,995


911 Carrera 2 (997 GEN II)

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

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911 Carrera 4 S Targa

Tiptronic S • Basalt Black • Black Leather Seats • Satellite Navigation 19" Carrera Sport Wheels • 27,659 miles • 2008 (08)

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Boxster S (981)

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911 Carrera 2 S (997)

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

£39,995


911 Carrera 2 S (997)

Tiptronic S • Midnight Blue • Cocoa Leather Seats • 19" Carrera S Wheels Satellite Navigation • Extended Leather 23,276 miles • 2008 (08)

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RSRs REIGN AT ROAD AMERICA

Porsche claim the championship lead after fantastic double victory for its 911 RSRs at Road America.

TUDOR UNITED SPORTS CAR CHAMPIONSHIP ROUND SEVEN: ELKHART LAKE

Porsche continued its winning streak in the Tudor United Sports Car Championship achieving a double victory at Road America. At the wheel of the 470hp 911 RSR, Le Mans-winner Nick Tandy and French Porsche works driver Patrick Pilet claimed victory in the GTLM class, repeating their recent feat at Bowmanville, Canada. Tandy's fellow LMP1 driver Earl Bamber partnered Jörg Bergmeister to follow them home at the wheel of the sister RSR. Thanks to this, the third straight victory for the 911 RSR (following its wins at Watkins Glen and Bowmanville), Porsche now leads the hotly contested North American sports car championship.

Bamber started from pole position in the number 912 vehicle at the demanding 6.514-kilometre circuit at Elkhart Lake in Wisconsin; Pilet started from back in

the pack in the number 911 car due to a problematic qualifying session. After the first lap he had already overtaken all ten of the GTD class contenders and closed the gap to the GTLM vehicles. After four laps he had passed four more competitors, and by lap nine he was well on his way to the podium.

Pilet's team-mate Tandy climbed into the cockpit at the first stop and continued the stunning performance. After the first half of the two-hour, 40-minute race both 911 RSRs were running at the front with Bamber leading Tandy in second. With just 45 minutes to the chequered flag, the final series of pit stops opened a critical phase of the race. Bamber's partner Bergmeister, came in to refuel while leading, rejoining the race in third, but he lost

several positions in the first lap when his tyres took too long to get up to their optimum temperature.

Pilet pitted shortly afterwards, with Ferrari inheriting the front spot, before relinquishing it back to the Frenchman when the Italian car made its last stop. With Pilet in a safe first place, Bergmeister put in a spirited pursuit through the field to catch the Ferrari running in second. With just metres to go, he made the decisive pass to notch up the second double victory for Porsche this season after Watkins Glen. Tandy commented: "What an incredible race. That was a strong performance from the entire team. To make it to the front from the very back of the field goes to show what a great car the 911 RSR is, and what a solid squad we have behind us."



ANOTHER CLEAN SWEEP FOR CAMMISH AT SNETTERTON

A hot Snetterton circuit hosted rounds nine and ten of the Porsche Carrera Cup GB Championship, where Redline Racing continued its fantastic season.

CARRERA CUP GB ROUNDS NINE AND TEN: SNETTERTON



It was another commanding display from Dan Cammish in race one of the weekend, as the Yorkshireman took a lights-to-flag victory at Snetterton. The Redline Racing driver made a clean getaway off the line, keeping his closest championship rival, Josh Webster, at bay through the first corner before the pair proceeded to pull away from the rest of the field. With clean air ahead, Cammish also notched up a new 'Race Lap Record' for the circuit, posting a 1:52.546 on lap seven, whilst Team Parker's Webster was left ruing a poor start.

There was plenty of wheel-to-wheel racing behind the top two to keep the gathered crowds entertained. G-Cat Racing's Ryan Cullen, Team Parker's Stephen Jelley and James Sutton from Samsung SUHD TV Racing were all involved in a three-car incident going into the Montreal Hairpin on the opening lap. The collision left Sutton with a damaged front end resulting in a 'DNF'. The incident gave Michael Meadows and Tom Sharp a clear track as they battled for third position. IDL Racing's Sharp made a slight mistake at Williams, sending his 911 sideways as the pair entered the Bentley Straight. The loss of momentum allowed Meadows to get alongside and eventually claim the place on the inside at Brundle. Meadows finished in third, but Sharp didn't make it easy.

Parr Motorsport's Dino Zamparelli and Brookspeed's Jayde Kruger had a thrilling duel for sixth place. After multiple attempts to make a pass, Kruger made a last-

gasp attempt on the penultimate lap, edging past Zamparelli at Nelson. Although Kruger initially succeeded with the pass, he out-braked himself and span off the circuit, eventually finishing the race in 11th place. The battle for sixth allowed Pro-Am1 driver Jordan Witt to catch the pair as he took victory in the class, ahead of Ignas Gelzinis and Jack Falla.

Peter Jennings won the Pro-Am 2 class in his best race result of the season so far. The Irishman finished ahead of class point leader John McCullagh and Nerijus Dagilis.

A rolling start in race two saw Cammish make another clean and composed getaway at the head of the field. The Yorkshireman achieved a clean sweep of 'fastest laps', 'pole positions' and 'race victories', increasing his overall points lead to 53.

Sharp and Meadows completed the podium in second and third places respectively – both drivers making their moves on the Senna Straight at the race start. They ran three abreast into turn one (Riches) as the pair went around Webster and pushed the defending champion back from second and into fourth place. By the end of lap one, Cammish had already built a 0.5-second lead to control the race. However Sharp and Meadows began to trade fastest lap times as they tried to reduce the gap to the front in a hard-fought battle. Sharp held on to P2 to take his first ever Carrera Cup podium.

In the chasing pack, James Sutton came back from

his race one retirement to finish in fifth place, putting in a solid drive on his Carrera Cup return. Dino Zamparelli had an action-packed race. The 22-year-old had been struggling to maximise the performance of his car over the weekend and had to defend early on from Jelley as they battled for sixth. Jelley kept the pressure on as the two drivers went toe-to-toe around the Montreal Hairpin on lap four, with Jelley emerging in front.

Once Jelley had made the pass, Kruger also sensed an opportunity to move up the order, reigniting the on-track battle from race one. The South African driver was able to make the move stick in race two, but once again had to wait until the final lap to take seventh position, leaving Zamparelli with eighth. Jordan Witt achieved his second win of the weekend in the Pro-Am1 class. He now sits just four points behind Ignas Gelzinis. John McCullagh had a sensational race, coming from the back of the grid to take the top spot on the Pro-Am 2 podium. Iain Dockerill and Nerijus Dagilis completed the Pro-Am2 podium in second and third positions.

Points standing after rounds seven and eight:

1.	Dan Cammish	207 points
2.	Josh Webster	154 points
3.	Stephen Jelley	142 points

HISTORIC TUTHILL PORSCHE 911s DOMINANT

Tuthill-prepared historic Porsche 911 rally cars recently clinched triple wins on two continents.

Three Tuthill Porsche 911 historic rally cars claimed wins over one weekend in events on the opposite sides of the world. The fire-breathing yellow Porsche of former Belgian historic rally champion, Glenn Jannsens, took the first victory, coming home more than two minutes ahead of his closest rival in the national championship round of Belgium's Ypres Rally. Also in Ypres but competing in the European FIA historic rally, 2014 Tour Britannia winner, Howard Redhouse, claimed victory on the maiden event for his magnificent blue short wheelbase 911 rally car,

recently restored by Tuthill Porsche.

Meanwhile, on the other side of the world, Road to Mandalay rally winners Peter and Zoe Lovett rounded off 22 days of rallying across North America with victory on the 2015 Trans-America Challenge in their red 1973 Porsche 911. Two more Tuthill-built Porsches also reached the finish, proving the resilience of the cars built at the famous workshops in Wardington, Oxfordshire.

"With almost 40 years experience in preparing historic Porsche 911s, we know a few things about

building these cars, but competition is the ultimate test," said team boss, Richard Tuthill. "Victory for three very different Tuthill Porsche historic rally cars on such contrasting rallies is extremely satisfying. Whether they are competing in an FIA rally, national historic championship or marathon endurance event like the Trans-America Challenge or East African Safari Rally, which we will try to win again later this year, Tuthill Porsche drivers know they are in a car capable of victory. Well done to all Tuthill competitors for nurturing the spirit of classic Porsche adventure."



MORRIS KEEPS TITLE FIGHT ALIVE AT BRANDS

Team Strasse returned to Brands Hatch for rounds seven and eight of the Fuel Protect Porsche Club Championship with Pirelli, looking to further extend its points lead.

Story: Paul Holroyd

Photography: Paul Holroyd and James Roberts (porschesport.com)

PORSCHE CLUB CHAMPIONSHIP ROUNDS SEVEN AND EIGHT: BRANDS HATCH



In race one Pete Morris in the PCM Midlands Porsche 996 C2, who had secured pole in the morning's qualifying session, lost out to the Boxster S of Gary Duckman heading into the first corner as the field of 21 cars got underway. Morris soon managed to pull clear from Craig Wilkins in his 996 C2 in third, leaving Morris to concentrate on trying to take back the lead. Meanwhile Chris Dyer in the Millers Oils/Strasse Cayman S found himself battling with the 996 of Karim Moudi, both spending most of the race trading position for seventh.

Morris and Duckman both traded fastest laps throughout the race with Morris trying every trick in the book to find a way past Duckman, but despite his best efforts Morris had to settle for the second podium step. Moudi got the better of Dyer to take seventh spot resulting in Dyer having to settle for eighth. Dyer later reported that he had to ease off the power heading into the corners due to braking difficulties with the Cayman S.

In class two David Botterill in the Strasse 964 C2 was struggling to find grip and speed forcing him further down the field, eventually crossing the finish line eighth in class.

Hugo Holmes in the class two Freeman Jewellers 968 CS Porsche and team-mate Andy Toon in the second Strasse class two 968 CS PCM Midlands Porsche found themselves battling each other for fifth place with both drivers almost exchanging paint on more than one occasion. With no team orders to obey they were left to entertain the crowds and battle it out between themselves, but it was Toon

who won the battle taking fifth place, with Holmes taking sixth.

In the second race of the weekend Wilkins and Morris were on the front row and both got good starts, but it was Wilkins again who got the upper hand taking Morris on the outside through Paddock Hill Bend to snatch the lead. Meanwhile Duckman had won the battle behind with Mike Johnson and was now up to third and closing down on Morris. It was not long after this that Duckman made a move heading into Druids to take second place off Morris. All three drivers were bumper-to-bumper but Morris was unable to make a pass, finishing race two in third place. Dyer was looking to improve from his first race and soon found himself in a battle for fourth with Kevin Harrison and Johnson, but despite Dyer's best efforts he had to settle for sixth place with Harrison taking fifth and Johnson taking fourth.

David Botterill has been on form this season, alongside Morris for the Strasse team, but it was not his weekend as once again he found himself struggling with the Porsche 964 in class two finishing eighth in class. Andy Toon almost made it onto the podium again finishing fourth after a hard fought battle with Higgins and Cheetman. Hugo Holmes had a frustrating race that resulted in a 'DNF'. Holmes found himself behind a slower car and was finding it difficult to find a way past, his only option was to go for it, so he did, heading into Paddock Hill Bend. Unfortunately the move did not pay off and Holmes went wide, beaching his Porsche 968 in the gravel.

Fuel Protect Porsche Club Championship with Pirelli Round Seven:

1. Gary Duckman (Boxster S)
2. Peter Morris (996 C2) + 0.284sec
3. Craig Wilkins (996 C2)
4. Paul Winter (996 C2)
5. Kevin Harrison (996 C2)
6. Mike Johnson (996 C2)
7. Karim Moudi (996 C2)
8. Chris Dyer (Cayman S)
9. Steve Cheetham (Boxster S)
10. Jonathan Evans (Boxster S)

Class Winners:

Duckman, Cheetham

Fastest lap: Morris 1:39.007s (88.47mph)

Fuel Protect Porsche Club Championship with Pirelli Round Eight:

1. Craig Wilkins (996 C2)
2. Gary Duckman (Boxster S) +0.423sec
3. Peter Morris (996 C2)
4. Mike Johnson (996 C2)
5. Kevin Harrison (996 C2)
6. Chris Dyer (Cayman S)
7. Karim Moudi (996 C2)
8. Paul Winter (996 C2)
9. Jonathan Evan (Boxster S)
10. Tim Speed (968 CS)

Class Winners:

Wilkins, Evans

Fastest lap: Duckman 1:39.547s (87.99mph)



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

Peter Morgan debates how you decide whether the neglected Porsche you're considering buying is worth fixing?

You'll have to look hard to find an independent Porsche seller at the moment who isn't happy with the way the markets are performing.

Whether it's a classic or contemporary Porsche, a lot of people are looking to buy used Porsches. And with that demand can come a certain pressure on the buyer to accept compromises in the service history, authenticity, condition or mileage.

It is important to say that it's unrealistic to expect a ten or 20-year-old Porsche to present in as-new condition. It's very likely some services have been missed, there'll be some stone chips or perhaps the air-con

doesn't work. If both buyer and seller accept the issues, it's the basis for a sensibly negotiated deal.

The first step to buying a car at the right price is to know the market for the exact model, year and mileage you want. You're wasting your time if you try to negotiate without that knowledge. Only the 'made as new' restorations or the ultra-low mileage original cars fetch the top prices. You must be able to identify the sensibly priced examples and know when to walk away.

The difficulty for the buyer is getting the balance right between purchase cost, subsequent overhaul cost and the combination of the two compared to the eventual value. And it's hard to walk away from a car, especially when the heart is trying hard to rule the head.

The fineness of that balance is becoming more important on the cars built in the Noughties, when production massively increased but component design life declined. Today, and with those cars having perhaps 75,000 miles or more on the odometer, the cost of ownership can be eye-watering if you don't find the right car. If it continually needs replacement parts – like front control arms, brakes, coolant

parts, air-con condensers, tandem pumps and so on – the car can turn into a financial liability.

I've seen several cars like that recently. The first was a high value 993 RS – arguably one of the most sought after air-cooled Porsches at the present time. This car presented in gorgeous condition and it was priced competitively. Careful examination confirmed its authenticity, but also revealed it had received some fairly major reconstruction. While the car had been well repaired and drove well, to the expert eye it was unmistakably not factory-fresh. To our collector buyer this fundamental issue was a showstopper. But for somebody looking for a top track day car, it was worth a punt at the right price.

By comparison a very nice Cayman was completely original but its strong asking price was compromised by a string of easily repairable but relatively costly issues. These included a driver's door window that wasn't working properly and a coolant leak from a front hose that could have included a radiator. It was fundamentally a good car but was offered at too strong a price. The seller was reluctant to concede this at first but eventually a deal was done.

Another 987 Boxster had a roof that wasn't opening or closing as it should, making the car appear poor overall. Fixing a cabrio roof requires training and experience, but in the right hands is a straightforward fix. The only exception to that might be the 996's Targa roof, which has an ability to consume cash effortlessly if it goes wrong! That roof must work perfectly at the point of purchase.

This is the root of the problem with the older 996s and Boxsters. With cars slipping down into the low teens in value, a buyer has to be very careful that the cost of fixing problems doesn't make a bargain purchase pointless. Setting aside the grief of stumping up more cash than the car's worth to fix a catastrophic engine failure, you can spend perhaps half an early 996 or 986 Boxster's value on simply getting the car through the VOSA tests and making the accessories work. When bills like that beckon, scrapping the car becomes a possible option.

Repair cost is relevant to the earlier models also. We looked at a somewhat neglected 993 that had a long 'to do' list. The prospective buyer was up for all the work that needed doing even though to most, the intimidating list (including items like replacing all the brakes, air-con, lower control arms, electrical issues, repairing the exhaust and shields and so on) was going to cost at least £4-5k plus labour. At the right price, the fundamentals of this car made it a cautious buy – a project car. Such a purchase only makes financial sense in a rising market and if you can do the grunt work yourself. If you're going to take on a project, you must know you have the motivation and resources to see it through.

The old saying 'there's no such thing as a Porsche bargain' is true. Understanding the difference between a fundamental and a fixable issue is the foundation of getting a good deal. When buying a used Porsche, knowledge is king ○

You must be able to identify the sensibly priced examples and know when to walk away



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



LHD 1972 Porsche 2.7 Carrera RS

The 8th Customer Supplied Carrera RS - Original Colour Combination



This fantastic car was completed in October 1972 and was the first car delivered to the Iberian Peninsula and only the 2nd car built with the very desirable sun-roof option. Very few of the fabled first 30 cars are known to still exist. Presented in its original Light Yellow and recently treated to a no expense spared recondition. This is undoubtedly amongst the earliest and most significant Carrera RS's in existence.
£595,000

RHD 1972 Porsche 2.7 Carrera RS

First 500 Example - Unrestored - A True Reference Example



This is an extremely early first 500 car and a true reference example, being the 7th car supplied to the UK. The car is unrestored, but absolutely correct and extremely well preserved. Also present is a comprehensive history file, documenting the car from day one and in addition a recent major service has been carried out.
£650,000

Porsche 911 S



A Rare RHD variant, originally supplied to the UK in 1968. This vehicle has received a no expense spared bare shell restoration and has been completely rebuilt by Marque specialists. The car is presented in show condition with dark red paintwork and black leather interior.
£195,000

Porsche Carrera GT



This interesting and highly desirable "Basalt Black" example has had a recent no expense spared "engine out" service. Throughout its life, the car has been regularly serviced by Porsche Great Britain with all the invoices present. The paintwork is complimented by a Dark Grey leather interior and air conditioning. £475,000

Porsche 993 RS



This stunning White 993 RS is presented in the ultimate specification with factory AeroKit and Recaro Sports Seats. This example is extremely original and in exceptional condition, having been part of a major car collection in Germany. A comprehensive history file accompanies this truly special car. £234,995

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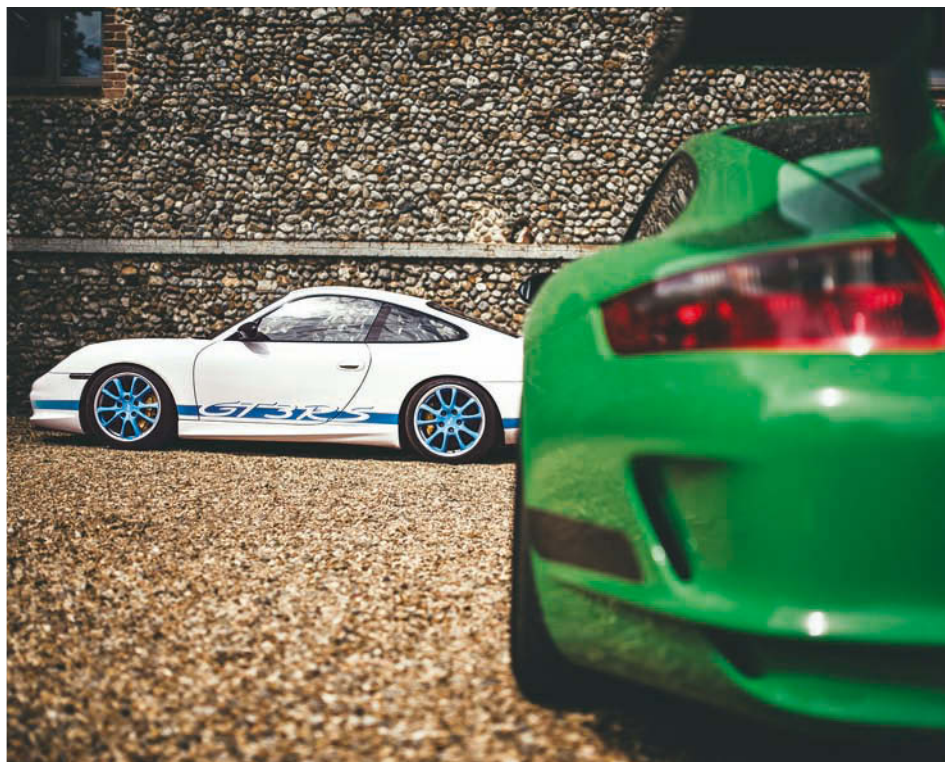




COASTAL COMMAND

We take the ultimate road-going examples of the 996 and 997 and let them loose on North Norfolk's rolling coast roads. But, at the end of the day, which is our winner?

Story: Johnny Tipler Photography: Amy Shore



Fellow lunchers pause to admire and snap the swanky duo; they are such special cars that everyone is curious to learn of their spec

should be so lucky. Faced with a dilemma of the most saccharine kind, calculated to confound anyone with a Porsche addiction: how do you choose between a 996 GT3 RS in white with brilliant blue graphics and a 997 GT3 RS in classic Viper green with black detailing? No question, the earlier model has the purer shape compared with the later one's cut-and-thrust extremities. But, of course, it's not that straightforward. You'd want the later car with its subtle refinements and superior performance, wouldn't you? But, as we'll find out, the older car has enough tricks up its sleeve to readily stand its ground.

And the ground we're on is the enchanting strip of Norfolk coast, stretching from Hunstanton in the west to Sheringham in the east. It's here that high-end Porsche specialist Martin Pearse is based, along with his MCP Motorsport business. Martin's an avid cricketer and squash champion, tall as a totem, fit as a fiddle and he imports cars long distance. He's kindly provided both our subject Porsches and, being even more local than me, he knows all the back lanes that we can drive them on to best effect.

To bring us up to speed on spec, the 381hp, 3.6-litre 996 GT3 RS was in production from 2003 to 2005, with a miserly 682 cars built. A no frills go-for-it track weapon, it was the basis for the Carrera Cup cars of that era. The RS has a slightly different engine spec to the 'ordinary' GT3, with reshaped inlet and exhaust ports for race homologation, though officially there was no increase in power. The RS suspension features progressive rather than linear springs, while its dampers are uprated from between ten to 15 percent stiffer than the GT3's, while the top mounts can be rotated 120 degrees to achieve a Cup Car compatible position. Front and rear control arms are adjustable and the RS ride height is 3mm (0.1 inch) lower than the standard GT3, itself a low-slung 30mm lower than the 996 C2. The RS can accelerate from 0-60mph in 4.3 seconds, with a top speed of 190mph (306kph). Martin tells me that this car was previously owned by a couple of wealthy Londoners.

"One of them had a very slight ding at the Nürburgring and because Manthey was literally on hand at the time it said, 'oh, give it to us and we'll do the K410 conversion on it.' It also fixed the bodywork at the same time. It was

subsequently sold on by Paragon, and then I bought it off JZM," says Martin.

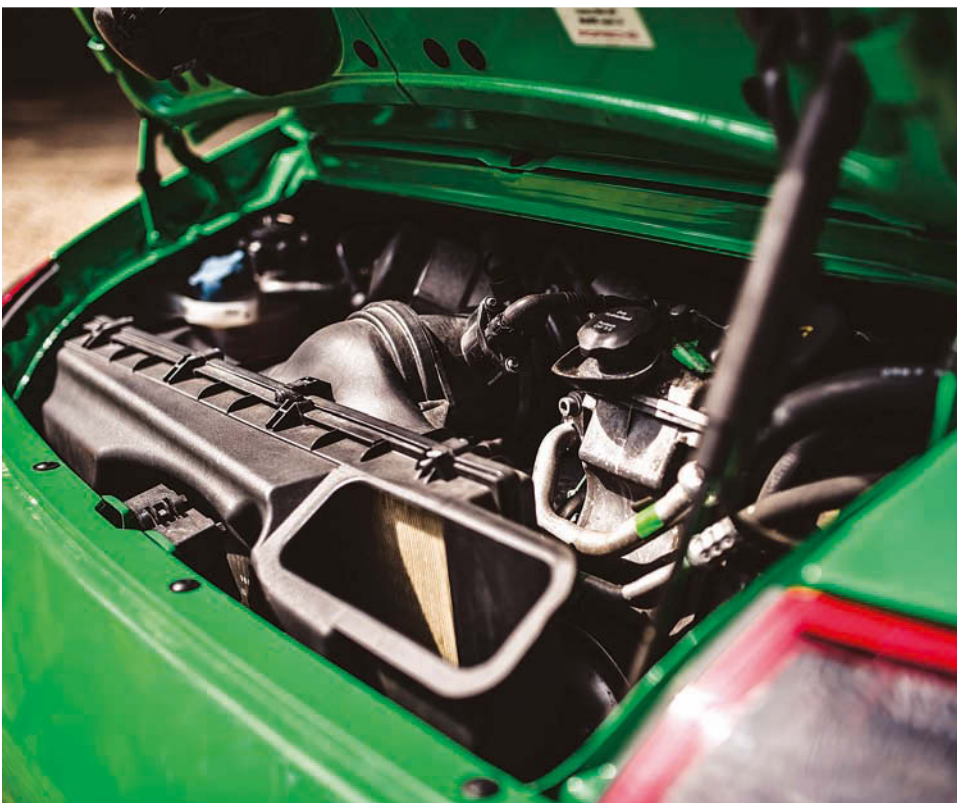
It's done a meagre 29,000 miles, and it's the second time it has passed through Martin's hands; he's currently looking for £130k, though he may simply hang on to it as he likes it so much. What gives it the edge over its RS siblings is its Manthey tuning kit, consisting of manifolds, ECU remap and exhaust, yielding 410hp on Manthey's rolling road at the Nürburgring, hence the kit being identified as the K410. "The guy spent about €8,000 on the conversion," says Martin. "But I will change the tyres next and take it straight to Chris Franklin at Centre Gravity."

Inside the 996 cockpit there's a suede wheel-rim, Alcantara headlining and similarly upholstered handbrake and gear lever gaiters. The sculpted Recaro bucket seats are straddled by blue Schroth five-point harnesses and matching blue regular belts, plus half roll-cage in the rear portion; otherwise there's not much to choose between the two GT3 cabins. Both have fire extinguishers in their passenger footwells. There's an RS logo on the gear knob, the handbrake lever and the rev counter, validating





Viper green was one of the least popular colours when the model was launched...



the exalted spec. In a car like this, the driving position is critical, and I find the Recaro seat has me sitting slightly higher than in my own 996, and I think that's something that might need addressing, even though in practice it doesn't diminish the RS experience.

Moving swiftly on, the more numerous 997 GT3 RS came out in 2006, with 1909 3.6-litre Gen 1 cars made, providing a homologation model for a number of racing series, with a 444hp 3.8-litre Gen 2 version available in 2010 (another 1600 units built). The RS is 20kg (44lb) lighter than the 'ordinary' 997 GT3, tipping the scales at a relatively modest 1375kg (3031lb) thanks to its adjustable carbon fibre rear wing, polyester engine lid and Perspex rear window. The RS's rear bodywork is 44mm (1.7-inch) wider than its GT3 counterpart because of the Carrera 4 shell that clads it and this enables a wider track for enhanced cornering potential – at the expense of straight line speed due to increased drag, not that you'd know it in normal motoring (if RS motoring can be so called). While the 996 GT3 RS is confined to white bodywork with either red or blue graphics and detailing, the 997 GT3 RS

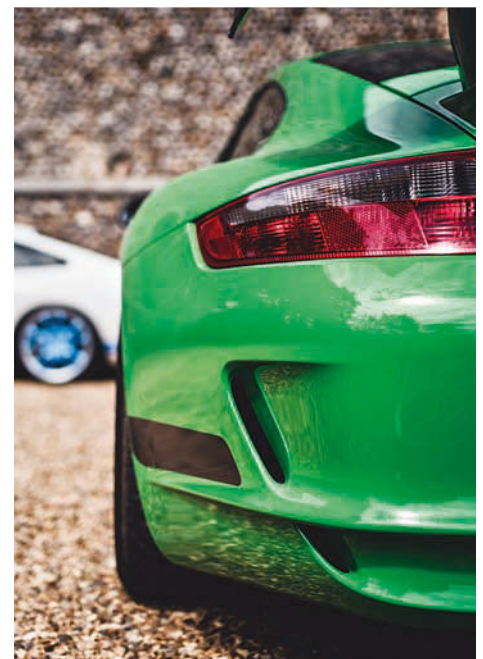


panels and paint scheme are specifically designed for this competition-oriented model, with a small range of bright hues – like Viper green – available.

The 997 version has much more developed aero than the earlier model: it's got a bigger front splitter with channelled scoops that direct cooling air to the brakes plus larger air intakes and overall the ducting and contours of the front panel are less intricate than the older 996 model. It's also got sidelights and indicators in separate housings from the headlights. They've both got Kevlar rear wings – aerofoils, even – and the 996's front lid is also Kevlar-reinforced fibreglass and it has an aftermarket underbonnet 'external' ignition ring-pull 'off' switch by the washer fluid reservoir which, surprisingly, the 997 doesn't have.

The 997 RS cockpit feels more claustrophobic than a normal 997, partly because it's dominated by a range of competition-focused equipment including the bright red Schroth five-point harnesses and the complex scaffolding of the half-cage in the rear compartment, while the chairs too are predominantly black, apart from the matching Viper green centre tunnel, Alcantara

armrests and headlining. The factory steering wheel, in gunmetal grey with Alcantara suede rim and yellow band around the top to centre it, is a classy feature. Viper green was one of the least popular colours when the model was launched: there were more takers for the conservative hues. However, Martin is confident he's backed a winner, estimating the rarer paintjob will ultimately make it the more desirable commodity. Imported from Porsche Luxembourg with a full warranty, he took it straight to Centre Gravity for a thorough once-over, and that certainly seems to have paid off in the ride and handling behaviour, which is just sublime. It's had a new starter motor, and he's also had a Sharkwerks bypass exhaust fitted, made by Alex Ross in California, so it's now more gravel-voiced on tick-over than Dave Grohl: "The Sharkwerks bypass kit seems to make it a little bit quicker and certainly the noise is better now. It's emitting a 'boom' like an aircraft breaking the sound barrier that comes on song at 4000rpm!" I muse that there's a nice irony to the sharks connection, bearing in mind our seaside shuffle, though crabs and seals are the more numerous denizens of the deep hereabouts.



The Viper green 997 sports more obvious aero additions than its older sibling, which serves to give it a more brutish appearance...



Sheringham is a former fishing port that's so ice-cream-and-candyfloss idyllic on a balmy summer's day it could be the set of Jim Carrey's *Truman Show*. We ease the precious pair out of the bustling seaside town and through rolling countryside (who said Norfolk was flat?) and wriggle through a succession of dreamy villages, all constructed with flint cobbles and pantile roofs. The coast road opens out into a swirling sinuous blacktop artery and we blat west, the sea over on our right and heath and pasture to the left. First stop is Langham airfield where we're allowed to run the cars on what's left of the WW2 Lancaster bomber station. At one time it would have been on a par with similar airstrips like Snetterton and Silverstone, but that's far from the case today. But it does mean we can have a bit of a go, unconstrained by other traffic. I'm surprised to find the 996 can stay with the 997 in the higher reaches though it's not as zesty on take-off as the 997, less inclined to want to come out and play immediately, though that's a relative observation. This is pretty exhilarating stuff, two RSs on roads that I know pretty well, as Martin does, too, so we know where we can go fast.

Tyres are a critical matter in our drive. The 996 GT3 RS's ten-spoke RS wheels are shod with Michelin Pilot Sport Cups, 295/30 ZR18 on the back and 235/40 ZR18 on the front, while the 997 GT3 RS is running on 235/35 ZR19 Continental ContiSport Contacts up front and 305/30 ZR19s at the rear, and both cars have drilled and vented ceramic discs. As Martin says: "The ContiSports are really nice, grippy in the wet and in the dry; the only snag is that Porsche won't issue a warranty with them on because they are not N-rated."

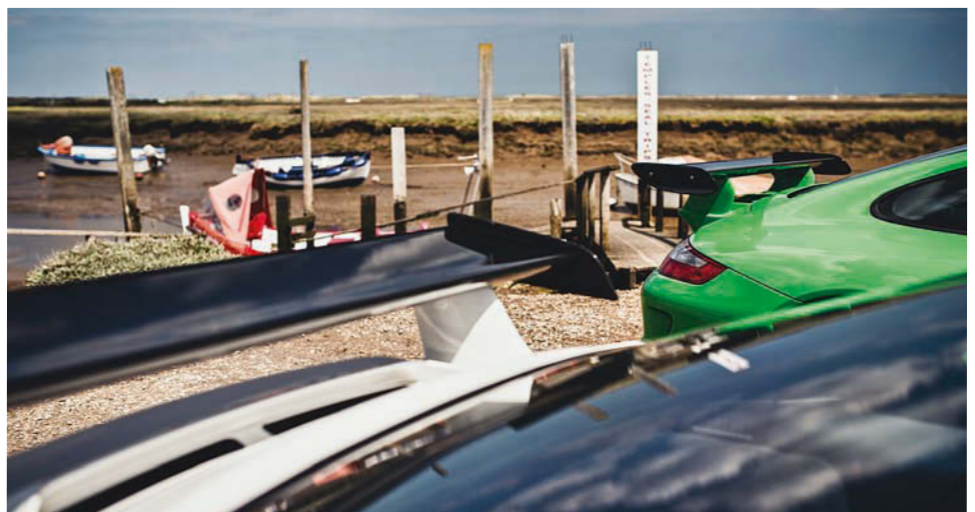
On the other hand, the 996 proves quite twitchy, and everything happens very rapidly on these back roads. It turns-in sharply but it is bobbing about a bit. It has a bit more of a weaving tendency, which could be down to the tyres; they feel as if they're glued to the asphalt and are reluctant to change direction, making each high-speed turn a tad snappy. This may not be a bad thing on the expanses of a race circuit but it's a trifle unnerving on a bendy back road. All is forgiven because I reckon I can hold the 997 on these winding warrens. And I love the view out of the windscreen where you've got the white tops of the front wings on either side,

while the haunches viewed in the side mirrors are neat though less muscular than the 997's C4-sourced arches. As I follow the white 996 RS with its blue decals I admire the way that the blue line comes around the rear flanks and fades towards the numberplate, and it's nice on corners to see the blue wheels – arguably the best colour combination – offset by the yellow plate and the red rear lights.

Our next port of call is Cley (rhymes with 'eye'), a twitchers' tearoom paradise. Pargeters pause their plastering to watch us crawl by, encouraging us to blip throttles in the narrows: 'go on, give it some!' they cry. It would be churlish to refuse. A momentary 4000rpm wang gets 'em going. We regroup at Salthouse and take stock at Cookie's Crabshack. This whole area was inundated when monstrous waves breached the shingle bar that normally protects this bit of shoreline, extending several miles along to Blakeney point, in the last great sea surge. For now it's a comprehensive crab salad *en plein air* as fellow lunchers pause to admire and snap the swanky duo; they are such special cars that everyone is curious to learn of their spec.

I do love the firm, thoroughly planted ride of

Both variants of 911 offer a rewarding driving experience, which makes choosing between them a very tricky prospect. Either makes for a solid companion on these pretty Norfolk routes



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Web: www.mcpmotorsport.com



this 996 RS and the fact that you do feel every little undulation of the road surface. This is a harder ride than the 997 – although the 997 has just been to Centre Gravity for a comprehensive makeover, which would perhaps account for that. The 997 has quite a sharp clutch, and the gear linkage is delicately notchy. Acceleration is astonishingly responsive and with the slightest accelerator pedal pressure, off it goes. The ride is agreeably firm and I'm feeling all the different nuances of the road surface; it's nice being in a left-hand drive GT3 as well. The green car is wonderfully manoeuvrable and everything feels right about the driving position, the comfort of the seats and the way your body is hugged. I think this could be my

ultimate 911 because it's so user-friendly and less complicated than a 991 GT3. Travelling at low speeds through the Norfolk coastal villages, the sound of the Sharkwerks exhaust booming off the flint walls is not quite spine-tingling but it's certainly announcing its presence. On the open road there's that delirious sonic boom at 4000rpm in fourth, which is where it really takes off.

We motor through yet more flinty villages on our coastal patrol: Blakeney – where Tim Birkin, one of the legendary Bentley Boys from the 1920s lies buried; Morston – seal trip central; Glandford – quirky shell museum; Letheringsett; then we head back to Sheringham via Holt. We roll the cars down onto the promenade and

hang with the lifeguards. More interest from the milling holidaymakers; I'm surprised that the white car attracts more attention than the green one; perhaps the later model's more extreme aero mods make it less comprehensible to the untutored viewer. "Which one would you take home?" asks Martin. In my dreams. But for now, it would be the 997, in spite of its in-your-face ducts and spoilers. Viper green is vibrant, redolent of the 911's halcyon days, and it's just so well sorted. I'd love to try the white car when Martin's put some new boots on it and it's had its suspension sorted, and then maybe the purity of the older model's lines would swing the balance. I feel a vanilla urge coming on. Now, where's that ice cream van? ○



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With the 959 Porsche flexed its technological muscles. It first appeared 30 years ago this year, and it remains an utterly captivating machine...

Story: Andrew Frankel

Photography: Porsche and various

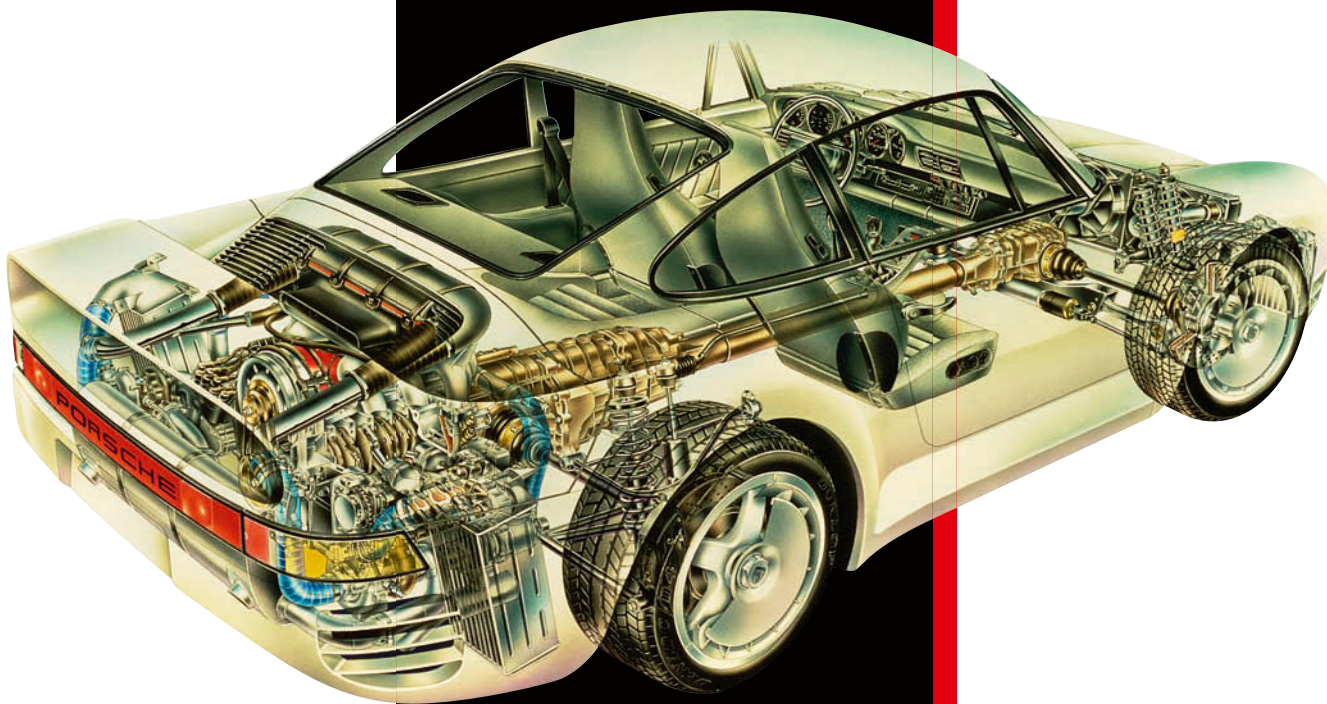
DESIGN Technology





When a car comes to market with a gilt-edged claim to being the fastest machine ever to set foot on the public road, it is understandable that this should become the car's defining characteristic especially as, in the case of the Porsche 959, it was so much faster than anything else there was really no comparison worth making. Of course there were others, Italians mainly, that claimed to be capable of 190mph or more, but I am aware of no independent test that by the mid-1980s had timed any Ferrari or Lamborghini at even 180mph. By contrast no one doubted that when Porsche said the 959 would do 197mph, it really would do 197mph.

The problem with such a preposterous number – and 30 years ago it seemed as absurd as a Bugatti Veyron doing 260mph today – is



that it's so vast it tends to obscure the view of everything else, when in fact its top speed is actually the least useful of all its extraordinary talents. Imagine instead a Veyron that was compact, easy to park and thread through city streets, had reasonable luggage space and even rear seats. It was Porsche's ability to meld such ground-breaking performance and, as we shall see, brain-boggling technology into such a usable whole that makes the 959 such a landmark in Porsche road car history.

The 959 was still around, just, when I first started testing cars but I was far too young to be allowed to do anything other than sit in a cockpit so similar to that of a 911 in architecture, yet so different in detail. The dials looked the same but the rev-counter carried a 7200rpm redline which no SC or Turbo of the time could

Above: The 959 was a technological marvel
Right: One of 37 lightweight 'Sport' versions

*Ground-breaking performance
and brain-boggling technology make the
959 a landmark in Porsche road car history*





touch, and a boost gauge reading up to 2.5bar. The speedo was calibrated up to 350km/h (a trifling 218mph) while there was an entire other gauge detailing the torque split between and across the axles. The steering wheel carried a 959 motif while the gear lever suggested five normal gears and a sixth named 'G' for 'gelande' or off-road mode, when it was in fact just a standard six-speed gearbox with first renamed and the others promoted by a ratio to get around first gear noise regulations.

Happily I've driven a few since and each time I do I remain struck by the modernity of a design that first appeared at the Frankfurt Motor Show some 30 years ago. Even today, the way you can

just drop down into the seat of what was an automotive spaceship in its day, twist the key, dip the clutch, shift the lever and ease smoothly away is, in its own quiet way, genuinely shocking.

If the car can be faulted, it is that it is perhaps too civilised. The ride is reasonable by the never great standards of 1980s 911s and the engine with its water-cooled quad-cam, 24-valve heads is sufficiently quiet for it to be barely believable that it was developed directly from a multiple Le Mans-winning race motor. This is no roller coaster ride, to be tackled with white knuckles and a grimace or not at all, it's all just very easy, easy enough indeed for the man from *Car* magazine to say when first reviewing it that for

all its technological accomplishments, Porsche had "seemed to have forgotten the bloke behind the wheel". It is easier than you might imagine to let your mind drift.

And if you do, it might be back to where this car came from, which really was out of nowhere. Indeed had the FIA not come up with a new set of rules for cars in the early 1980s, dividing competition machinery into three categories (Group A for road based machines with more than 5000 units produced, Group B for cars with a minimum production requirement of 200 cars and Group C for pure prototypes), it would very likely never have happened at all. But Porsche was interested in taking part in the Paris-Dakar



rally (competing in the full World Rally Championship was never seriously contemplated) and it was soon realised that the ever-versatile 911 would make a good jump-off point for developing a Group B car. More importantly, the technologies deployed might well enjoy a lifetime in mainstream production Porsche models long after the necessarily abbreviated Group B project had past.

Even so, by the time they were finished, very little of the 911's design save the shape of the roof, glass and doors remained. The body was completely different, not only in shape but construction, eschewing traditional steel for an exotic blend of Kevlar, Nomex and aluminium.

Not one exterior panel was interchangeable with that of a 911, while the shape of the car was designed to not only be dramatically more slippery than that of a 911 but develop zero lift, a unique claim at the time.

The engine was a flat-six, but a 2.8-litre motor, similar to that used by the 962 Group C car, but with a single water-cooled head per bank instead of individual heads per cylinder. It had two turbos but instead of working in parallel they operated in series, so one smaller turbo would provide low-lag boost at modest revs, while a bigger turbo would cut in at higher speeds to provide high rev power. The plan had been to direct the power through a PDK transmission but

when the project ran over time and budget the idea was swiftly dropped in favour of a manual gearbox, though featuring six ratios – an innovation almost exclusively the preserve of race machines of the era.

The suspension bore no relation to the 911's simple system of struts and trailing arms and was instead a full double wishbone configuration at each corner with computer controlled, driver adjustable damping, while braking came courtesy of massive internally ventilated discs with ABS – another rare innovation. The tyres were developed specially for the car by Bridgestone because at the time none existed that would pass Porsche's durability tests for a car of this



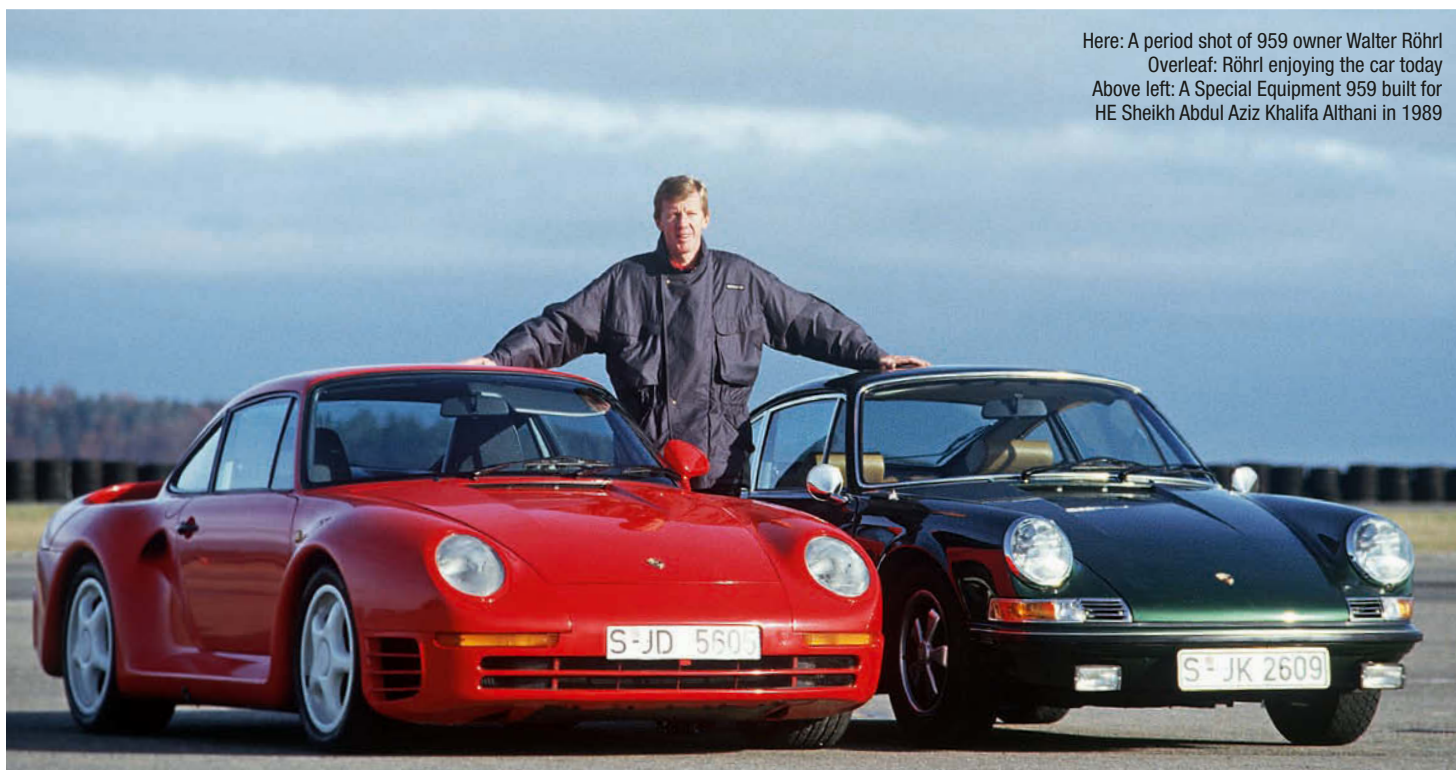
potential, while Porsche provided pressure sensors and Speedline those fabulous hollow-spoked magnesium wheels.

But the real stand out technology and the system that probably did ultimately justify Porsche's investment in a programme said to have lost the company over £200,000 per car was its four-wheel drive system. Porsche was not the first to develop all-wheel drive for a car not intended to go off-road, for Audi had blazed that trail with its ground-breaking Quattro back in 1980. But what Porsche had in mind was nothing like as agricultural as the simple 50:50 front to rear split used on the original Quattro, but something that even today some 30 years later sounds pretty

state-of-the-art. At its core lay a multi-disc clutch called PSK which automatically varied the torque front to rear according to demand from the tyres. It had an operational range that allowed it to send as little as 20 percent of the torque to the front wheels or lock the driveline solid. As a further refinement, the driver could select one of four modes (traction, dry, wet and ice) and see on the dashboard how much power was being fed to the front wheels through the PSK and how torque was being apportioned to each rear wheel via a conventional limited-slip differential. Even now it seems complex: 30 years ago it was the stuff of science fiction.

The car that would become the first 959

appeared in concept form at Frankfurt in 1983 entitled simply 'Gruppe B' but it was another two years before it was turned into a production reality. In this time a 911 converted to four-wheel drive and named the 953 took a surprise win in the 1984 Paris Dakar, providing Porsche with much cause for optimism for the purpose-built 959 which duly lined-up for the start of the 1985 event, and promptly fell flat on its face. Plagued by uncharacteristic mechanical failures, all three retired. In 1986, however, all three finished, with Rene Metge winning, Jacky Ickx second and Roland Kussmaul sixth – an extraordinary achievement when you consider over 85 percent of the nearly 500 cars entered



Here: A period shot of 959 owner Walter Röhrl
Overleaf: Röhrl enjoying the car today
Above left: A Special Equipment 959 built for
HE Sheikh Abdul Aziz Khalifa Althani in 1989

failed to reach the finish at all.

The 959 was also adapted for racing, renamed the Porsche 961, and in 1986 became the first four-wheel drive car to race at Le Mans, finishing seventh, and first car home behind the dedicated Group C machines. The story of its fiery apparent death in the 1987 race and subsequent resurrection has been told on these pages before and falls outside the subject matter and space available here.

In the meantime customers waited patiently. Cars ordered in 1985 for delivery in the summer of 1986 were postponed to the autumn, then the winter, and finally the spring of 1987 as the complexities of not only creating a car that broke

so much new ground but building it to Porsche standards of fit and reliability became apparent. But those in the queue were rewarded even though Porsche pushed production far past the originally intended 250 units to 329, with a further eight built from spares five years later. In the UK the list price was £155,266 but soon orders were trading for half as much again. These days it's harder to judge their values because so few come up for sale over here and those that do are always POA. However, in the US, where the car was never sold in period because Porsche refused to sacrifice cars it could easily sell elsewhere in US-specific crash tests, cars trade at between \$1m-\$1.5m, so between around £650,000 to near

£1m, the latter likely to be commanded by one of the 37 lighter, stiffer Sport models.

But enough of such details. Was the 959 really such a remote device as some who first drove it suggested? The truth is I can see where they are coming from, but they made their judgements in an era where almost every car was far more communicative than those of today, so their perspective was different. By 21st century standards, the 959 doesn't feel remote at all. More surprising still is that even today the 959 feels properly, supercar quick. If you lock the driveline, dial up all the revs, sidestep the clutch and pray, the 959 will hit 60mph from rest in 3.6secs and the next car down the tracks to go

substantially faster than that was the McLaren F1 in 1994.

Even so, if you drive it normally you might feel a little disappointed by its performance at low and medium revs. Even with just the little turbo in action there is some lag and pleasant but hardly gut-wrenching acceleration. But what happens around 4800rpm is not so much like another turbo cutting in as another engine altogether. The redline says 7200rpm but the engine is easily safe to 8000rpm where the limiter cuts in, and in the lower gears it's a fairly wild ride all the way there. You're helped by a gearbox with tightly stacked ratios and a shift quality to shame utterly the 915 transmission

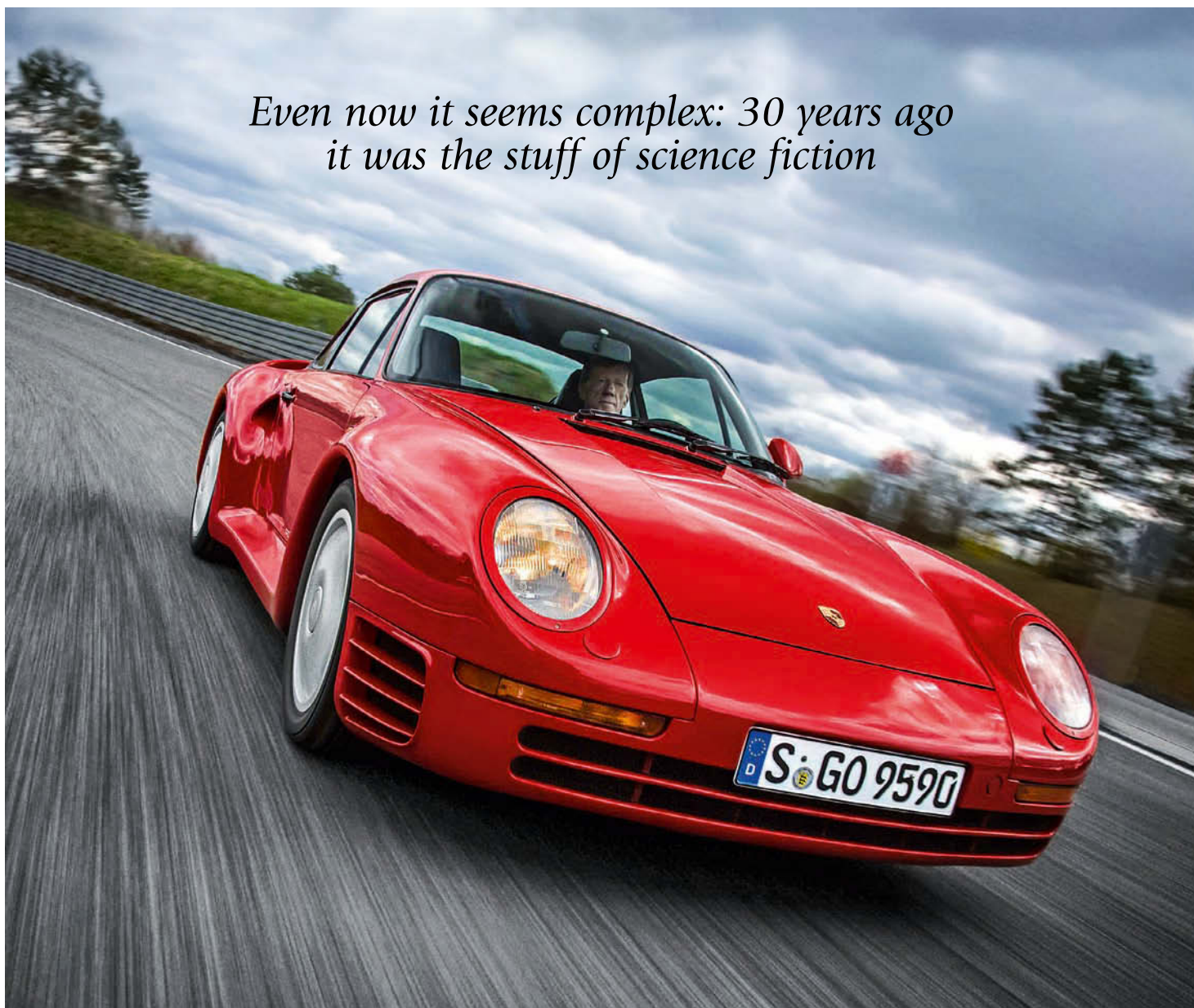
that was still used in the 911 when the 959 went on sale. I've only done around 145mph in a 959 but can report that at such speeds it was still hauling hard enough to make its near 200mph top speed not merely possible, but a formality.

I've not liked the brakes on any I've driven, not because they're hinged at the floor like an old 911's but because I could never get any feel through the pedal, perhaps because its competition-grade discs need more heat than I'd been able to generate. And as for the handling which has over time been criticised for everything from terminal understeer to unmanageable oversteer, I found it basically benign, a little too inclined to push at the front (but less so than a

normal 911 of the era) and beautifully tied down at the back. Maybe I wasn't trying hard enough, and on public roads in someone else's near million pound motor car, I should hope not too.

There are to be honest many Porsches that are more fun to drive than the 959, including any wearing an RS badge. But that's not what Porsche set out to make. It wanted instead to make a statement, by building a Porsche that for its speed and technological sophistication was beyond anything created to date, and to do so without compromising the every day ease of use for which the brand was renown. In short it wanted to build the most capable supercar the world had ever seen, and that it did with space to spare ○

*Even now it seems complex: 30 years ago
it was the stuff of science fiction*



MISSION

Control

TPC Racing has developed a clever bit of kit that replaces the PASM control unit on 997-generation 911s. We put it to the test on road and track.

Story: Jethro Bovingdon Photography: Lee Marshall

The premise for TPC Racing's DSC (Dynamics Suspension Control) unit is very simple. A standalone ECU to replace the PASM control unit, it essentially tunes the PASM dampers that were almost ubiquitous on 997-generation 911s. The aim is create what TPC Racing describes as an 'active' setup. It claims to utilise more of the PASM sensor's capacity to improve ride comfort and body control on the road and to cut lap times. It sounds like an intriguing system but naturally our cynical minds won't stop asking awkward questions... Why would Porsche create a suspension system and then not maximise its potential? Who better to define PASM's best parameters than Porsche's incredibly well resourced engineering departments? What does TPC Racing know that everyone else, including the factory, doesn't?

Today with the help of *GT* contributor Jack Wood and his very lovely 997 Carrera GTS we'll find out, running the DSC system back-to-back with the standard PASM programmes on road and track. Switching between them is the work of a couple of minutes, which is a pretty good start for the DSC setup. It costs from \$1190

(£755) but if you have a 997.1 non-Turbo model you will also need a three-axis accelerometer at \$250 (£159) – Turbos and all Gen 2 cars got this as standard from the factory.

First a reminder of how a PASM damper works. Using a host of sensors (measuring steering angle, body movements, wheel speed etc) PASM regulates the damping force by manipulating a control valve in the damper. With the valve open the oil in the piston can flow freely for comfort, as it closes the damping force increases for greater body control. PASM has two programmes – Normal and Sport – and adjusts the damping force every 100-milliseconds within their base parameters.

TPC Racing felt that the system could be improved and has worked for many years to develop its own programming. The 'active' element is so described because its software works harder to keep the body flat and stable. For example if you brake hard for a corner the front dampers will stiffen up noticeably to reduce dive, then as you accelerate through the corner the loading switches to the outside rear corner so the damper will stiffen to support the car. The result, it claims, is a car that feels more





stable, changes direction more cleanly and yet also rides better.

The DSC system can act on a control valve at six-millisecond intervals but the PASM system can't cope with that speed, so the ultimate setup is to pair DSC with specially developed dampers by Tractive Suspension. Today we'll experience the system on standard PASM dampers on Jack's GTS. To ease some of our cynicism still further, TPC Racing has superb pedigree: CEO Michael Levitas (class winner in the 2006 Daytona 24 hours in a 996 GT3 Cup) and highly rated Porsche driver Damien Faulkner (a class winner at the Sebring 12 hour amongst many other things), have been instrumental in the

development of DSC at circuits such as Sebring, Summit Point, Virginia International Raceway and Watkins Glen. The system is even used in combination with the Tractive dampers already mentioned on Levitas' car in the IMSA GT3 Cup challenge in the US.

Sadly we're not at Watkins Glen but skimming over roads that criss-cross Bedfordshire on a pretty crummy British summer's day. The GTS is a thing of beauty – supple, sweetly controlled and so full of feel. God, the 997 is a great car, isn't it? In Normal mode it rides the bumps well. Although occasionally it can feel like the wheels are skipping over bumps rather than fully absorbing and controlling them. It gives the GTS

its physical edge but can feel a bit too combative on these extremely bumpy roads. Even so the compromise between comfort and control is excellent and the GTS carries huge speed with remarkable composure. Go for Sport and things deteriorate. The ride simply becomes too stiff for all but the smoothest roads. It's quite fun for a time to pretend you're in a track-focused GT3 but the truth is that the dampers aren't really coping with the surface below and you sense the wheel control going awry pretty quickly. Sport is best left for race tracks.

The DSC unit offers three settings, controlled with the PASM button and distinguished by the light on the button itself. If it stays lit you're in



Left: The DSC module is compact and effectively operates as 'plug and play'



the softest Mode 1, two flashes in quick succession signals Mode 2 and three flashes means it's in the most aggressive Mode 3. We start in Mode 1 and instantly the tension inherent in the GTS dissipates noticeably. The ride is certainly more supple – a relief as I'd wondered if the changes would be genuinely distinct – but for me there's a big sacrifice in terms of feel. The steering suddenly seems light and rather vague and the GTS, for the first time in my experience, feels remote and hard to read.

Fortunately the GTS I know and love returns with a press of the button to engage Mode 2. In fact it's the GTS I love with an even finer polish to its responses. Over sections where the car had

previously rattled over rapid-fire bumps and started to become unsettled it now seems more controlled. Ride quality is enhanced but more importantly it feels like the wheel travel is increased and the dampers more effective. The GTS really does breathe with the surface now, although the richly textural steering feedback remains present and correct. I'm impressed.

Loading up the chassis reveals similar improvements. There's less body roll but there's still a progression to the way the car responds within its limits and you start to sense some slip at either end. It really is effective and just seems to make the GTS relax its vertical movements but ramp-up control in terms of

pitch, dive and roll. Jack later remarks the GTS "feels like it's had more expensive dampers fitted", which is spot on. Mode 3 is indeed a bit too extreme for the road but is still more useable than the PASM Sport mode that really struggled on these tough lanes.

Unfortunately, due to time constraints we can't run comparative lap times between the GTS with and without the DSC system fitted, but we can try the car for a handful of laps back-to-back. We're running on a public track day so lapping at full speed is tricky but it should be revealing nonetheless. Again the GTS feels a mighty fine thing straight out of the box. In Sport mode roll is really well suppressed and although the car



Overall the GTS is more composed and feels more alert to every steering input



www.tpcracing.com

does move around in that unique 911 way it's easy to use the car's weight distribution to make really fast, effective progress. There's some in-built understeer but this is easily overcome by using the weight transfer... Will the TPC Racing system's attempts to eliminate body roll result in a similar reduction in adjustability, just as the impressive but strangely frustrating PDCC active anti-roll bar system in the 991 contrives to do?

It seems not. Just a few laps on track are not quite as revealing as the stark differences we discovered on the road, but once again the DSC system impresses. Jack's car is running Michelin Pilot Sport Cup 2 tyres, which provide superb turn-in response and mid-corner grip but with the suspension set to Mode 3 the car's agility

takes another step up. It snaps into corners with a little more bite and the tighter roll control allows you to get on the power a shade earlier as the car settles into the corner more quickly. Overall the GTS is more composed and feels more alert to every steering input. It would be fascinating to see how these changes shake out in terms of lap times, something we'll try to do in future (just don't tell Jack yet).

So from cynic to convert in one afternoon. I was really impressed with TPC Racing's DSC system and the way it seemed to endow the GTS with an oiled smoothness on the road combined with greater body control, and an added pinch of agility and composure on the track. For the price it seems a really worthwhile upgrade for

those who don't want the hassle or expense of getting new manually adjustable aftermarket dampers. Most importantly the DSC doesn't radically alter the character of what is already a superb car, but instead refines the package with subtle but tangible improvements.

The softest Mode 1 setup wasn't for me but Mode 2 and, on track, Mode 3 both seemed to have a wider operating window than PASM Normal and Sport, and greater depth of control. Furthermore you will soon be able to create your own programmes through a new software system (presumably so you realise how good TPC's own work is!). TPC Racing is also working on DSC programmes for the 991 and 981 platforms. We look forward to trying them out ○

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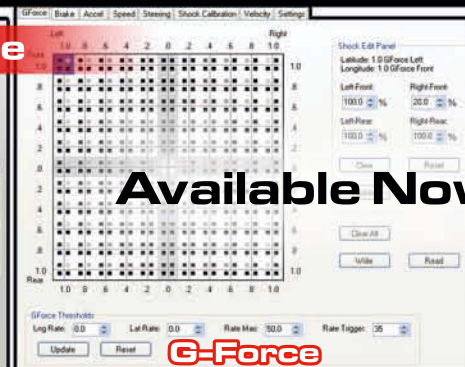
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MAN FOR THE JOB

Story: Johnny Tipler
Photography: James Lipman and Porsche



Manthey is a name that has become inextricably linked with modern Porsche motorsport. Johnny Tipler met up with the man himself, Olaf Manthey, at the recent Goodwood Festival of Speed...

Few independent Porsche specialists have enjoyed quite as much success in international competition as Olaf Manthey, to the extent that Manthey Racing virtually owned the awesome Nürburgring 24-Hour race a few years ago.

The team was established in 1996 to contest the Porsche Supercup and Porsche Carrera Cup in Germany, winning the Supercup for four consecutive years with Patrick Huisman in 1997-2000. Manthey also ran one of the two development 996 GT3-Rs at the 1999 Le Mans 24-Hours, and has won the Nürburgring 24-Hours five times consecutively, scoring numerous podiums, too.

In December 2013 Porsche bought a 51

percent shareholding in the Manthey team, since it represents the manufacturer in the GTE-Pro and GTE-Am class of the World Endurance Championship. Olaf Manthey's son Marcel died in a road accident in 2007, and since his daughter has no interest in taking over the company, Olaf approached Porsche and asked if it would be interested in more commitment, and so it was. And now, Weissach works closely with his team in the build and setup of its 470hp 991 RSR campaigned in the GTE-Am class.

At the invitation of Lord March, Olaf Manthey was at the 2015 Goodwood Festival of Speed to demonstrate his two-time N-24-winning 997 RSR, and *GT Porsche* chatted with maestro Manthey in the Drivers' Lounge...





"Most of the cars I've driven I have also built myself"

GT: But this is a fun occasion, isn't it? It's not as serious as if you were in the N-24, say.

OM: Yes, of course, it's more of a fun event. Although it is a big corporate occasion, it's not a promotional event for us as such. We have been invited because this car was the winner of the Nürburgring 24-Hours in 2007 and 2008, so they asked us to come over here and participate in the hillclimb.

GT: Yes, it's very exciting to see your 997 GT3 RSR here. I recall the winning drivers were Timo Bernhard, Marc Lieb, Romain Dumas and Marcel Tiemann, three of them very much in the Porsche driver hierarchy now.

OM: Correct – you could say they developed their careers at Manthey!

GT: Let's go back to the beginning of your career: when did you get involved in motor racing stem and where did your interest stem from?

OM: I started off as a young driver aged 18, beginning with hillclimb races, and then going to normal race tracks, and I started entering the German Touring Car Championship (DTM). I have done the DTM in a Rover Vitesse, and I was DTM champion twice in the Bastos Rover V8.

GT: That's a strange car for a man whose name is synonymous with Porsche!

OM: Yes, but this was the beginning of the DTM in '84-'85, and I was champion those years with the SD1. Don't forget that it was a very competitive car at that time, with people like Kurt Thiim, Tom Walkinshaw, Steve Soper and Jeff Allam winning lots of races with it in the DTM and the ETCC. Then I switched to a BMW M3 until '92. And then I went over to Mercedes-Benz until '96, when I started up my own company to go racing in the Porsche Supercup with the 993 RS Cup Car. The Manthey team won the championship four years running, from 1997 to 2000.



GT Porsche: Is this your first run up the hill? What's your impression? It's not really a hillclimb like Schauinsland, is it?

Olaf Manthey: Yes, it was my first time at Goodwood and so my first hillclimb there! It's much shorter than Schauinsland but it's tricky because the track is not so wide, and when you go fast in the car then the track seems even smaller because you haven't enough space to manoeuvre if you slide into a corner. You have to take it very carefully so you don't damage the car – or their wall of straw bales!

GT: Do they let you practice first?

OM: I have had one practice run already, and in the afternoon I have a second practice run, then tomorrow (Friday) is the qualifying, and that's it.

GT: Are you quick compared with some of the other cars going up?

OM: Yeah, I'm quick but I'm not giving it 100 percent; I think it is better to go at nearly 80 percent, so that you always have enough space if you slide. But first you have to learn where the braking points are, what corner is coming up next, whether it's a short or long corner, or if it's a fast/middle fast/slow corner. You have to learn all these things before you can go quickly.

"When I'm speaking with a driver about the car I have a better understanding of what he wants from the car"

GT: So the cars would be 993 and then 996? What did you make of the transition from 993 to 996?

OM: In '96 it was the 993 RS Cup car and in '98 it was the new water-cooled 996 GT3 RS Cup car, yes. The 996 is a bigger car, of course, more complicated and the spec is much more evolved from the days of the 993 and 964 Cup cars. My first contact with Porsche was in 1990 in the 964; up to this time I had been driving an M3 in the DTM and on the same weekend there was a Porsche Carrera Cup race. So I got into the Carrera Cup, and I was the first champion of the German series, yeah, and from the beginning of 1990, it was a love story for me with Porsche cars!

GT: And then you started your own race team in '96. So you must have originally come from an engineering background to be able to see what was needed?

OM: Yeah, most of the cars I've driven I have also built myself. And I was not only the driver, I was also the race engineer and the mechanic on the car. It's better for me this way because it gives me a better understanding about the technical aspect of the car's setup, its chassis, its engine. It makes my life a lot easier when I have an advantage over the other teams and drivers; to achieve this you have to work on the mechanics and the setup so that you make the car better and better.

GT: So you know how it feels yourself from driving the car round, let's say Hockenheim, and you know that if you tweak this and adjust that you can make the car work better?

OM: Yeah, it made things much easier when I became team chief and I was on the other side



of the pit wall and not actually driving the car myself. Because I have all this experience myself, when I'm speaking with a driver about the car I have a better understanding of what he means and what he wants from the car, because I was a race driver and also an engineer and mechanic, too.

GT: I understand that your operation consists of four departments: Manthey Racing; Manthey Motors; Manthey TZN; and Raeder Motorsport. Where is your headquarters located?

OM: Originally it was at Rheinbreitbach, and then in 2000 we moved to the Meuspath industrial estate just below the Nürburgring Nordschleife.

GT: Of course, so that's a very convenient place to be able to say, okay, we've done this to the car, let's take it over to the Nordschleife and see if it works.







OM: Absolutely! There you have the best test opportunity in the world. You can test the race cars on the Grand Prix circuit, and you can test them on the Nordschleife, and for street cars, making a set of shock absorbers or a better spring setup, you can also use the back roads in the Eifel which are like the Nordschleife in character but a bit more bumpy. The rest I have always done at the Nürburgring Nordschleife.

GT: And that's to your advantage when it comes to a race like the Nürburgring 24-hour, because you know it so well.

OM: Yes, it's my home, the Nürburgring Nordschleife. I first rode there aged 16 with a moped, then with a small Fiat 500, and then step by step into bigger and faster cars. We have won the N-24 five times outright.

GT: This year has the Porsche factory 991 R-GTE been developed exclusively by Manthey?

OM: It was actually developed by Porsche in Weissach together with us as a joint effort. We run the cars at all the races, we take care of the handling, the repairs of the car, and the race engineer at the races is from my team.

GT: How many people are there in the Manthey team now? And how does the working relationship that you have with Porsche work in practice? Do you go to Weissach or do they come to you?

OM: We have 64 permanent employees now, and about 18 freelancers. The cars are built up at Weissach and afterwards they come up to us, and ahead of the races and in between the races they will be with us in our workshop.

GT: So does that mean you have a direct hands-on role in how the work's car performs, and as such it's really down to Manthey whether or not the car is a success?



Olaf as a driver:

1982 1st, Ford Sport Cup, Ford Escort RS 2000
 1983 1st, Ford Sport Cup
 1984 2nd, DTM, Rover Vitesse
 1985 2nd, DTM, Rover Vitesse
 1988 High-speed record, Audi 200 Turbo
 1990 1st, Porsche Carrera Cup Deutschland, Porsche 964 Cup
 1992-1995: 22 VLN wins, Mercedes 190 EVO II

Manthey Team

1996 4th, Porsche Supercup
 1997 1st and 2nd Driver, 1st Team, Porsche Supercup
 1998 1st and 2nd Driver, 1st Team, Porsche Supercup
 1999 1st GT class, Le Mans 24-Hours, Porsche 996 GT3-R
 1999 1st Driver and Team, Porsche Supercup
 2000 1st Driver and Team, Porsche Supercup
 2001 3rd Team, DTM, Mercedes
 2001 3rd Team, Porsche Supercup
 2002 4th Team, Porsche Supercup
 2003 3rd Nürburgring-24 Hours
 2004 3rd Nürburgring-24h
 2005 9th Nürburgring-24h
 2006 1st Nürburgring-24h
 2007 1st Nürburgring-24h
 2008 1st, 2nd, 5th, 8th, 12th Nürburgring-24h
 2009 1st, 3rd, 7th Nürburgring-24h
 2011 1st, 10th, 13th Nürburgring-24h, 997 GT3 RSR
 2013 1st, GT class Le Mans 24-Hours; with factory support Porsche 997 GT3 RSR
 2014 1st, 2nd GTE-Pro class, FIA WEC Silverstone Six Hours
 2015 5th GTE-Pro class, Le Mans 24-Hours

OM: Yeah, we do all the maintenance, and we share our knowledge with the Porsche engineers at Weissach, and they share theirs with us. Then we combine what we have, and that brings the best out of the cars.

GT: How many cars are the Manthey squad running and racing at the moment?

OM: We have two cars in the WEC, and then we have six cars that we look after in the VLN races and the Nürburgring 24-Hour race.

It seems Olaf Manthey can do no wrong; everything he touches with a Porsche badge comes good. Currently, Manthey's input into the Porsche 991 RSR GT race programme is paying off – its most recent success is a double victory in the Watkins Glen Six Hours in June. And meanwhile, Olaf can rest on his laurels at events like the Goodwood Festival of Speed ○



your writes

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all you need to know...



Hartech points out there is more to cylinder bores than you might think

Cylinder bores

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

Cylinder bores may not seem like the most important part of a piston engine, but they are. They are the part that the piston rings seal against, and they are the part that the piston rings scrape excess oil from. If the cylinder bores are not in good condition, the piston rings will not seal properly, and the engine will lose oil and power. In the article, Hartech points out that there is more to cylinder bores than you might think. They are not just a smooth surface; they are a complex engineering feature that must be designed and manufactured to precise tolerances. The article also discusses the importance of the piston rings and how they interact with the cylinder bores. It mentions that the piston rings are responsible for sealing the combustion chamber from the crankcase and for scraping excess oil from the cylinder walls. If the piston rings are not in good condition, the engine will lose oil and power, and the cylinder bores will become worn. The article concludes by stating that cylinder bores are a critical part of the engine and must be maintained properly to ensure optimal performance.

of an arch, that's one feature you can't see from the front. But it's there, and it's important. It's the part that the piston rings seal against, and it's the part that the piston rings scrape excess oil from. If the cylinder bores are not in good condition, the piston rings will not seal properly, and the engine will lose oil and power. In the article, Hartech points out that there is more to cylinder bores than you might think. They are not just a smooth surface; they are a complex engineering feature that must be designed and manufactured to precise tolerances. The article also discusses the importance of the piston rings and how they interact with the cylinder bores. It mentions that the piston rings are responsible for sealing the combustion chamber from the crankcase and for scraping excess oil from the cylinder walls. If the piston rings are not in good condition, the engine will lose oil and power, and the cylinder bores will become worn. The article concludes by stating that cylinder bores are a critical part of the engine and must be maintained properly to ensure optimal performance.



Cylinder bores

Unfortunately in your recent article entitled *All you need to know: Cylinder Bores* some of the photos are misleading. It is a complex subject.

All Boxster, Cayman, 996 and 997 engines (excluding GTs and Turbos) manufactured between their inception and the Gen 2 versions in 2009 didn't have either Nikasil or Alusil cylinder bores (over ten years of production). Instead they were manufactured using a new process called Lokasil (that has now been abandoned) and as a result have a high proportion of cylinder bore failures.

In the article there are two pictures of engines that are in this 'period of failures' because they have the Lokasil cylinder bores (something not mentioned in the article and therefore misleading by inference) and a picture of Hartech's solution. The problem I foresee is that the implication is that Alusil and Nikasil are wonderful and that these engines pictured are like

that, avoiding the very issue that has cost so many people thousands to repair because the engines pictured do not have that bore material and are not reliable as a result.

I am sympathetic to anyone trying to understand and report on the whole subject because I am in a unique position to comment being one of the most experienced engineers involved in this problem for over 45 years. I was the first European designer to use Nikasil alloy cylinders in the early '70s for racing motorcycle engines and my products achieved great success, including podium Grand Prix positions resulting eventually in me selling my business and eventually moving into running aerospace businesses.

Having owned a Porsche since my early twenties, and as the first Chairman of the Porsche Enthusiasts Club, I decided to leave corporate life and start a Porsche business, Hartech, almost 20 years ago. It was a happy

coincidence that the problem a decade of Porsche engines experienced was something I already knew all about and I was used to producing solutions for, and so the repair and rebuilding of these failed engines was just (luckily) right up my street.

The reasons behind these failures is one of the most difficult technical problems to understand and has taken many hours of research to get to grips with – and it is only really in the last two or three years that I have managed to understand it completely. So I do not expect anyone with less intimate and historical knowledge or having not worked on the problem to do so – no criticism implied therefore – although I would expect the magazine to prefer to get the record straight and the technicalities more accurately reported.

Our own online 'buyers guide' goes into great detail about the problems with this engine range. I am in the process of rewriting that but we have also just completed a video briefly covering some of the issues.

Barry Hart, Hartech

Thank you Barry for your fascinating and detailed insight. For further information on this subject we urge readers to visit Hartech's website at: www.hartech.org GT



BRITEMAX

Star Letter

911S 2.2

I read with interest the article in the August issue of *GT Porsche* regarding the 911S 2.2 model. I live in New Zealand and am fortunate enough to also own one, in fact I have done so for the past 25 years.

About seven years ago I began the restoration process and I have only just got the body back. To be fair the restorer was also working on my 2.0S which is why it took so long. Like the example in the magazine my car is right-hand drive (as too is the 2.0S) and is finished in Tangerine orange. It now has to be put back together again so I can start driving it – I can't wait.

One thing I would like to point out, however, is that 75 2.2 cars (not just the 'S' model) were imported into the UK. I was unaware though that 32 were in 'S' configuration! I have a letter from Mark Waring, who has the original sales records of all early 911s up to 1973, so no doubt this data is correct making them a rather rare car.

Many thanks for a great read.

Ian Nott, New Zealand

Thank you for sharing your car with us Ian, we'd love to see it when the restoration is finally complete! GT



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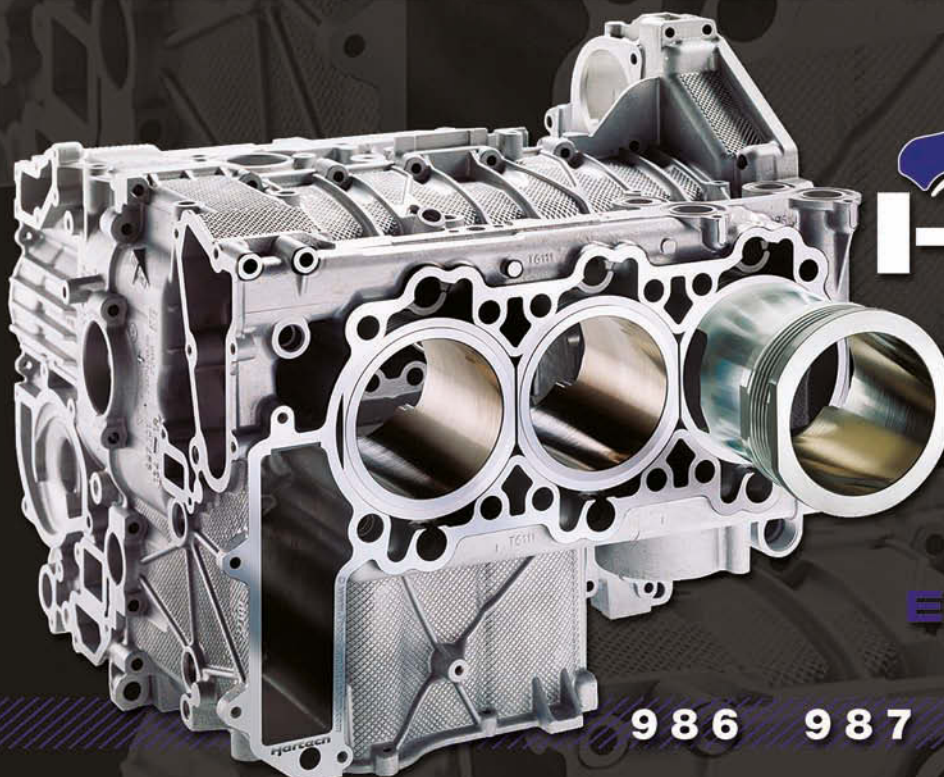
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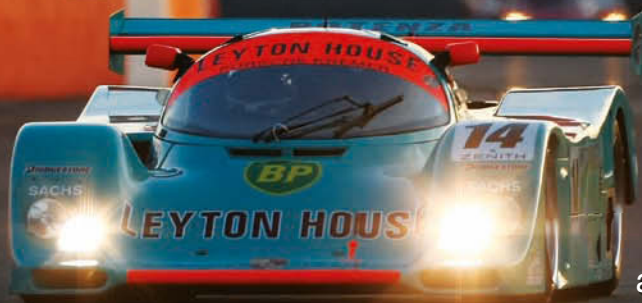
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Silver Jubilee



The Silverstone Classic celebrated its 25th anniversary this year. The three-day event was the UK's first historic motor racing festival, and remains a 'must do' diary date...

Story: Simon Jackson
Photography: Steve Hall & Jakob Ebrey



Now in its 25th year, the Silverstone Classic does exactly what it says on the tin, yet when it was founded in 1990 it was the UK's first historic motor racing festival. Fast forward 25 years and over 100,000 visitors across the popular diary date's three-day weekend this year (its largest crowd to date) enjoyed a trademark mix of racing and rocking out to music for what has become one of the finest annual gatherings of classic cars in the UK. What's more, its incredible total of over 1000 race entries makes the Silverstone Classic the largest race meeting in the world. The event's eclectic blend of static automotive displays, and action-packed racing on track, was tempered by a mini music festival atmosphere during the appearance of Status Quo, who entertained thousands on the Saturday night.

Saturday itself welcomed a record-breaking crowd who experienced glorious sunshine, a marked contrast from Friday's mixed conditions, setting the scene for competitive races and rolling demonstrations featuring cars spanning the past century, from single-seaters to title-winning saloon cars. The racing itself was complemented by a wide array of off-track entertainment including a Spitfire aerial display – to commemorate the 75th year since the Battle of Britain – and a plethora of family friendly activities spread across Silverstone's sprawling 800-acre site.

Sunday saw the clouds roll in to ensure the racing was both wet and wild. In celebration of this event's momentous silver jubilee milestone, a special 'Silver Sunday Parade' brought together





A staggering 120 car clubs attended the Silverstone Classic, displaying 10,000 privately owned cars between them. Amongst them were a selection of Porsches, from classic 356s and 911s, to more modern Stuttgart machinery...



more than 200 silver cars from all manufacturers, including Porsche. In total, almost 1500 privately-owned road cars took to the track, whilst fittingly at the legendary 'Home of British Motor Sport', the circuit's racing programme was packed with action, delivering victories for some fabulous machinery and historical dices across the board.

"All-in-all it has been another fantastic

weekend!" enthused event director Nick Wigley. "On the Silverstone Classic's 25th birthday there was entertainment right the way from first lights-out to the final chequered flag, while a staggering number of car clubs all joined in the fun. Come rain and shine the racing was superb, and enjoyed by a record-breaking crowd – the first time ever that we have passed the 100,000 barrier – and we completed the full programme safely.

For that, I must say a big thank you to our brilliant marshals, who dealt with everything the British summer could throw at the circuit with stoicism and a smile. We're already counting down the days to next year's Classic!"

As part of a packed on-track programme featuring 20 races covering the full spectrum of motorsport history, plus six dramatic demo runs for '90s GT and F1 cars, were a wealth of historic



Silverstone Auctions hosted a record sale of road and racing cars (left). Porsche GB brought along a replica 919 Hybrid and some of the latest Porsche GT cars (above). Some 200 silver cars took part in the parade



motorsport blue riband grids. Amongst the oldest cars competing was a 1923 Bentley racing in the Kidston Trophy for pre-war sports cars; the most recent was a howling Super Aguri raced by Takuma Sato in the 2006 F1 World Championship. The two FIA Masters Historic F1 Championship races attracted a record 44 entries from the sport's evocative 3.0-litre era.

The 75th anniversary of the Battle of Britain

was commemorated with two special Trophy races for British sports, touring and GT cars plus flypasts with the RAF Battle of Britain Memorial Flight. A new record of 10,000 privately-owned classic cars descending on Silverstone over the three-day weekend, providing visitors with a spectacular classic car show featuring a total of 120 motor clubs and groups displaying their cherished classic cars on the in-field.

A giant 40 metre wheel on the Jet Village Green provided panoramic views over Silverstone, while the Shopping Village was home to more than 150 exhibitors offering everything from motoring memorabilia, vintage clothing and accessories, toys and models, motoring books and literature, restoration services, art and photography, cars and car parts, antiques, and the obligatory autojumble. Meanwhile, Silverstone Auctions



hosted a vast auction of road cars and racing cars which went under the hammer over the course of the weekend, generating in excess of £5m in sold vehicle revenue.

Amongst the most notable races featuring Porsches were the two races for Group C prototypes, one that took place at sunset on Saturday evening. This year's favourites included the Silk Cut Jaguar, Mercedes C11 and Porsche 962 as well as several new additions including the Aston Martin-powered EMKA and Royal Mail-liveried Ecurie Ecosse. Completing the bill were high-speed demonstrations for the '90s GT Legends – these included the Jaguar XJ220s,

McLaren F1s, plus the Porsche 911 GT1s. More traditional 911s (and 356s) featured throughout the weekend, of course, proving quite the handful in the tricky weather conditions.

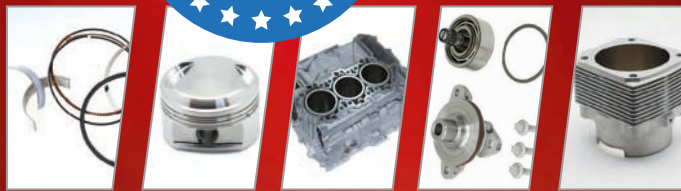
As is also par for the course at the Goodwood Revival, the historic racing scene's brightest stars emerge to do battle at Silverstone for the Classic. Drivers from the halycon days such as Paulo Barilla, John Cleland, Tim Harvey, Matt Neal, Gordon Shedden and Patrick Watts joined 1988 Le Mans winner Andy Wallace, racing a Jaguar D-type in the Stirling Moss Trophy; Steve Soper got back behind the wheel of a Rover SD1 Vitesse in the Super Touring Trophy as well as a Ford GT40

in the FIA Masters Historic Sports Cars. Porsche fan Marino Franchitti raced a Lola T70 in the FIA Masters Historic Sports Cars, and the 2000 FIA GT Champion Jamie Campbell-Walter piloted a McLaren F1 GTR 'long tail'.

The Silverstone Classic manages, year-on-year, to provide a unique mix of racing and rocking, just as the poster would have you believe, and despite its now numerous rival events, it has proved its calibre as a worthwhile mainstay on the historic automotive circuit ○

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Simon has worked across several automotive publications over the past decade

The second-generation 991 must compete with its rivals, that means the new 911 will feel more like a GT car than ever before...

The new 911 will be officially unveiled at the Frankfurt Motor Show, which takes place while this issue is sitting pretty up on the newsstands. Of course, as is the nature of the modern automotive world and its considered PR plans, we already know most of the key details behind the new car. It's part of a drip feed of information that takes place prior to a new car's arrival between Porsche's global PR departments and the press, designed to garner as much media coverage for the new vehicle as possible prior to its more traditional 'launch' in Germany, where it will naturally accrue column inches aplenty. All the major motor manufacturers play the game in this way these days, which is fine I suppose, but it does deny us the excitement of a full 'reveal' in the traditional sense as the silks are whisked off on the stand.

As we were already aware the new second generation 991 (991.2 as some will call it) is a face-lift rather than a full redesign (that will come in 2019 when we expect an all-new 911), but many are attaching a level of importance to this car's arrival akin to the switch from air- to water-cooled 911s in the '90s. It's the much-anticipated smaller capacity turbocharged engines in new 911s (with the exception of the GTS and GT cars) that is the reason for these comparisons. The new 3.0-litre six-cylinder Boxer engine in the back of the 991.2 will feature two small turbochargers, with the Carrera producing 370hp (with 332lb ft), the Powerkitted Carrera S will hit 450hp (with 368lb ft), and hallelujah cog-swapping fans – you can have a manual gearbox...

For me, though, it's the additional weight added to the car that is also a very interesting point. The new 911



“A purist may consider features such as lane change assist and post-collision autonomous braking superfluous, but the modern consumer simply expects them”

Carrera is rumoured to weigh 100kg more than the outgoing model. If that's true it's the equivalent of a decent sized bloke sat in the passenger seat. Part of the reason for this increase is that the new force-induced engine weighs more, but the new 991 is also packed with additional

technology, it too adding mass. I feel for Porsche here, because I'm sure it doesn't really wish to burden the 911 with a bunch of lardy tech to haul around, but as the model continues to evolve into a fully fledged 'GT' car it must compete with its rivals in the sector. This means the second

generation 991 comes with kit like lane change assist and post-collision autonomous braking. A purist may consider features such as these superfluous, but the modern consumer simply expects them. For example, lane change assistance is fitted as standard on certain new Hyundai models these days, so Porsche must keep pace with other motor manufactures or risk wearing egg on its face.

While a Porsche 911 is a sports car that should, and does, lead the way in terms of handling and performance, it must also offer contemporary levels of comfort and convenience features, which boils down to ensuring it includes modern technological advents that keep it standing shoulder-to-shoulder with the Mercedes, BMWs, Aston Martins and Jaguars of this world. People will likely argue that each new variant of 911 removes the car one step further from its original brief, but to write off any new Porsche is to miss out on what is certain to be a fantastic car in its own right. Sure, this new 911 may feel radically different from cars of old, but the 911 has often been forced to keep pace with the modern world, downsized engines with turbochargers and cars packed with trick technology is just another chapter in the model's fascinating evolutionary tale of survival.

Hand-picked freelance journalists have been permitted passenger rides in the new 911, another controversial PR tool designed to spread the story further, but we look forward to bringing you an unbiased opinion from behind the wheel ourselves as soon as possible. Will history record this latest development in the 911 sports car timeline as a watershed step change as some believe? Only time will tell... ○

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

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Different Strokes



Which do you prefer, the 2.2S or the 2.4S? It's a question many classic Porsche enthusiasts have posed over the years. We drive one of each from the Autofarm stable to see which gets our vote...

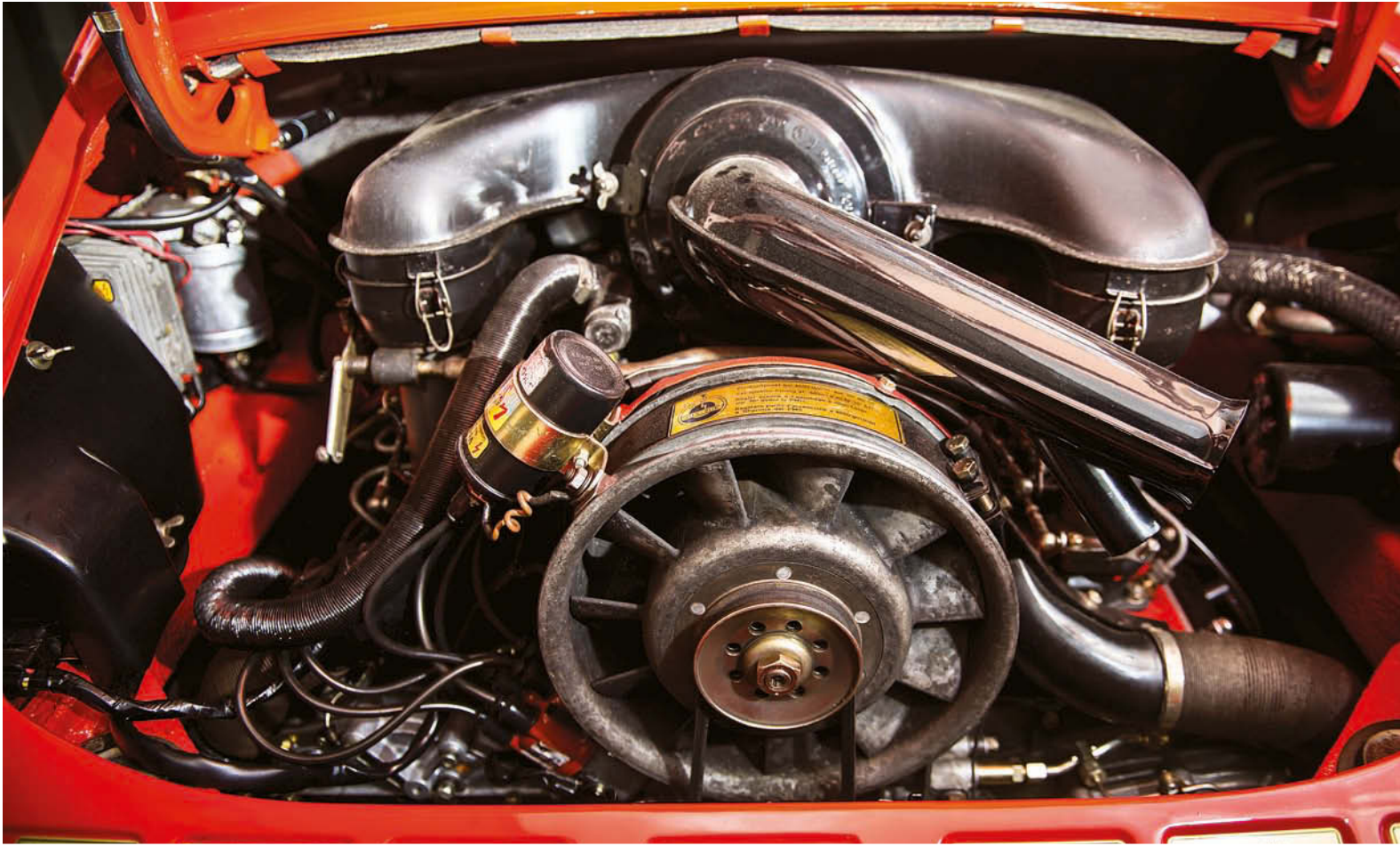
Story: Martyn Morgan-Jones
Photography: Andy Morgan

In the late 1950s, the era when Porsche began addressing the hugely-important issue of the 356's successor, the concept proposals and designs began appearing in their droves.

None however was as significant as 'Technical Project 7' (or T7 for short); which was, in effect, the template for what would become the production 911. Whilst the body department and designers were busy finessing the car's ideal form, one which would, for the most part, meld the aesthetic with the practical, the engineers were focused on the development of an all-new engine.

Ferry Porsche (who was soon to become chief engineer) – as well as stating that no feature of the 356 should unconditionally be carried over to the new car – set a number of targets. For the engine, as well as wanting it to be relatively quiet and not overly complex, he specified a figure of 130hp, which the engineers calculated would require a displacement of 2.0-litres. Ferry also let it be known that he had no particular allegiance to the four-cylinder configuration.

Subsequently, a new Type 745 flat-six engine was fitted in the T7 body, and tested by Helmuth





Bott. Bott had no issues at all with the handling, suspension and bodyshell, but was less than enamoured with the engine. Consequently, a number of various design revisions would soon be implemented.

These included eschewing the noisy and power-sapping pushrods in favour of a chain-driven DOHC setup (which meant enlisting the services of Porsche's race and development engineer Hans Mezger), and dispensing with the cacophonous twin fan installation. Mezger, assisted by the supremely-talented Horst Marchart (who was responsible for the design of the engine's hydraulic tensioner amongst other things), worked miracles and the new car would be blessed with an all-new, eight-bearing, six-cylinder, air-cooled, power unit, which was designated Type 901/01.

And blessed it certainly was. As well as ensuring its suitability for production car applications, but with racing's 2.0-litre class firmly in mind (plans were actually in place to develop a racing engine in parallel with the production one), the displacement had been pegged at 1991cc, yet the engine still managed to hit that magical 130hp (at 6100rpm) mark, with ease.

What's more, thanks to Mezger's engineering brilliance and foresight, combined with Ferdinand Piëch's insistence on dry-sumping, the engine was able to be positioned lower in the chassis, and was pretty much race-ready. As well as delivering on its original design promise, the 901/01 was undoubtedly future-proofed, as it had massive potential for growth and performance developments. Performance developments that would begin to be ushered in with the arrival of the 911S.

The air-cooled six-cylinder is, without question, the early 911's single most defining feature. And, ever since it was introduced, there proved to be a raft of customers, road, race and rally, some of whom were more vocal and more influential than others, who revelled in the power it provided... but craved more. Porsche listened and, in July 1966, obliged by announcing that it would be introducing the 911S, the first high-performance take on the production 911 theme.

Drawing upon experience garnered from the company's racing activities, Porsche's engineers fitted higher-performance camshafts, forged pistons, raised the compression ratio, increased the size of the ports and valves, and generally refined and improved the engine. Designated the 901/02, and breathing through two, triple-choke, Weber 40 IDS carburettors, it produced 160hp at 6600rpm. Not a gratuitous increase admittedly, but enough to propel the S to 140mph. Naturally, the torque had climbed too, but only a tad. And, it peaked 1000rpm higher. This wasn't a hardship, as this improved and invigorated engine would spin to its 7300rpm limit with ease.

Porsche had also gone to great lengths to ensure that the chassis' ability was commensurate with all the extra power. Amongst the many upgrades were a rear anti-roll bar, Koni dampers, ventilated disc brakes all-round and, a 911 first, Fuchs five-spoke aluminium wheels. The engineers had even managed to trim the weight by some 50kg. The S was undoubtedly fit for purpose. Even so, and rather peremptorily, a contemporary brochure for the S included the rider: "This is no car for a novice."

Nevertheless, the 911S was rather enthusiastically received. It sold well too, except in North America where it fell foul of the increasingly stringent smog legislation. Indeed, Porsche couldn't sell the S in North America during 1968 because of this. Which is why it came in for a host of improvements; improvements that included cleaning up the exhaust emissions.

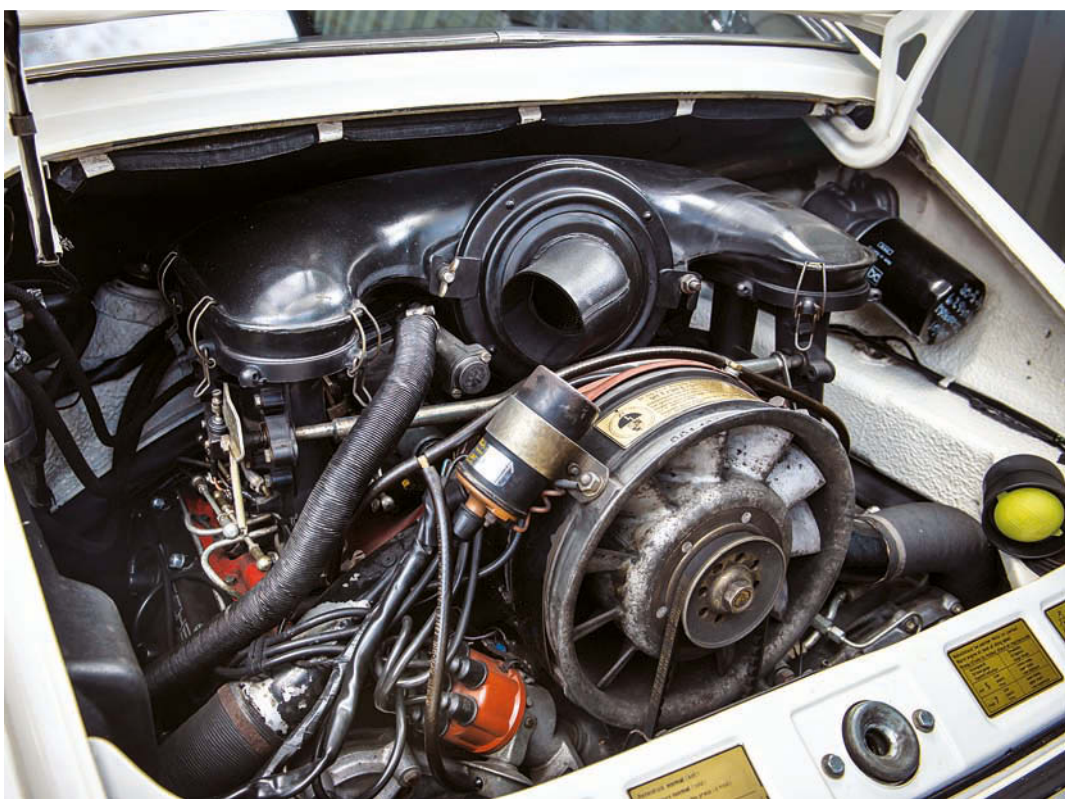
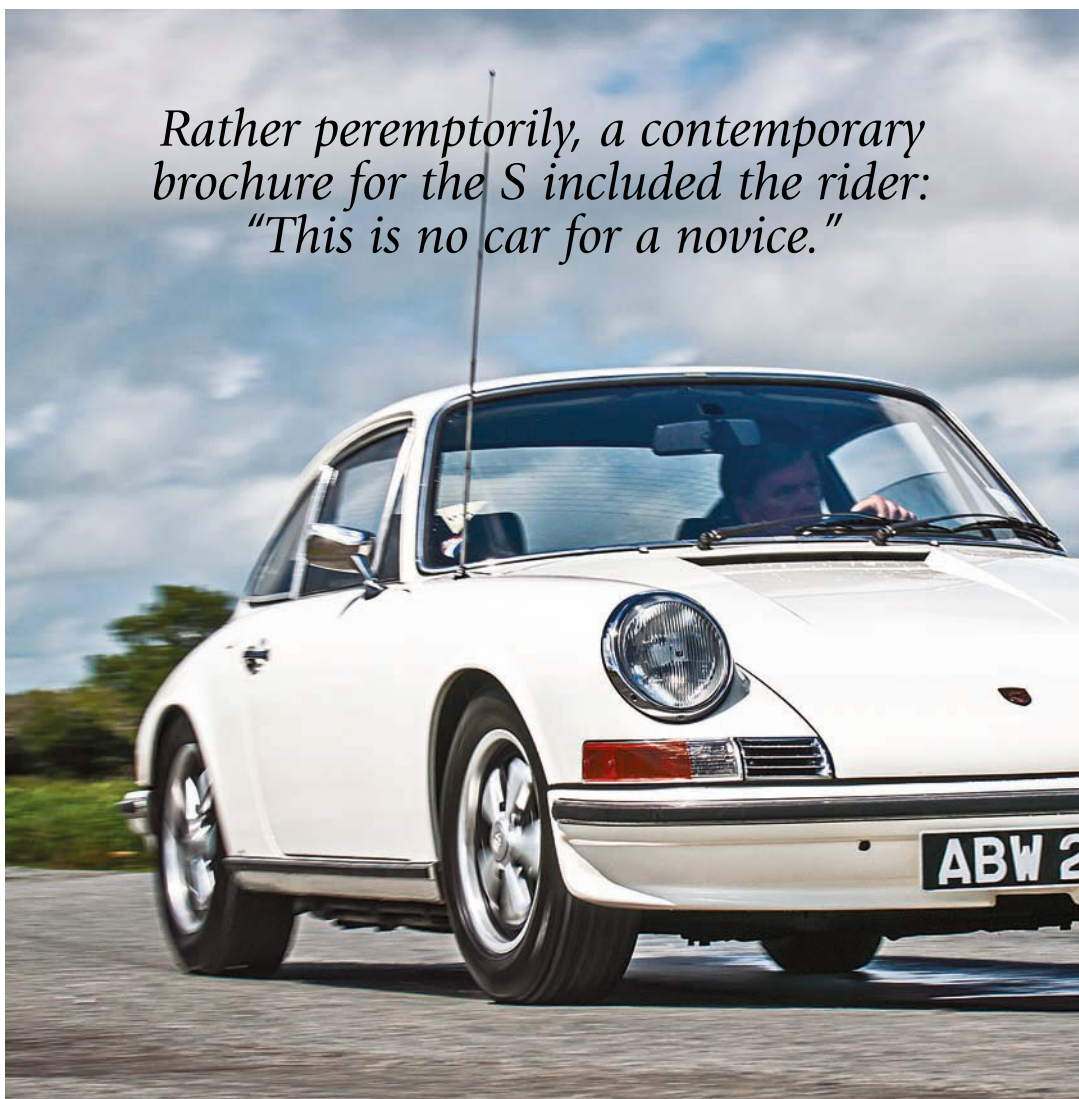
Having experienced something of a debacle with air pumps (fitted to reduce emissions, but which proved to be ineffective and hugely troublesome), Porsche looked for other smog-beating solutions. In August 1968, for the 1969 model year, the compression ratio was increased slightly, as were the valve sizes and, significantly, a move was made to Bosch mechanical fuel injection and race-derived capacitor discharge ignition. It was a good move as the benefits of this improved (Type 901/10) engine were manifold. Crucially, the emissions had been appreciably reduced (thus opening up the North American market for the S), then there was the improved driveability plus an extra 10hp (at a heady 6800rpm).

Furthermore, Porsche had yet again made improvements to the chassis... and swinging improvements, too, it has to be said. To improve weight distribution, the 911 now sported a longer wheelbase, the corollary of which was improved handling with the car being less nervy 'in extremis'. The S also benefitted from wider (6x15-inch) wheels with low profile tyres, which helped handling, but necessitated the arches to be flared slightly. Other enhancements included more powerful brakes, stronger suspension and a better ventilation system.

The changes kept on coming. For the 1970 model year (introduced in August 1969), Porsche implemented a capacity increase by enlarging the bore from 80 to 84mm, resulting in a displacement of 2195cc. Designated Type 911/02, the revised engine was particularly lively, especially the S variant which now had 180hp and a touch more torque. Of course, Porsche hadn't just increased the engine size for road use; by bringing the capacity above 2001cc, and subsequently increasing the displacement by bore increase only, Porsche could race competitively in the 2.5-litre class. But that's quite another story!

As well as steadily increasing the engine's

*Rather peremptorily, a contemporary brochure for the S included the rider:
"This is no car for a novice."*





displacement and power, one of Porsche's new mantras, obsessions even (thanks mostly to Piëch), was weight reduction. By casting the engine in magnesium, and implementing other weight-saving measures, the 911 was now even lighter. More power, and less weight, resulted in the S being able to reach 100mph in just 20 seconds and nudge 144mph, performance figures that few of its contemporaries could match.

Which all goes to explain why, on the 911's timeline, 1969 has to be regarded as a landmark year. Porsche was investing heavily in the 911 which was (and still is) developing in clear and, mostly well judged, evolutionary steps. In fact; 1969 should really be regarded as less of a step, more of a leap.

Had it not been for the recession in North America during 1970, and the subsequent and related cuts in 911 production, this period would have been a total win-win for Porsche. Instead, it unfortunately struggled, though it thankfully endured this fiscal setback. What's more; it countered by introducing a revised engine. And with good reason.

The recession lasted 11 months and, in December 1970, Congress managed to find the funding to establish the EPA (Environmental Protection Agency). Having set health-based criteria for "National Ambient Air Quality Standards", the EPA was in the throes of introducing legislation that would gradually reduce the amount of lead in fuel, thereby cleaning emissions but, invariably, choking power.

With vital North American sales having been stymied by emission issues in 1968, Porsche wasn't about to play catch-up again and was taking the issue of emissions very seriously indeed. Introduced in September 1971, for the 1972 model year and in anticipation of the new regulations, Porsche introduced the 2.4-litre engine (Type 911/53), which gained its extra capacity thanks to a new crankshaft (with a 70.4mm stroke as opposed to the previous 66mm item). Engineers hoped this would offset any losses incurred as a result of the anticipated emissions regulations and the new fuel.

It did. Despite the compression ratio having been lowered, the longer stroke resulted in increased torque and more power, with the flagship S now producing a very healthy 190hp and 158lb ft of torque (at just 4500rpm). Naturally, there were chassis upgrades too.

Although Porsche had to adapt in order to survive, it was never ever content with making do... it was only ever happy with making things better. And, the 2.4S was not only better, in a lot of ways it is considered by many to be the best of the breed.

Recently, thanks to the team at Autofarm, we were given the opportunity to drive a 2.2S and a 2.4S. Do they deserve the plaudits, and which do we favour? Read on and find out...

ON THE ROAD

Autofarm has known about this beautiful, numbers-matching, Light Ivory, 1972 2.4S for quite some time, having imported it into the UK in 1997. Because of this, and keen to get some expert opinion, prior to my drive, I'd chatted with Josh Sadler about the 2.4S.

"The 2.4S is where the 911's technical evolution settled into a more modern pattern," reveals Josh. "The long-stroke bottom end ran through until the arrival of the 3.2 Carrera in 1984, it has the 915 transmission that carried on until the G50 transmission of 1987, and the suspension geometry remained the same until the introduction of the 964. If the '73 Carrera RS is the driver's icon, then the 2.4 911S is, to my mind, the engineer's, and hence arguably the truer one."

Praise indeed. And, as I was soon to discover, this variant is definitely worthy of such praise. Aside from sitting on the 'wrong' side of the car, and having to change gear with the 'wrong' hand, ABW 210K, proved to be a very rewarding companion and well able to cope with the various bends and other challenges the Oxfordshire lanes had to offer.

The overriding impression is one of togetherness. It rides remarkably well, the handling is tight and secure, and the long-stroke engine makes for effortless progress. True, the engine makes its presence felt under hard acceleration, but it's never what one might call obtrusive. Rolling road tuned in 2006, it made 196hp on the dyno. This is purely subjective of course; but every one of those 196 horses still seems to be in play. It's a very brisk car.

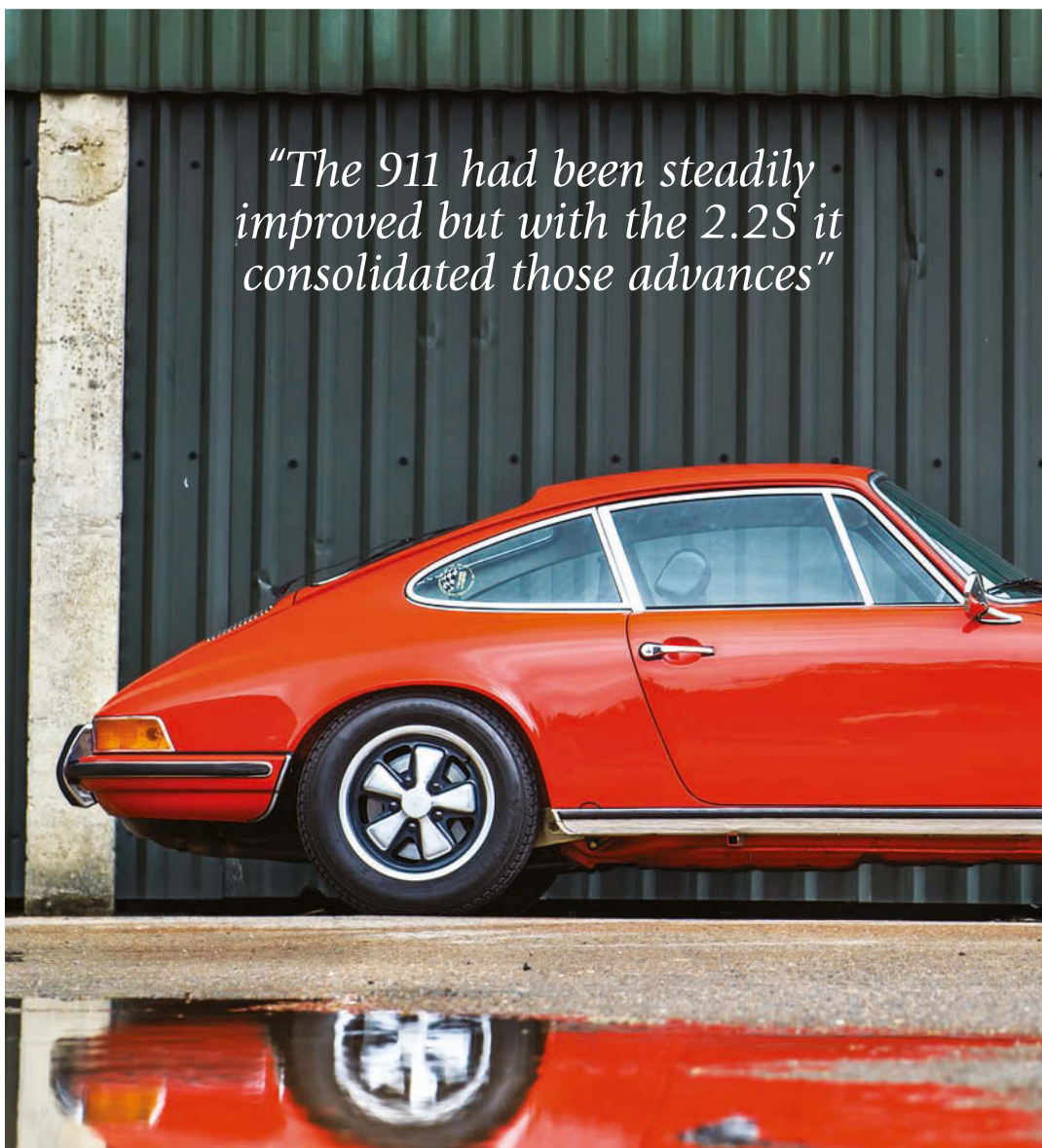
Brisk, and everyday-useable. The epitome of a GT car in fact, as it feels so accomplished, yet provides a level of performance and handling that is so good and so accessible. I'm not inferring that it's benign... far from it. This is simply a car that does everything rather well. It's a wonderfully-cohesive package and undeniably sporting, but in a civilised way. I regretted having to hand the keys back.

I'm not saying I wasn't looking forward to driving GLA 8J, Autofarm's immaculately-presented and numbers-matching, 1971, 2.2S. I most definitely was. Nonetheless, on paper, and having already sampled the numerous delights of the 2.4S, I'll admit to already favouring the larger capacity sibling. After all, it boasts more power from its bigger engine. Bigger must be better... surely?

Not quite as it turns out! My drive in the 2.2S came as something of a surprise... an extremely pleasant surprise as it transpired. Prior to my drive, Josh and the guys at Autofarm were keen to point out that as well as being very, very rare (just 44 were sold in the UK in 1971), in terms of the driving experience, they reckon the 2.2S as being pretty much the ultimate incarnation of the early 911 format: "The 911 had been steadily improved," mentions Josh. "But, with the 2.2S it



"The 911 had been steadily improved but with the 2.2S it consolidated those advances"





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consolidated those advances. The 180hp is the ultimate expression of the early 911 engine design and it's mated to a wonderful 'dog-leg' gearbox. It's a proper driver's car."

It is. The engine is an utter delight. Even though 180hp may not seem like very much on paper, in this car it's certainly enough. Sure, it will trickle along at low revs and not make too much of a fuss about doing so, but bury the throttle and an inner demon is released.

There is something so very, very special about this short stroke and free-revving engine. It has a punchy physicality, yet it is somehow extremely refined. The sound it produces as the revs climb ever upward is almost primeval... a perfect and visceral antidote to many of today's fast cars, with their artificially-enhanced and 'antiseptic' soundtracks. The 2.2S certainly keeps things real.

Particularly in terms of the driving experience it proffers. Yes, it will bite back. But that's part of this Porsche's dynamic. You keep this car on its toes... and it keeps you on your toes. You can't force a classic 911 into having an intimate and rewarding relationship with you. As Porsche ace Vic Elford said: "You have to seduce it."

Despite the firmer suspension, and low-profile tyres, I found GLA 8J to be remarkably pliant and composed, although not quite as composed as the 2.4S. And, once I had mastered the unfamiliar gate, the dog-leg gearbox proved to be fast road perfection; you simply row this 911 along between the gears.

Then there's the way it looks, which is, naturally, almost identical to the 2.4S. I adore the subtlety of the early 911's lines. Flowing and absent of superfluous affectations, just as Ferry Porsche and his design gurus fashioned it to be. "Design must be functional and functionality must be translated into visual aesthetics, without any reliance on gimmicks that have to be explained," Ferry said.

This, 'gimmick-free' car has, fortunately, retained its aluminium engine lid, a feature unique to the '69-'71 911S. Then there's the colour; originally brown, it has been repainted blood orange, Porsche's factory competition hue of the period and what a hue it is. Personally, I don't think there is another that suits the early 911 as well. Wonderful.

So, which is better, the 2.4S or the 2.2S? In an ideal world, I'd have both. The 2.4S for continental sojourns and the like, with the 2.2S being brought into play for hillclimbs, sprints and classic rallying. But I can't have both and I can't sit on the fence. The 2.2S takes my vote, and by a surprising margin. I was brought up on a diet of hardcore, smaller capacity, high-revving engines, and driving the 2.2S, with its wonderful, rev-hungry power unit, was something of an epiphany and a massive pleasure to boot. With the 2.4S, quite justifiably, Porsche 'softened' the edges a touch. But I like edges... and I like them to be sharp. So GLA 8J; you get my vote ○

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National Treasure



Porsche Club GB's annual National Event took place at Althorp House in Northamptonshire and attracted the cream of the UK's Porsche crop...

Story and photography: Ryan Stewart

The Porsche Club Great Britain is one of the most popular and longest standing Porsche clubs the world, with a membership of over 12,000 people. Founded in 1961 by a group of like-minded enthusiasts, the first 'PCGB' meeting was held in September of the same year. Thirty attendees gathered for the first club met at Chateau Impney Hotel in Worcestershire and the tone was set for all future events.

Fast forward to 2015 and PCGB continues that tradition by holding its annual gatherings in beautiful British settings. Over 1000 Porsches and many more enthusiasts made the journey to Althorp House to attend this year's event. With the support of Porsche Cars Great Britain plus numerous specialist traders, we wonder what those first 30 members would make of the scale of their club event today?

Althorp House itself has an affinity with the

Porsche Club Great Britain, last hosting the annual National Event 19 years ago in 1997. Providing the backdrop again this year, Althorp House is a stunning setting to view some of the best enthusiast-owned Porsches from the UK.

Set over two days, the event is organised with fantastic precision. With most people turning up for around 9am to kick off proceedings it's easy to get yourself accidentally involved in a Porsche convoy. Meeting up early on the Sunday with







Chris Stewart of Regal Autosport in his 997 GT3, we quickly found more Althorp attendees along the way to make some noise with.

This year has been quite a year for Porsche. With the introduction of the GT3 RS and Cayman GT4 models, the 40th anniversary of the 924, 50 years of the 912, the 60th anniversary of Carrera and Porsche's recent Le Mans victory, this year's PCGB event had more cause for celebration than most.

The Porsche Cars Great Britain stand hosted some of the most exciting vehicles in the current line-up, with the GT3 RS and GT4 taking centre stage. Clocking the Nürburgring in 7 minutes 20 seconds and 7 minutes 40 seconds respectively, the pair looked electrifyingly quick even stood still.

In a slightly more reserved hue, the new Boxster Spyder sat just behind and caught the

attention of many prospective buyers. Fresh from Porsche's 17th Le Mans victory, the 919 Hybrid sat beside the 918 Spyder and showed just how far hybrid technology has come in recent times. This fact was further bolstered by the inclusion of the Cayenne and Panamera S E-Hybrid models in the display.

Elsewhere throughout the grounds, regional club displays gave members the chance to show off the best their area has to offer, with strong representation of model-specific registers too.

This year, the 924 glides towards its 40th birthday and the Althorp gathering had a special area to celebrate this often-unsung model. First appearing on 22 November 1975, the 924 heralded a new era for Porsche. With dwindling sales for existing models, Porsche committed to this new model complete with a water-cooled,

front engine layout and seating for four. Thankfully the gamble paid off. With over 150,000 units produced, the 924 provided Porsche the security to invest in new models to push through the '80s and into the 1990s.

Another milestone this year is the 60th anniversary of the 'Carrera' name. Unmistakably Porsche, the word Carrera first appeared at the 1955 motor show and has grown to become one of the most iconic Porsche legacies. The word Carrera is derived from the Spanish word 'to race' and appeared on the 356A 1500 GS Carrera following 1954's Carrera Panamericana road race in Mexico. Inside the Porsche Club Great Britain marquee, selected Carrera models displayed to celebrate the milestone, among them the very first Carrera GT to be imported into America. This very special 356 remained



Along the lawn beside Althorp House, meticulously prepared examples of all types of Porsche awaited inspection



hidden for many years and has only recently been restored to its former glory.

Of course it wouldn't be a PCGB event without the hotly contested Swissvax National Concours. Along the lawn beside Althorp House, meticulously prepared examples of all types of Porsche awaited inspection. Nestled next to this, numerous 912s exhibited perhaps the purest

form of the modern Porsche silhouette. Marking its 50th anniversary this year, the 912 has grown in popularity to become one of the most sought-after classic Porsches of recent times. Outselling the 911 for the first three years of production in the USA, the 912 is a Porsche character in its own right.

For any red-blooded enthusiast, static displays

can only bring so much joy, so at the end of the day as everybody begins to leave perhaps our favourite part of the day begins to happen – you get to hear the Porsches you have admired for most of the day spark into life, and even get to drive with them. It's a childish indulgence, but one we and a backdated 911 'outlaw' driver enjoyed very much... ○

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Aussie Rules

We hear plenty about Europe's Carrera Cup racers but what about 911 drivers elsewhere in the world? Here we chat to reigning 2014 Porsche Carrera Cup Australia Champion, Steve Richards, who is looking set to clinch the title again this year...

Story: Louise Woodhams
Photography: Luke Ray

Like his father, Steven Richards learned the raw essentials of karting before progressing to Formula Ford and the 1994 Australian Championship. Sound technical knowledge (learnt from training to be an aircraft mechanic) together with raw talent, dedication and ambition has propelled Steven to heights he never imaged. He's now successfully running his own race team and leading the Carrera Cup Australia for the second consecutive year. As the first-ever father/son winning combination at Bathurst, the pinnacle of Australian motorsport, both drivers are tremendous ambassadors for their sport and to the country. *GT Porsche* took time out of his busy schedule to find out how such an amazing career came about...



GTPorsche: Where were you born?

Steve Richards: I was born in Auckland, New Zealand. I moved to Australia when I was three because my father got sponsorship and there was a lot more opportunity to further your career in racing there. We ended up staying.

GT: How did you get into motorsport?

SR: Through my father, I guess, although I didn't start racing go-karts until I was 15 (in 1988). In your early teens you want to run around doing the same thing as your mates, not what your parents do. Then one Friday night, a mate of dad's, who was over for fish and chips, said he had bought a go-kart and asked if I would like to go for a drive in it. I thought it would be a bit of fun – and it was! I never envisaged that it would be the start of a career. I ended up racing in go-karts for three years. Then in 1991 I started in cars. That was a success and I won the Australian Formula Ford Championship. It was only then that car racing became a profession for me; that was in 1994 and I've been doing it ever since.

GT: So if it wasn't for that chance stint in a go-kart that day, you might not be racing now?

SR: Not necessarily. I loved going to the races with my father so I guess I was attracted to it but I never thought to be actively involved. I loved soccer and cricket, and at that point was playing low level representative stuff, so I spent a lot of my time focusing on that. The minute I went in a go-kart, though, I thought 'this is awesome'. I gave up on other sports and got a part-time job working at a tyre dealership whilst I was also getting my apprenticeship as an aircraft engineer from 1990 to 1994.

I don't really remember thinking in my first couple years of go-kart racing that I could turn this into something more than a hobby but all of a sudden I got some good results and people started to take notice – so that opened the door. When I was part way through my apprenticeship, for example, one of the Formula Ford teams said that if I did all the work on its spare car and preparation, I'd get a seat. I wasn't making any money but I was running a car and that led to other opportunities.

I did four years of Formula Ford; the first year was at local club level in Victoria and then three years in the National Series. It was probably late into the first year that maybe there was any hint of taking it further.

GT: So, there was never any pressure to follow in your father's footsteps?

SR: No, not at all. In fact, in the early days when I was racing go-karts he was at the peak of his motor racing career. He was my ticket to get to the tracks so, with a friend of mine who had bought a

go-kart at the same time, we'd go away every weekend, rain, hail or shine and race or practice.

GT: You mentioned that you served your apprenticeship as an aircraft engineer. Was that a fall back?

SR: It was the reality of the situation as at that time only 12 to 15 people made their living driving race cars so there was no guarantee you'd make a career out of it. My father was a professional Australian Touring Car Championship driver at the time, which was the only series in Australia you could make money from. If you were lucky you might get a couple of drives, but you needed someone to earn a living to support you and if you didn't have any sponsorship you'd have to see how far it took you. Even if you did make it professionally you'd constantly be thinking about what will happen when that stops. During this time racers like the Brocks, the Johnsons and the Moffatts ran their own teams and were very reluctant to put a 21-year-old kid in their car. There were only a few guys from the Formula Ford Championship that went pro like me.

In 1992, Australia saw the demise of Group A and the international touring car scene fragmented in several directions, moving towards DTM, Super Touring and Super GT. It was a time of change and those older guys were taking a step back and continuing with their teams but employing drivers. I definitely entered the sport at the right time.

GT: Being the son of a seven-time Bathurst 1000 winner, when you entered it for the first time, was there any pressure to achieve the same success?

SR: No, I never remember ever feeling pressure or being worried. I was fortunate enough at that point very early in my career to have enjoyed a bit of success and as a hungry young guy with the world at your feet you think 'why not'? You're probably blinded by your youth, and you just get stuck in and do the best you possibly can. I never try to live up to the results and the reputation of dad because I think that's just putting so much pressure on yourself, which can make you lose focus on what you're trying to do.

GT: What did it feel like to win?

SR: I won the event in 1998, 1999 and more recently in 2013. Prior to that I was competing simultaneously in the Australian Super Touring Championship and Touring Car Championship for four years in a privateer's team. We were always battling for sponsorship, and in that respect you're never in the position to compete on a level with a highly professional team but we started getting podium positions and it all started falling into place. We never got any



higher than seventh so Bathurst was my first big win, and it felt amazing. I had to pinch myself to believe it happened.

GT: Why did you choose to make the switch to the Porsche Carrera Cup in 2011?

SR: I'd been racing V8s from 1996 to 2010, with one year off in 1998 when I was called upon by the British Works Nissan Team to join it as test-driver in the British Touring Car Championship. I had got to the point in 2009 and 2010 where the results were pretty average, and it was looking like I was out of contract. I had two options: to compete against guys who had sponsorship money to bring to the table; or get my own team off the ground. My wife Ange and I started looking into the possibility of entering the Australian Carrera Cup in July of 2010 but it wasn't until the December 2012, that we finally got the money together. We created a little business model and the first few years were a learning curve but it was the best thing I could have done for my career at the time. Motorsport in Australia is built around Bathurst, so if you can win it you're held in pretty high regard – that definitely helped me.

As well competing in the Carrera Cup and



"I still enjoy driving too much to consider giving it up"





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having my own team, I co-drive with Craig Lowndes at Redbull Racing Australia in the V8 Supercars endurance races at the Sandown 500, Bathurst 1000 and Gold Coast 600.

GT: The 911 is a very different machine to the cars you previously raced. How long did it take you to become familiar with it?

SR: Not too long. It's like anything, you just have to get used to its traits and the particular way in which to drive it. It is typically two seconds a lap slower than the V8s but you use very similar gears through the corners. Obviously it was a rear-engine Porsche versus a front-engine V8, which is heavier and LHD, so it had some notable differences. The 911 has evolved over many years and the 991 is definitely the most rewarding and the best fun. With no driver aids, it delivers a very raw experience.

GT: Last year you won the Carrera Cup Australia title. How did it feel to be the first father and son pair to win the crown?

SR: It felt pretty special to be honest. Whenever you go out you never think you're going to achieve that.

GT: You are 58.5 points in the lead [at the time of writing] ahead of Nick McBride; do you consider yourself as the strongest championship contender this year?

SR: Right now we're ticking all the right boxes to achieve that result again. Last year the championship was really tight, and compared to how we were doing then, we're in a much better place now. The drivers are more competitive this year, though, and so much can change. You only need to make a small slip-up and you can fall back into the clutches of the other teams.

GT: Is there any regular regime you undertake, particularly on race day?

SR: Not really. I don't try to think about what's going to happen. A good warm-up lap followed by a good start with a good clear head is what I like; you've just got to get on with it and deal with things as they occur. You've got to be cautious but not overly so. I do walk the circuit at the start of the race weekend – mainly for the benefit of our customers [Steven's team allows amateurs to race professionally with the experience and infrastructure of a full team,] but also to see if there's been any damage to the track surface from club racing.

GT: What would you say were the stand out moments since racing in the Carrera Cup, both good and bad?

SR: Winning the championship last year. What we achieved was enormous for such a small team (I'm the only full-time person)! But the highs also come with the lows, such as when we were in the lead last year during a race, and the top four cars got punted off. The on-track achievement is as rewarding as the off-track achievement. No one ever gets to see that side of things but it's what makes a result, and we were able to sit back and enjoy that at the end of season awards ceremony. When you go it alone there's a massive uncertainty in building something out of nothing, and without the investment of our sponsors who knows where we would have been today. It's been a tough but rewarding journey.

GT: What would you like to do after the Porsche Carrera Cup?

SR: We're in our fifth season and I would love to stay competing in the Carrera Cup. The nature of the cars and the closeness of the competition are phenomenal. The GT3 scene is getting bigger, and this year I'm also sharing the M Motorsport Interlloy Lamborghini GT3 in the Australian GT Championship with Justin McMillan, so who knows where that will lead us. With the same car we also raced at Spa 24 Hours. It was incredible being amongst the best drivers in the world;

long distance racing is certainly something that appeals to me. One thing is for sure, I still enjoy driving too much to consider giving it up any time soon. I have the best job in the world.

GT: So, would you ever consider competing at Le Mans for Porsche?

SR: Le Mans is much tougher – there are limited spaces in the LMP1 and LMP2 classes, so GTE would be the obvious choice. Unless you're a factory team, it's hard to get a gig there, without paying for a drive, and as an Australian driver it's a particularly tough nut to crack. I think first off I need to get into GTE in Australia, followed by the Sepang 12 Hours and the GT World Cup.

GT: Where do you see the future of Porsche going with cars like the 918 Spyder and 919 prototypes?

SR: Racing its three hybrid 919 prototypes at Spa this year, underlines Porsche's commitment to the future of competition in the WEC. The WEC regulations introduced for the 2014 season demand powerful and innovative hybrid systems, and Porsche is paving the way in that respect. The technology in the 918 Spyder is incredible, and it's the transference from race tech to road cars that I think we'll see more of from Porsche. That car is just spectacular.

GT: Do you have a Porsche as a daily drive?

SR: No, only as my racing car. Other than that I've got a 2008 Mercedes van. I would consider a Porsche Cayenne or Macan for the wife, but all of the money goes in to the tools of the trade!

GT: If you could own *any* Porsche what would it be?

SR: A Porsche 918 Spyder.

GT: Are there any racing drivers that you admire and who inspire you?

SR: I never had any heroes. I think it's because when you grow up in amongst a sport and it's kind of your daily life, you tend not to appreciate what's going on. I'd probably most aspire to be my father – who at 68 is still racing as well as running a workshop. He's who I always go to when I have questions. We're great mates and the talk around the dinner table is always centred on car racing.

GT: And lastly, what do you spend your time doing when you're not racing?

SR: Running the business and spending time with my kids. I have a son, 15, who got into go-karts two years ago – although he isn't quite as hands-on as I was, and a daughter, 13, who loves horses ○



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Motor racing programmes

Period programmes from the entertainment world are highly collectable in certain circles. If you happen to own a rather rare theatre programme or the 'right' bill from a famous horse racing event, then you could be sitting on an item of monetary value. The same concept is transferable to the world of motor racing, but the good news is that most motor racing programmes exchange hands for relatively small sums of money.

Naturally eBay is a good source of locating specific programmes from specific events. As you might expect, however, programmes from the blue riband events such as Le

Mans, will fetch greater cash than those created for the less high profile motor racing gatherings. What these programmes all share in common though is their fabulous aesthetic, many displaying a lovely mix of period design cues and weathered, or should that read 'thumbed' paper texture.

Amongst the easiest to locate, in the UK at least, are those programmes from period race meetings (and we're talking 1950s, 1960s, 1970s here) at the UK's smaller racing circuits, such as the example seen here from the iconic Brands Hatch circuit in Kent. Visit an autojumble or, better still, an event such as the NEC Classic Car Show in

November, and you're likely to find a vendor selling programmes like these listed by their location, from Snetterton to Knockhill, so finding one that relates to your part of the country, or world, is pretty easy.

What might you do with these period printed materials, then? Well, of course they're fascinating simply to flick through and admire, but they also lend themselves to displays; from laying on the sideboard of your home, to taking pride of place in a cabinet alongside other automobilia. We've also seen them successfully framed too, making for the perfect addition to any home, garage or 'man/women' cave... ○





Retro **REVOLUTION**

Does RPM Technik's latest build, the 996 CSR Retro, signal the start of an impending revolution for the first water-cooled 911? We were first in the queue to drive it...

Story: Simon Jackson
Photography: Gus Gregory



As I twist the ignition key to fire RPM Technik's latest Porsche project into life, the 996 CSR Retro, I'm greeted by an incredible yowl from behind my ears before the 3.4-litre engine settles into its gravelly idle. Giving the accelerator pedal a small prod causes the engine revs to crest and fall once more, producing the same spine-tingling guttural burble. I glance across to RPM's commercial director, Darren Anderson, and we exchange knowing nods of approval – so far so good...

RPM Technik is, by now, a name many of you will be familiar with. The Hertfordshire-based Porsche specialist has developed a leading reputation in Porsche circles. It's both a trusted and reliable alternative for those seeking OPC levels of quality and service (the bread and butter stuff like routine maintenance is no sweat), and a one-stop shop for anyone wishing to indulge their saucy side with a bespoke Porsche performance package. Happily the outfit has become *GT Porsche* regulars too. Most recently the firm's 997 CSR, a Carrera S built up

to provide a cut-price alternative to a GT3, made sizeable waves (*GTP* 08/13), and as a result anything adorned with its signature 'CSR' designation is now enormously worthy of further attention. Right now these chaps are rather unashamedly championing the cause of the 996, that eternal 911 underdog – always the bridesmaid, never the bride, and often not even invited to the hen do... With this car RPM has responded to a current appetite for classic 911 aesthetics from an audience unable to afford air-cooled cars.

"We have found that there is a real love for classic 911s and much of this is down to the way they look. We believe the 996 CSR Retro can combine the practicality and excitement of a modern 911 whilst paying homage to the evocative look of older Porsches," Darren explained. "Owning a CSR car to date has been a statement about performance and dynamics, the Retro models add a design element to this proven formula." Anderson also says that the CSR isn't just a cosmetic exercise: "As with all

CSRs, we source the very best current and bespoke components and put them into a format to produce a driver focussed car which can be used day to day."

This 996 CSR Retro, then, could be something of a game changer; a car that highlights an underlying and emergent enthusiasm for Porsche's first water-cooled 911, promoting the concept that the model is tittering on the edge of an upward curve in popularity as its older namesakes increase sharply in value, pricing many first time 911 enthusiasts out of their market. It's an interesting theory.

Like its forbears to roll from RPM's comprehensive workshops, the 996 CSR Retro offers a polished and exciting recipe of premium Porsche specific parts, all tailored to improve the driving experience of this, a car that started life as a standard 911 Carrera 2. Unlike previous CSR machines though, this version has been dialled back a touch, so it's not an out-and-out track-bias car like its forebears. Rather this is a milder machine, tweaked to promote useability on the



road as more of a 'Tourer', yet also harbouring the capability of providing oodles of fun – it's street tough, this car, but it won't have your fillings out. Having said that, it could easily take to a circuit like a duck to water if so required. What is immediately clear here, though, is RPM's experience leading up to this point in time has overtly benefited this new build. In short, a bunch of quality aftermarket parts from approved manufacturers have found their way onboard, the result of experimentation, recommendation and relationships forged by the RPM team that are now bearing fruit. Most notably is this car's positioning as a celebration of past 911s: the 'retro' tag here signifying a humble acknowledgement of the 911's historical lineage, a nod to the past which neatly strengthens the 996's connection with its air-cooled descendants without appearing crass or cheap. It's a fine line even Porsche fails to walk effectively at times.

So, what do we have there then? Well, as we've mentioned the concept started life as a standard



"Owning a CSR car has been a statement about performance, the Retro models add a design element to this"



The 996 CSR Retro boasts a suitably period interior which is entirely customisable based on each customer's personal tastes. This demo car features Pasha trim mixed with swathes of Alcantara...



'entry-level' 996 C2 3.4-litre car, a base upon which RPM Technik add cherry-picked parts, beginning with the essentials; the drivetrain. An engine health check on the M96 mill, conducted in-house, firstly sees the fabled IMS bearing upgrade performed in the name of engine preservation. Alongside that, a low temperature thermostat and Evans Waterless Coolant is added as further precautionary measures, before a high-flow performance air filter joins proceedings (the demonstration vehicle has solid engine mounts too). A CSR exhaust, CSR lightweight clutch and flywheel assembly and a Wavetrac limited-slip differential are the major party pieces here, serving to dramatically alter the performance and feel of the 996.

To complement, RPM fit a short-shifter for a reduced throw, and performance brake pads and fluid as a matter of course. Next, and by no means secondarily, the suspension system is completely overhauled. A mixture of KW and Eibach kit, two of the best names in the business, is fitted. Variant three KW coilover suspension is coupled to Eibach hollow, adjustable anti-roll bars (ARB), alongside Powerflex bushes – all of which serves to improve and entirely freshen the car's ride and handling. RPM perform what it calls a 'fast road geometry and ride height setup' post fitting to ensure the car is optimised for purpose.

RPM's 'standard package', for want of a better term, doesn't end there of course. The factory 996 silhouette is amplified with the addition of a GT3 front bumper, carbon fibre CSR side skirts, RPM's now signature carbon ducktail rear spoiler (colour-coded on top with lacquered raw carbon underneath), and a CSR Retro graphics pack incorporating the rear arch stone guards, boot, bonnet and door decals and that retro Porsche engine lid graphic. Completing the look are a set of genuine 8x (front) and 10x18-inch Fuchs alloy wheels shod with Michelin Pilot Sport tyres (Cup 2 tyres on more track-focused cars). Crack a door and the 996 CSR Retro has even more to offer inside, and it's really here that the 'Retro' differs from RPM's 996 CSR.

Admittedly one of the 996's weakest points has always been its interior, so as you might expect RPM has gone some way to addressing that with upgrades totalling approximately £8000. Covering swathes of the interior in this car is overwhelmingly 'retro' Pasha trim, another throwback nod to the early days of the 928 and to '70s period 911s. Mixed with Alcantara sections, fresh material covers practically all



CONTACT:
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touch points, such as the dash, doorcards, seats, headlining, centre console lid, and console trims. A new steering wheel, deleting the factory fit air bag wheel, also sports Alcantara, as does the gear lever. There are a few further CSR custom touches too; the rev counter depicts those three letters, and they appear again on the kick plates. RPM has also repositioned the car's window switches and removed its ashtray too. It's brave in there – I'm not sure if I should wear sunglasses or begin a game of chess, but one thing is for sure – it's unique, and it's entirely customisable. Customers can enjoy the option of using different fabric for their car's interior retrim (from houndstooth to tartan), and they can also delete some of the retrimmed interior items to create their own bespoke specification.

Perhaps the most important thing to understand, at least so far as this particular 'demo' car is concerned, is that much of what

we've discussed here is interchangeable. Each build is unique, so in order to satisfy the customer, RPM offers a flexible range of alternative 'options', much like your local Porsche Centre would when you're specifying a new car. Some of these options, which are fitted over and beyond the normal CSR 996 Retro package, have found their way on to the car in our pictures. Chief amongst them is a custom engine map. It takes the form of a standalone engine management system with switchable fuelling maps (toggled from inside the car) which provides increases in performance, a 25hp gain and an additional 10lb ft of torque when compared with a stock car, bringing peak power to 325hp and torque to 268lb ft. Gains are said to be felt across the rev range with an improvement to the immediacy of the power delivery, which feels sharper and more responsive. More obvious are the crackles, pops

and bangs delivered on overrun that are more than a little reminiscent of an air-cooled car. It's also possible to go further still with the 996 CSR Retro too. Like the car you see here, the brakes can be upgraded with performance friction discs and callipers. What's more, there's the option of a CSR carbon bonnet and further mechanical upgrades to the inlet plenum and throttle body, a deeper sump can be fitted to reduce oil surge during track use, plus the exhaust system can be altered with various tailpipe options and additional silencers designed for running at track days with a lower decibel limit.

But enough with the minutiae. Back in the car, first gear selected, how does it drive? The 996 CSR Retro delivers an immediate hit of power from the get-go, despite only featuring the 996's smaller capacity 3.4-litre engine it never feels short on power in the mid-range. Once the top of the rev envelope is reached, a quick change to

*It's a refined package
that performs
admirably,
transforming the
3.4-litre 996 into
a firecracker*



the next cog is required in order to keep the car on the bounce before it runs out of puff, but that's quite an engaging characteristic that keeps you moving through the gears to extract the best from the car. Moreover this isn't your typical 'modified' car, in the horrid sense of the word. It's a refined package that performs admirably, transforming the 3.4-litre 996 into something of a firecracker. The power isn't the only great thing about the custom map developed here by RPM, the snarling soundtrack that pops and bangs through the gears like some kind of rally renegade. It really does feel like you're driving a special car, something older than a 996 in many respects, yet it offers all the practicality and useability of a modern Porsche at the same time. On paper you'd perhaps presume that this mix of old meets new might appear a little inane, and that the driving experience could never match the visual aesthetics of the car, but in reality that's simply not the case.

Much time and effort has also been spent

developing the chassis setup on this car, and the results do a fine job of balancing performance with comfort. That Wavetrac differential is something of a revelation, affording the car traction when required and attention-grabbing off-throttle handling prowess too. This car is not in any way 'crashy' or pothole averse, either, rather around town and up onto the faster B- and A-roads the setup is incredibly pliant, providing the right levels of absorption under everyday road conditions – and we all know how bad UK roads are these days!

Interestingly when pushed harder the arrangement somehow manages to feel tough and supportive, despite its relatively soft nature at slower speeds. Hammer this car through a quick turn and you can feel it moving around underneath you, but all the time it feels like it's working with you for the quickest method of cornering, never bouncing off course or ricocheting you from one gutter to the next like so many cars on aftermarket suspension. The

success of this setup is largely thanks to the time and effort RPM has exerted working with KW, Eibach, Wavetrac and Michelin (the tyres are an important part of this recipe) to ensure the car's corner weighting and geometry are just so – the results simply feel right.

The 996 is currently on the eve of a surge in popularity, but it's also now really the only 911 you could justify messing around with to this degree. Now the only affordable point of entry into 911 ownership, these underrated early water-cooled cars are finding a new audience of keen Porsche enthusiasts, and we're glad to see it. These folk may well wish to upgrade their cars with alterations such as this package offered by RPM Technik, priced from £30,000, something which is wholly justifiably with a 996, but not so much the case with say a 993, 964 or G-Series car. RPM makes a point of stating that this car retains enough of the original Porsche DNA to feel like it could have been a factory special, and that's a point of view we'd have to agree with... ○

11

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ALPINE

R E T R E A T





Where better to test the Cayman GT4 than on Ferry Porsche's Alpine test route, used for development of the original mid-engined chassis number 356-001?

Story: Dejan Jovanovic

Photography: Dejan Jovanovic, Katschberg and Austria tourist boards, Porsche

Perhaps I didn't think this through. It's barely over freezing and it's snowing... in summer. I'm soaked by the side of the road, trudging on snow in canvas Converse Chucks. Perhaps leaving Zuffenhausen and aiming the Porsche Cayman GT4's aero-splittered nose towards a ski resort 2526m above sea level in the Alps wasn't the best idea. Go online and look up Michelin Pilot Sport Cup 2 tyres; they come with a 'not recommended' warning for heavy wet weather and near-freezing temperatures. I've got four of them. Why, then, am I here on the side of Austria's B 99, Katschbergstrasse, on the highest point of this 114km-long Alpine pass, with a 385hp mid-engined, manual 'box Porsche on semi-slicks?

First, because I didn't think this through; and second, because I want to see where the first Porsches came from and the roads that honed them. It's a good enough excuse for a 1500km road trip in a Cayman GT4, I think. I wanted to collect this Porsche press car from the Zuffenhausen factory (Porscheplatz 1, Gate 1) specifically, since as a mid-engined Porsche it directly traces its lineage to a little Austrian village in an Alpine valley by the Lieser river, which just happens to be next to the B 99, too!

Gmünd, the little Austrian village, is where a few select Porsche technicians knocked up a jewel-like mid-engined prototype by hand: Porsche chassis number 356-001. Seventy years

on, it seems like the right time for S GO 1208 to travel 'home'. For it's seven decades ago that Ferdinand Porsche split operations between a villa in Stuttgart built using his Mercedes-Benz salary before the war (the 150-year old Zell am See family farm in Austria where his son Ferry was born), and a modest former lumber mill in Gmünd. As allied bombers dropped the veil on World War II they also dropped bombs on primarily industrial targets. Gmünd, comprising farms in a secluded Alpine valley, was secure far away from the crosshairs.

I don't hang about at Porscheplatz 1, the still-standing and functioning original red brick factory building in Zuffenhausen. S GO 1208 is waiting in Carmine red in front of the press department's revolving doors, and it only takes moments to adjust the GT4's on-board language and to program the navigation. There's temptation to tick the 'no highways' routing option but it's already three in the afternoon and I aim to reach Gmünd before sunset. Five

hundred kilometres in five hours might sound like a cruise but I wasn't accounting for the rain. And not just any rain, evergreen forest Alpine rain – which is like movie set rain, just sprays and gushes of firehose water sloshing everywhere. But at least I've got a nice new semi-slick shod on every corner!

Heading away from Porscheplatz the road goes up a hill towards the autobahn. I drop the GT4 off the line and stretch that Carrera S 3.8-litre engine (flipped around so the gearbox points back) to see what it's got. It turns out it does nearly 135kph in second gear!

I go straight past Stuttgart and it's traffic basically all the way to Munich, 250km further east. It's a long holiday weekend in Germany and everyone seems to have the same idea as me. I get a few brief moments of respite, made even briefer since they're brisk interludes of derestricted autobahn. The greatest road sign in the world is a white circle, with five diagonal black lines through it. It is then you and your



accelerator pedal's lawful obligation to do your utmost and obey the local rules.

Past Munich and swinging south towards Austria the traffic thins slightly but really slows because of the torrential flood the weatherman calls 'a slight chance of scattered showers'. It's highway all day, although at one point I head off up a narrow looping exit to check out a squiggly bit showing on the sat nav around a lake. The GT4 slides without me flicking any of the traction control buttons to the 'off' position.

With a Carrera S engine behind you the GT4 gets to 270kph past the round white signs with five diagonal black lines with that even, naturally aspirated delivery followed by a deep, hollow din of a flat-six. The Cayman GTS was an excellent car, and this is an even better one. Weighing in at 1340kg and with the 911 GT3's entire front end and its clairvoyant turn-in response transplanted over, the Cayman GT4 also borrows the GT3's stupendous brakes and



Austria's Alpine passes seemed the perfect destination for the GT4 given the area's historical links with the Porsche brand. The Katschberg pass served as the road Professor Porsche's technicians used as their test route for the first 356s...



rear wishbones. Plus it sits 30mm lower than a regular Cayman and uses its own bespoke chassis electronics. It is a fantastic car. The gear change with the manual six-speed is so sweet it makes you weep. If only the gear ratios were better matched to the Cayman's character and the GT4's urgency and zest for immediacy, for the moment. I recently had a go in the PDK-transmission GT3 RS and the gearing is absolutely perfect, so that may have muddled me somewhat. The GT4's gearing is not just long but inconsistent between a couple of specific gears, too. It's weird because in sixth at 160kph it seem like you're pulling too many revs. But then there's the torque! It doesn't take long to discover this is the first Cayman with some real torque behind it. Although it gives you a shove in the lower gears it also means you tend to reach for the Alcantara gear lever less frequently. Then another inconsistency: there doesn't seem to be that much power

abundant and spread over the rev range in the higher gears at speed. You have to use the clutch pedal and the gear lever if you want speed all the time. Maybe the aggressive front aero and the fixed rear wing here in its high-drag setting – which like on the 911 GT3 are worth 100kg of downforce at speed – have something to do with that.

Crossing the Austrian border is about as uneventful as there's no crossing as such. The rain is still torrential and relentless and I missed my sunset target ages ago. Past Salzburg into the Eastern Alps on this meandering highway there are no cats eyes, no stars, no moon, no lights – just spray and darkness, pitiless clouds, black mountains, and four semi-slick patches of rubber. Considering, however, that they're track-designed semi-slicks these tyres are incredible. I cling to the LED lights of a black Audi RS6 Avant for over an hour; like a duckling following his mother he is my lifeline. But he

drives too fast, all macho with Quattro. When he turns off somewhere in the mountains I'm left to fend for myself.

The car shimmies over the soaked surface but it isn't aquaplaning. I don't feel anything at the rear, so I'm fairly confident, or at least I've convinced myself, that I won't spin. I stop and move my luggage from the rear to the front. That's an additional 10.8kg of front downforce exactly because Lufthansa's carry-on limit in poverty class is 8kg and they weighed it for me.

In the end it takes me more than seven hours to reach Gmünd, two hours later than scheduled, but I'm genuinely relieved just to make it. I barely squeeze the GT4's mirrors through the ancient town's fortress gate. I arrive comfortable, though, and am eager to get back behind the wheel and into the fixed-back carbon fibre 918 Spyder bucket seat in the morning for a proper drive on a proper road. For a purposeful, absorbed machine it's also fairly practical: the



Here: 'Porsche 1' remains today.
Below left: Ferdinand Porsche with son Ferry



Cayman with two boots and good visibility.

On Hauptstrasse, the main street in Gmünd, S GO 1208 gets a spot right in front of Gasthof Kolmayr where Professor Porsche used to feed his technicians and test-drivers after a hard day's work belting up and down an Alpine pass. Porsche mechanics would stop with bare-chassis prototypes in front of this very place on their lunch break. Inside, the landlord tells me they used to come in all the time, though he's not old enough to remember what they had to eat. I choose the wiener schnitzel. Most recently Ferdinand Piëch and the Porsche family came to Gasthof Kolmayr and stayed upstairs. They were in town to celebrate the company's 60th anniversary in Gmünd. For my next two days of driving I decide to hatch a simple plan: check the weather and follow the dry patches. The trouble is this is a tiny country and it doesn't take a lot of cloud to cover it.

High Alpine passes tend to open from May and close again in September so the window of driving opportunity is tiny, particularly considering all the caravans and vacationers trudging up hills all weekend, every weekend. The famous Grossglockner pass is the highest road in the area and after the recent bad weather it's still closed. Grossglockner peak itself is

nearly 4000m tall. The road was built in the Thirties and it's still the highest paved road in Austria. A memorial commemorates the many who died laying this blacktop down over the Alps. The barrier is down, barring me from 36 hairpins in 48km and a climb to 2504km from the valley's 700m floor. I'll have to miss out on the Grossglockner this driving season, but I've been tipped off by Porsche's archivist in Zuffenhausen, Dieter Landenberger, that the Katschberg pass could be even better and, more importantly, it served as the road that honed chassis 356-001 all those years ago.

Today the A10 ('Tauern autobahn' or 'mountain pass highway') towers on stilts over the B 99 and carries the bulk of traffic, leaving the little Katschberg pass less travelled. Ferry used to drive to Zell Am See up this way long before the A10 existed, and the Porsche No. 1 team tested 356-001 along the 114km road, up and down its amazing variety, blasting through rock and tunnels and hurrying across valleys. The Romans used the Katschberg pass, too. Landenberger also advised me to get onto it early – the sun comes up here just past five in the morning.

The most famous local offering has come a long way. I'm taking the purest of Porsche's GT



cars available today along for a drive. Ferry's was a flat four-cylinder engine, 1131cc, 35hp, a top speed of 135kph, and a 585kg wet weight. He started fiddling with Volkswagen parts in 1947 and inside his dozen-strong select unit of men working from a former lumber mill turned this fiddling into 'project VW Sport' or 'project number 356'. Ferry just decided to build the sportscar he wanted.

The tools the dozen men used were, in fact, quite basic. But rudimentary tools were still the right tools for the job. They were working on a mid-engined prototype sportscar from cheap, abundant and simple Volkswagen parts. By February 1948 the tube chassis was ready for hand-sculpted aluminium bodywork. That summer the car was licensed in the Gmünd province of Carinthia as Porsche chassis 356-001. Number one in Gmünd was followed by a small run of 52 'Gmünd Coupés', but there's only one 'number one'.

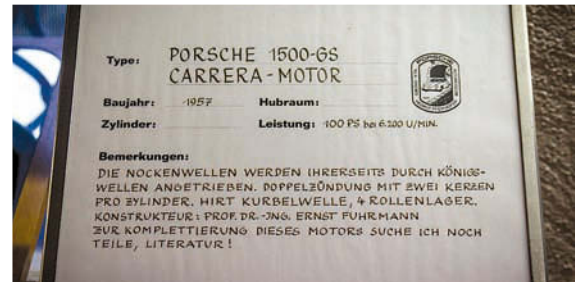
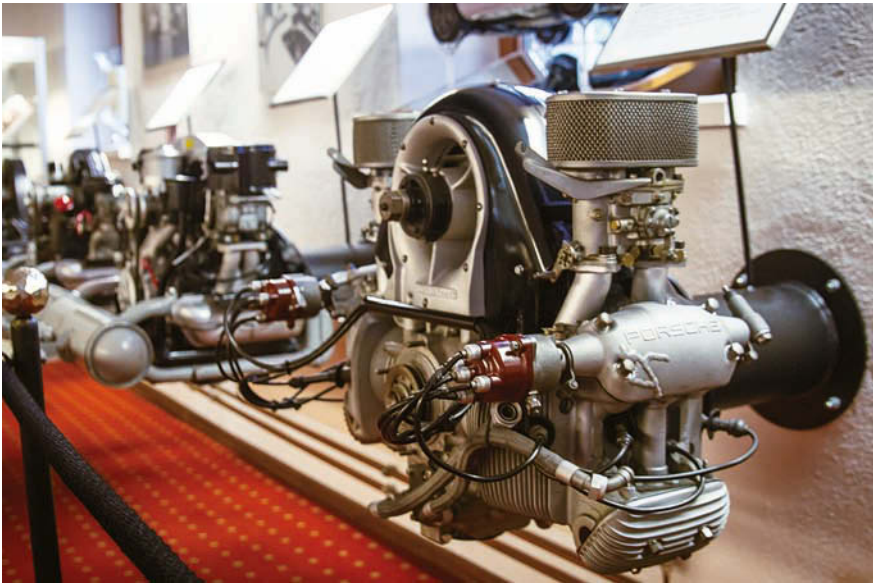
Bright and early in the GT4, it's cold and the Katschberg pass is very tricky with changing rain – sometimes heavy, sometimes light – but not quite a match for automatic wipers. Sometimes it's just damp and you can immediately feel the GT4's squatted traction out of the turns and into the corners from that GT3

front end. But the weather gets worse and up top there are rivers flowing down. Even further up I discover snow, ice, salt and near freezing temperatures. But when it works, the GT4 works so well. Nearly every mile I test the brakes and grip with a heavy stop for a turn, just to intersperse the distress in these conditions with whiffs of confidence. I'm not afraid of spinning. I'm afraid of locking up and understeering into the Lieser river that stays with me for so long. It looks inviting.

On top of Katschberg, at the Obertauern ski resort, I encounter the first bit of snow. I choose a straight bit of road and check the brakes; the car just keeps going and going and going. Even with the ABS panicking it still takes forever to stop. After my break to stomp around in the snow I wonder whether to turn back, I keep going towards Zell Am See. For as long as I'm on snow I do about 35kph... and it feels too fast.

Immediately past Obertauern the treeline appears and Austria's highly saturated green is back. The road is still finished in piano-gloss black and polished by a fine sheen of water. After the snow the GT4 feels in its element again and I can flick between second, third and fourth gear over Katschberg, playing in a lane on a narrow





but empty road. Every once in a while I see the A10 pillared above and thank those builders for their wondrously engineered diversion.

The GT4's front end is great, and just when you think you're going to run out of grip, you push harder and the car tucks in further. Every time I expect understeer through a hairpin I just accelerate and the car pivots in. Yes, the gearing is wrong but on the public road you tend to treat 5000-6000rpm as the ceiling, so on a few occasions when you do stretch second gear to 130km/h and the rev limit, it's all the more satisfying. In any case the shift is brilliant to work with, the clutch is on the heavy side but it's even throughout, although the travel could be shorter. The GT4's pedal placement is perfect, and the traditional floor-hinged Porsche throttle pedal is nicely matched to the brake. If you press the 'Sport' button all that does is rev-

match your downshifts, so just leave it switched off and have fun fumbling it yourself. The interior is purposeful and secondary, which is exactly as it should be.

Down on valley level there are dry and sunny spells and I can enjoy the B 99, Katschberg with no stress or strain. I barely get to stretch the throttle three-quarters of the way. When the sun finally comes through I just take in the 'Disney' scenery. Austria is like a theme park where the theme is neatness. The quality of the Cayman shows through on a more constant road surface. I can now enjoy some nice and considerate corner cambers and some great road engineering.

Back in Gmünd I make a stop at Helmut Pfeifhofer's Porsche museum, where Helmut punches your ticket. Born in Gmünd, his schoolmates were the guys who ended up

working on Porsches in the town's nearby former mill. Pfeifhofer started collecting with his first 356 bought in 1965 and scoured Gmünd for collectables. He owns chassis 20 of the original aluminium Gmünd Coupé run. Inside his tiny museum there is a four-cam Carrera engine, a 2.7 RS, a 906 and much more all crammed in. The proprietor tells me he has 45 Porsches (or cars related to Ferdinand) at home. He gives me the directions to Porsche's original workshop 2km down the road, opposite a football field. "You can't miss it," he says, but do. It's just a tiny wooden hut.

This sooty, timber shed was the humble beginning of Ferry's simple mid-engined sportscar, built by hand with simple tools, and refined on a road following nature's simplest, shortest path, the Lieser river. And today Porsche's simplest GT car feels right at home ○





Panamera Service Clinic.

Saturday 17 October 2015

Your local Porsche Centre will be holding a Panamera Service Clinic on Saturday 17 October 2015 between 10am and 3pm.

By appointment, our qualified Porsche-trained Technicians will be carrying out complimentary vehicle health checks on all generations of Porsche Panamera models. During the inspection, which includes checks on brakes, tyres, lights and levels, you may join the Technician to discuss your vehicle and ask any questions you may have about your Porsche.

Service Clinic inspections are by prior appointment only so please contact your nearest Porsche Centre or call **08457 911 911**.



PORSCHE

Participating Centres only. Complimentary vehicle health checks subject to availability.

gt porsche retrospective

ONE
YEAR
AGO
OCT
2014



A year ago we brought you an 'Ultimate Guide' on the last air-cooled 911, the 993, taking in a tour of the Coupé, Cabriolet, Carrera S, Targa, Turbo, RS and GT2 variants. We said: "Find a good 993 and you'll appreciate it's the car you've always promised yourself." Elsewhere we looked into the career of George Follmer and his involvement with racing the 917/10 and Can-Am racing.

We also celebrated Tuthill Porsche's first WRC finish for a Porsche in nearly 30 years – the GT3 RGT was pictured doing its thing at the Rallye Deutschland. We let chief engineer Graham Moore summerise: "It handles well, it flies level, looks great and sounds terrific. Crowds just love it." He was certainly correct on all counts there...

FIVE
YEARS
AGO
OCT
2010



We boasted that the new 911 Turbo S, which appeared on our cover five years ago, was "the fastest 911 we've tested". The figures did the talking: 0-60mph was reached in just 2.9 seconds, giving us a shock. We said: "The Turbo S isn't the purist 911, but it is the fastest. And for many people, speed is the only thing that matters."

Interestingly we also met an American couple who had created a hybrid 911. The all-electric 911E used 85 batteries, 39 in the front luggage compartment, 12 under the rear seat and the rest out back. At 65mph it was capable of covering a range of 100 miles. We said: "The 911E promises a decidedly un-1976 228hp-per-tonne power-to-weight ratio and compelling performance."

TEN
YEARS
AGO
OCT
2005



A decade ago we took the Carrera GT on a run around the Targa Florio route; 30 years after the last of the Sicilian races. It made for an emotive sight: "It will never happen, but Sicily will still always be ready for the return of the illustrious race. The memories are still alive, the passion is definitely still there, the burning asphalt is waiting," we said.

In his column, Chris Harris pondered whether or not the new Panamera was a "Porsche too far", saying: "Does the world need a four-door Porsche?" and later continuing: "I have no doubt that I will have to munch on these words in a few years time, but as things stand the Panamera both excites me as a car, and terrifies me for the damage it might do to the company."

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ARE YOU FAMILIAR WITH THE IMS FAILURE?

It's a common problem that could cause a catastrophic engine failure on all Porsche engines from 1997-2008

*excluding GT3 and Turbo models

THE BEARING
IS NOT THE
PROBLEM;
IT'S THE LACK
OF PROPER
LUBRICATION.

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long-term fleet

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

MATT BIGGS

1981 911 SC



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

[twitter](#) @PawnSacrifice

JACK WOOD

2004 996 GT3



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

[twitter](#) @Jackkwood

MARTIN SPAIN

2002 996 TURBO



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

[twitter](#) @MartinSpain

MATT BIGGS

1986 924 S



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

[twitter](#) @PawnSacrifice

JACK WOOD

2010 997 GTS



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

[twitter](#) @Jackkwood

ROB RICHARDSON

1978 911 SC



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

[twitter](#) @Racereightysix

long-term fleet



1978 911 SC

I don't want to jinx it but this car is rock solid reliable. Since going through it over winter it's needed nothing other than keeping clean and full of oil (of which it only uses a tiny amount). In fact, this month was the first time that something went wrong: the horn stopped working. Yep, that's it. I jacked it up and took the wheel off to access the horns, checked the connectors and found no issues. Turns out it was nothing more than a dirty contact on the horn relay; a quick clean and wiggle and it was fixed. I love this car. This means I've been able to spend more time driving it. Most recent and memorably was an evening blast to the Cotswolds taking in Fish Hill on the way. The road (the A44), a dual carriageway, snakes up the side of an impressively steep hill with plenty of room to overtake slower moving traffic. Well worth a look if you're in the area.

I've not been able to get to a lot of Porsche-specific events this year, so when I turned up for a BARC morning at Curborough sprint course earlier in the month it was amazing to be greeted by so many Porsches. I'd only gone for a coffee and a drive out in my SC and arrived to find about 30 of them competing. Curborough is a brilliant venue and is always free to spectate. An added bonus is there is usually as much interesting machinery parked up next to the track as there is in the paddock, so there is always plenty to see. Sprinting attracts more 'home-brew' racers and builders so

it's great to chat to the competitors and hear about their cars and even pick up tips and info for your own car. Among the cars competing were 924s, 944s and Boxsters but my obvious bias was the 911s. With everything from early cars to 997s, all bases were covered. I was drawn to a couple of the SCs, a 2.7 MFi and a beautifully freshly-built backdated Carrera. My favourite of the day, though, was the yellow wide-arched long nose car running a mix of super-wide Gottis and Fuchs wheels. It was an absolute monster on track and clearly had a long competition history. The track action was fast and consistent all day with only a civilised break for lunch. It was great to see how the different drivers were managing their 911s round the track, especially through the central S bend: some would lift and let the back slide out before nailing the throttle and powering out whereas others would head in slow and get on the power early; either way was spectacular and I'd really like to have a go myself!

If you're local to Curborough I'd recommend joining Shenstone and District Motor Club. It's only £25 and the club runs a number of 'introduction to sprinting' days throughout the year where you can go along and have a go on track in your own car to get a feel for it. All you need is to pass the noise test and you're on track. Find out more here: www.curborough.co.uk

Rob Richardson





Below: Rob took his SC out for a spin this month to Curborough where he saw a great mix of Porsches. His favourite was the 911 below shod in Gottis and Fuchs...



long-term fleet

997 GTS & 996 GT3

A strange creaking sound coming from the rear of your car when you're 160 miles from home is never a welcome thing. Confirming that the strange noise is emanating from the rear wheels is just plain unnerving. Pinpointing it to the very expensive and impossibly impractical centre-lock system a thing that nightmares are made of.

After praising Bristol OPC last month it seems to have come back to bite me. I'd originally thought that I'd picked up a stone between the calliper and disc, or even trapped between the internal heat shield and disc. But the usual driving back and forth failed to release anything or change the note and tone of the rather grating noise. Accelerating and braking hard seemed to alter the noise, and at that point I had that sinking feeling that it could be related to the centre-locks. I pulled the car up and put a mark on the wheel and the nut and set off down the road. Five miles later I pulled into a fast food establishment and confirmed, without doubt, that the centre-lock nut had indeed moved on the hub. Drat.

At this point options were very

limited. It was 9:30pm on a Friday, many miles from home. I suspected that the usual breakdown trucks Porsche Assistance used wouldn't have a torque wrench with the requisite 600Nm limit needed for these wheels, but a frantic Google search of the area revealed that all the local fitters were indeed closed.

With heavy heart I called the Porsche Assistance number knowing I was going to be offered a truck to take myself and the car home and the first communication to the call centre confirmed this. Although this only happened after first trying to get across what a centre-lock wheel was and how it differed to a normal wheel, followed by further discussion and time spent on hold trying to confirm if the regular van would have a big enough torque bar on board to tighten it back up. After apparently exhausting all other options a recovery truck was booked and I was informed that I'd be called in a few minutes to let me know when to expect one. From past experience I suspected it wouldn't be any time soon.

Five minutes later the phone rang and a second assistant confirmed a circa 90-minute wait for a truck. Deep



joy. One glimmer of hope was offered in the guise of being able to take a taxi home separate to the vehicle. That means I wouldn't have to sit in a smelly breakdown van and be forced to take the tacho-enforced breaks that the truck drivers have to adhere to – certainly handy to remember for next time! However I still mumbled something into the phone about how ridiculous the situation was when all I needed was the bloody wheels tightening up. And this seemed to spark some kind of lateral-thinking synaptic firing in the call centre guy's brain as he blurted out that their centre, as well as handling Porsche Assistance enquiries, also managed commercial breakdowns. Commercial breakdown vans were equipped to deal with commercial vehicles, such as trucks, that require their wheel bolts to be tightened to massive torques. 600Nm would be nothing to them!

Now feeling rather giddy that we

were honing in on a solution that would see me being able to make my way home at my own pace in my own car I urged the assistant to send out his nearest commercial van.

He got approval and promised to get one to me ASAP but would leave the truck option live in case the van couldn't help. Buoyed by this good news I headed inside the fast food outlet to order some scran. After placing the order I realised I'd left my wallet in the car and headed back to the parking lot to collect it. And there waiting next to the car was a van, with a man with a very big torque wrench.

Ten minutes later, sans fast food, I was back on the road making up for lost time and looking forward to being in my pit shortly after midnight.

Unfortunately the story doesn't end there. I contacted Porsche Bristol the next day via email to let it know what had happened and, more than anything, to let it know that there



were clearly some procedural issues that it needed to address in-house. Within five minutes I had a very apologetic service assistant on the phone requesting that Porsche Bristol get the vehicle back immediately for inspection. Apparently there is a ten-page document on inspecting centre-locks, including what needs to be replaced if the car is ever driven with the centre-lock nut in a state where less than 400Nm is required to remove them. Considering the nuts on mine were so loose you could see the wheel move, I think it fell firmly into that category.

After nearly two weeks in another courtesy car WR60 was returned with new rear hubs, a full inspection, two new front lower control arms and a full geo. The latter were unconnected to the rear wheels coming loose but I had reported some creaking coming from the front end since it was last in and it looks like, similar to the rear,

the control arm bushings had begun to perish. I can't fault Bristol's response to the situation at all. It's just unfortunate that I had to call it in the first place. But I'm a firm believer that a company's commitment to its customers should be judged on how it acts when things go wrong, not just how transactions go when they are relieving you of your hard-earned. Full marks to Bristol in this case.

As promised last month, elsewhere in these pages you'll find a full review by one of the UK's most respected journalists on the TPC Racing DSC PASM module. It's nice to have confirmation that there are indeed some benefits of the system both on track and road from someone far more experienced in all things dynamic. Of course, Jethro has managed to put it into words far more eloquently than I ever could. I hope you enjoy the read.

Jack Wood



996 GT3

You will all have noticed that FAB doesn't get driven that often these days. However, this says as much about just how good the GT3 is as to how precious I have become about this car. But these cars like (and need) to be run, so this month I thought I'd break the old girl out for a run to the shops. Okay, so that wasn't the only reason but I did take it into Alderley Edge to pick up some bits and bobs from Waitrose and do the wine shop while I was giving FAB a good shakedown.

The 996, and the GT3 in particular, seems to be getting better with age. At least in my mind. Parked amongst the hum-drum cookie-cutter commuter boxes the GT3 cuts a fantastic shape. The big wing, tiny wheel-to-arch gap and asphalt-scraping Cup front splitter

give it that undeniable racer-esque presence amongst the over-inflated, pogo-riding modern stuff.

And once the tiny front boot is loaded with essentials and you're out on the road? Well, what more is there to say about this simply sublime machine? Everything just feels so mechanical. So unfiltered. So pure. From the steering feel to the gear change and the engine note nothing is synthesised or unnatural. It just feels like a piece of pure engineering focused on one thing only: driving. No molly-codding electronics, nothing that is superfluous to anything other than deriving maximum speed and enjoyment from its components. It's a truly wonderful thing. I should really drive it more often.

Jack Wood





924 S

There were a number of reasons for buying the 924 S, such as learning a thing or two about mechanics and getting some track time, which should improve my driving skills. As it stands, I still have a number of things to learn about the former, although I am becoming quite handy, or at least I like to think so. I have more confidence behind the wheel than I did a few years ago but I probably have even more to learn behind the wheel than I do on the end of a spanner. I know I do bang on about it, but there is a lot of learning to in a 924 S, or the 944 for that matter. I think the car has enough power to make it fun. The balance is fantastic but it is slow enough that I have to drive the car at ten tenths to extract a reasonable lap time from it. As an example to the contrary, needing to be right on it becomes far

less of a factor in something like the Boxster which will lap far quicker with a lot less ability on my part, not that there isn't enjoyment in that, and there are full-on moments to be had there, too.

And so, after months of waiting to get the 924 S into some new tyres and back on track, I was already thinking ahead to the next event. As timing would have it, the next event was not a track day but a sprint trial hosted by MotorPunk (www.motorpunk.co.uk), an unofficial event. For those unfamiliar, the idea of a sprint is to get a car around a circuit as fast as possible. While this may sound quite straightforward, it is not. The trial was at Curborough and the circuit is shaped like an uppercase 'B' laid on its back. That still doesn't sound that difficult, does it? Well if you think that, I am going to sound like an idiot... on my first two runs I

managed to get lost! The case for my defence of not being a complete tool is that the sprint starts by going through a gate and lining up at the left-hand side of the 'B'. There is a countdown and then you have to get away as fast as possible. First you do a full lap around the edge of the 'B', then a three-quarter lap around the outside, over a crossover in the middle, then the wrong way around the top, down the straight and then back through the crossover, around the right-hand loop and a sprint to the finish line. I forget how many laps I'd done when I got to the crossover and forgot which way to go. And it's not just me, apparently. I spoke to a few others, some of them veterans of Curborough, who admitted also getting lost from time to time.

To add to the pressure of the day, navigation issues aside, mine wasn't the only transaxle Porsche attending;

there was my mate James Hunt in his early 944, an early Turbo and an S2. The closest match was the early 944 but that was on track tyres, which are apparently good for a few seconds a lap. Therefore I was in the slowest car and that gave me some comfort, but I couldn't let the others get too far ahead. My first clean lap, I chucked the car around as fast as I could while intently concentrating on where I was going. Sadly I was a little slower than when I did part of the course backwards! I tried again, with a little more power but the car was moving around a fair bit. Another run and while the other Porsches were getting progressively faster I wasn't improving.

Having had no formal driver training I struggled to think what to do next. Instead, I thought back to what I had seen on the television, the commentary and features on motorsport shows and, unbelievably,



Photography: Jony Ellis

the asinine antics on Top Gear, with some sense from that Ben Collins chap. I figured I was trying too hard. I needed to be less eager on the throttle and keep the lines cleaner and the driving tidier. I waited for our group to be called up and when the countdown hit go, I was properly composed. Even through the tight sections I was so smooth that the rear of the car barely stepped out more than a few times and even then only a little. After my session I went back and boom, I was nearly 3 seconds slower! Wait. What? Yes, my careful smooth driving style was actually slower than my more erratic earlier laps. It was early morning and while the others were getting faster I wasn't.

With the whole day ahead of me and with all indicators pointing toward me languishing at the foot of the timing boards, I decided to forget about lap times and have some fun

arsing about. If I couldn't be smooth and fast I was going to light it up! Next time at the start line I dropped the clutch and hit the throttle. By mid-corner the back was out a little and when changing to second and getting right on the power it squirmed even more. Around the top of the circuit I was actually steering on the throttle. I damn near steered myself off the course and into a ditch, though. I had a blast and there were no marshals about to tell me to behave! Back in the pits I was chatting when a friend came down to inform me that it was my fastest time yet, and by some way. On subsequent runs I opted for the throw it around approach and I kept getting faster. By the end I was within two seconds of James Hunt's 944. I think I will go even quicker next time as I also now have video to see where I went wrong!

Matt Biggs



Matt got to throw the 924 S around this month at a sprint trial hosted by MotorPunk

long-term fleet

911 SC

Some years ago a friend of mine got married in Italy. Rather than flying down with the other guests I opted to drive, through the Alps. It was in my pre-Porsche days so I won't bore you with the details. Needless to say it was fantastic, and if you haven't done a Euro trip I cannot recommend it enough. I did have one problem with the car; travelling down the Alpine passes I managed to overheat the pads which may have caught fire a little, information that made it around the guests. The worst part of this was meeting the bride's uncle, who had arrived in his Jag and proceeded to bang on, at length, about how superior his S Type was and its excellent brakes, failing to comprehend that it was just the pads at fault. I had about three days of his ramblings; others suffered, too, for different offences. On the big day, between the wedding and the reception, the blowhard threw his jacket in the boot of his car and as he slammed the boot there was the

briefest glimpse of realisation, yes, the car keys were in the jacket and the car was locked. I hid my sly enjoyment and if you think ill of me for it, I was not alone!

Sadly, such misfortune touches all of us from time to time; take me, for instance... a little while ago I was driving back from a track day, in the SC, where it had performed brilliantly, and I was in a jubilant mood. Not so jubilant was the amount of heat in the 911's cabin. With the Boxster I was becoming soft again, accustomed to comforts like air conditioning! Air conditioning in an old 911 is something of a misnomer, I believe even when new the AC was far less capable than what is offered in even basic shopping cars today. The SC's hadn't worked and I had removed the compressor to give better access to the engine and also to save a little weight. The upshot was I was getting very hot inside the car indeed – even with the AC blower on full, and just the fans working, it was providing little relief. When speed/buffeting allowed I

dropped the windows to get some air in the cabin. The driver's side slowly went to the bottom; the passenger's window made it most of the way down and then stopped. I heard the motor going but the glass did not shift. I leaned across and gave the exposed top of the window a little tap. I watched the glass slide down silently into the door and I had my brief moment of realisation that I would probably not see it again, not under its own power, at least. Knowing full well what to expect I pushed the window switch but nothing appeared from inside the door. Tapping the glass was an idiotic thing to do and I should have known better but I'd had a great day and was feeling a little carefree, not thinking, basically.

I had to do a stint on the motorway with the window wide open and air gushing in. I could barely hear the engine chunter. Bad times. I stopped at the services and broke out the tool pouch. Being an old car I tend to take a good selection of tools whenever I go on a long trip or to the track. At first I

tried lifting what I could see of the window with my fingers, but with my puny human grip that wasn't happening. I then tried taking the doorcard off, which is easier than any other car I've owned! Even after I peeled back the door membrane I wasn't able to get enough purchase on anything that would allow me to retrieve the window. Having already been stupid enough to get myself into the situation I had one high-risk strategy left to play. I managed to get a strip of duct tape across the top of the window, just a section a few inches long. I then took out my mole grips and set them wider than the glass, when closed there was no contact. Just one slight turn at a time I tightened the pliers until they were as tight onto the window as I dare get them, let's not forget this is 30-year-old glass and probably not the strongest. My scheme worked, though, and I was able to pull the window up just a little, enough that I could get a proper grip on it by hand and pull it up. There was every chance that I could have been surrounded by broken glass so it is possibly not a technique I would recommend or repeat.

While it was a minor victory in getting the window up there was the small matter of keeping it there; I assumed that bumps and vibrations of the open road would soon have it disappearing back into the door. Back to the duct tape again. I ran a strip of tape along the bottom of the window onto the door to keep it in place. The black tape is actually quite well hidden with the doorcard back on; the last thing I want is a car that people think they could easily get into! The tape fix got me home and I am now faced with the problem of having to fix the window, something I have not done as yet because I haven't had the time. I am also in no rush due to the cost. I've seen the price of window regulators, which are pretty hard to come by, so this one may wait a little while before I get around to fixing it – assuming a clip hasn't fallen off somewhere and it's an easy fix! In the meantime the car gets the odd trip out and is otherwise safely tucked away in the garage with a well conditioned battery.

Matt Biggs





long-term fleet

996 TURBO

It's never fun writing about bad news. As I write this, the Turbo has been in the care of RPM Technik for the last couple of weeks, first while it upgrades the brakes with Performance Friction pads and fluid (as reported last month) and also while its bodyshop works to repair the damage inflicted by a truck driving into the side of the car on the motorway.

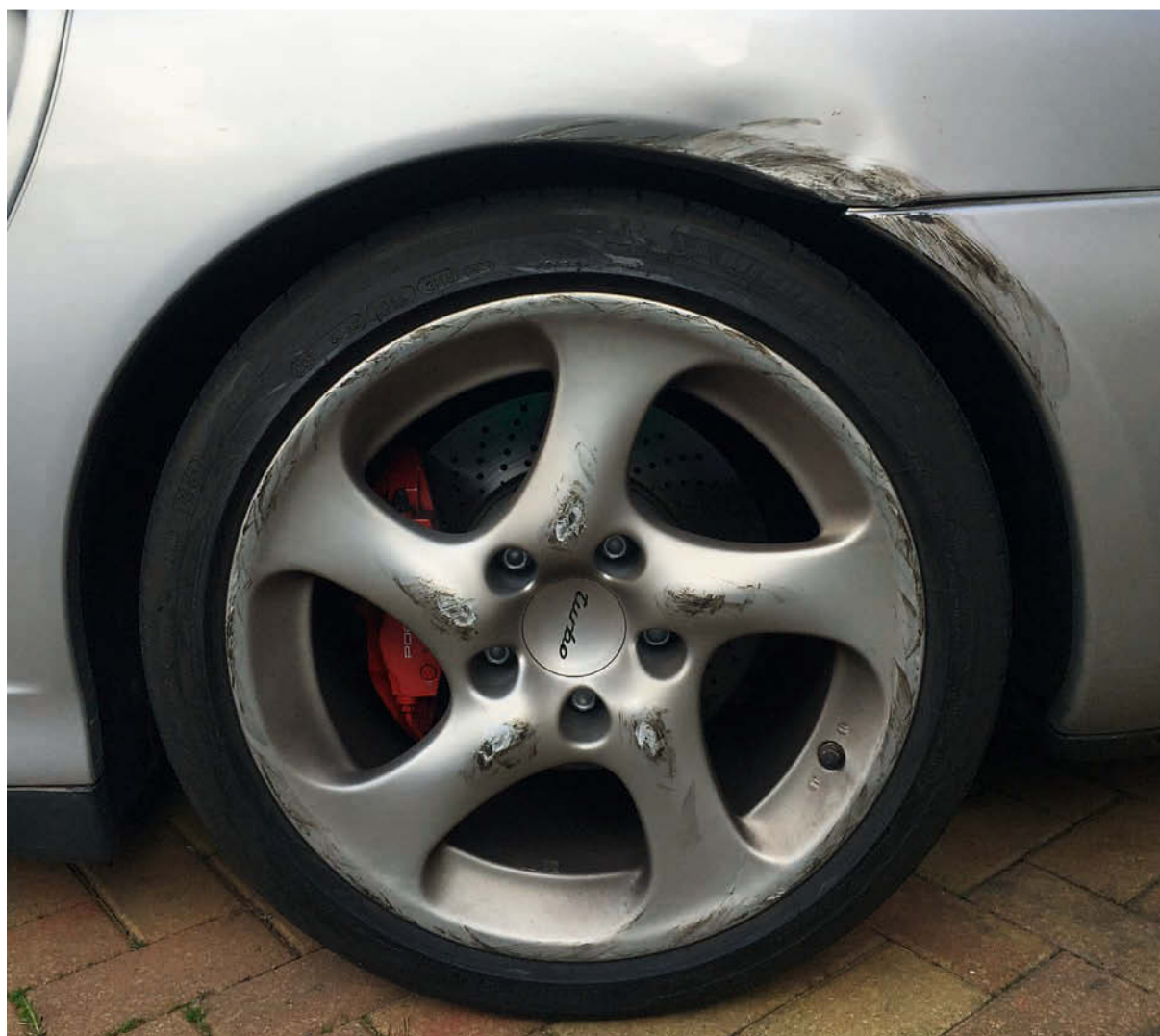
I debated long and hard about writing about the accident at all. With the values of manual 996 Turbos slowly appreciating at the moment, why mention that mine got dented by a Belgian lorry driver who wasn't paying attention? It might have a negative effect on the car's value when I come to sell it on, if the prospective purchaser reads this magazine or knows someone who does. However, I'm not one for hiding a car's history, and it does give me something interesting to write about in this month's report.

I'm very lucky that the accident, such as it was, wasn't serious and no-one was hurt. I was driving in the middle lane of the M1 through some roadworks at precisely 50mph when a Belgian-registered lorry on my left wandered out of his lane and into the side of my car. The noise of the lorry scraping down the side of the car was terrifying, and I immediately swerved out of the way but with no hard shoulder available and narrow lanes due to the roadworks, I had nowhere to stop. I was surrounded by other cars, with no way to signal to the driver of the truck that he'd hit me, and I had no idea what damage might have been done to the car so I had to leave the motorway at the next exit to assess if it was safe to continue driving.

I pulled over on the slip road and watched the truck continue along the motorway, blissfully unaware that he'd hit me. It took a while to notice the damage on the passenger side of the car – initially I only looked at the front of the car and saw no damage, but then realised that the broad hips of the Turbo meant that only the rear of the car had come into contact with the truck. The rear wheel arch was



The Turbo has been in the wars – enter the talents of RPM Technik...





dent and scraped, and my newly-refurbished wheel was trashed. Luckily, there was no damage to the tyre, and after a close inspection I decided to drive home – slowly!

I was very glad that I was on my own in the car, and that I was on the opposite side of the car to the impact. It wasn't a serious accident but it still left me shaken. Once I got home I parked the car on the drive and immediately called the police to report the incident. I was told that this sort of thing happens a lot, especially with left-hand drive trucks; the driver probably thought he'd strayed onto the cats' eyes lane markings and had no idea he'd collided with another car.

The morning afterward, I called Richard Tipper of Perfection Detailing to get his advice on repairs to the bodywork and he very kindly freed up some time in his diary to come and take a look at the car. As you can see from the photographs, the wheel arch and wheel looked pretty bad with all the road grime, paint transfer and rubber marks, but some solvent and elbow grease from Rich cleaned up the area so we could assess the true extent of the damage.

With all the dirt and paint removed, it was clear that the wheel arch would require quite a bit of work to pull the

dent out, the wheel would either need refurbishing again or replacing altogether, and the entire rear quarter plus the rear bumper would need a respray. Ouch.

Rich suggested booking it in with Porsche Reading's bodyshop to get the best possible repair (the guys there do know their Porsches, after all!) but its quote was eye-watering, to say the least. Fortunately, I happened to run into Greg from RPM Technik at a recent track day and he suggested I talk to its bodyshop who came back with a more wallet-friendly estimate. With no exchange of insurance details since I wasn't able to stop the truck after the incident, I've opted not to claim on my policy due to the effect it would have on my premiums. This seemed like a good idea at the time, though I may come to regret it when I get the final bill from RPM!

I dropped the Turbo off with RPM a couple of weeks ago and I've been staring forlornly at the empty space on my driveway ever since. RPM's workshop manager Craig has been emailing me updates on the repair, and I should be able to collect the car this week. I'm looking forward to having it back in perfect condition again, and with improved braking, too.

Martin Spain

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the market place

by Philip Raby



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

3.2 Carrera

The last of the torsion-bar sprung 911s remain a good purchase – assuming, that is, you can find one.

The guys in the workshop just asked me to take a customer's 3.2 Carrera out for a test drive. The engine had been playing up and they reckoned they'd sorted it but wanted my opinion. I came back with a big grin across my face. It was fabulous – fast, nimble and great fun to drive. Everything that a 911 should be. No wonder, then, that the 3.2 has long been a popular Porsche on the used market and no wonder that prices have continued to rise since I last looked at values over a year ago.

Actually, prices have risen while supply has fallen – people must be hanging on to their cars knowing that they are on to a good thing. On Pistonheads – our regular barometer of Porsches for sale – I found just five 3.2 Carrera Coupés listed, plus three each of Cabriolets and Targas. That compares with six Coupés when I did my research last year plus a whopping (relatively speaking, that is) 21 in the two open-top flavours.

The lowest priced Coupé this time around was a decent looking example with 114,000 miles at £33,995, while the others were up for between £39,995 and £49,995. And these more expensive cars sounded good on paper but were nothing exceptional in terms of mileage or condition. They were all for sale at dealers.

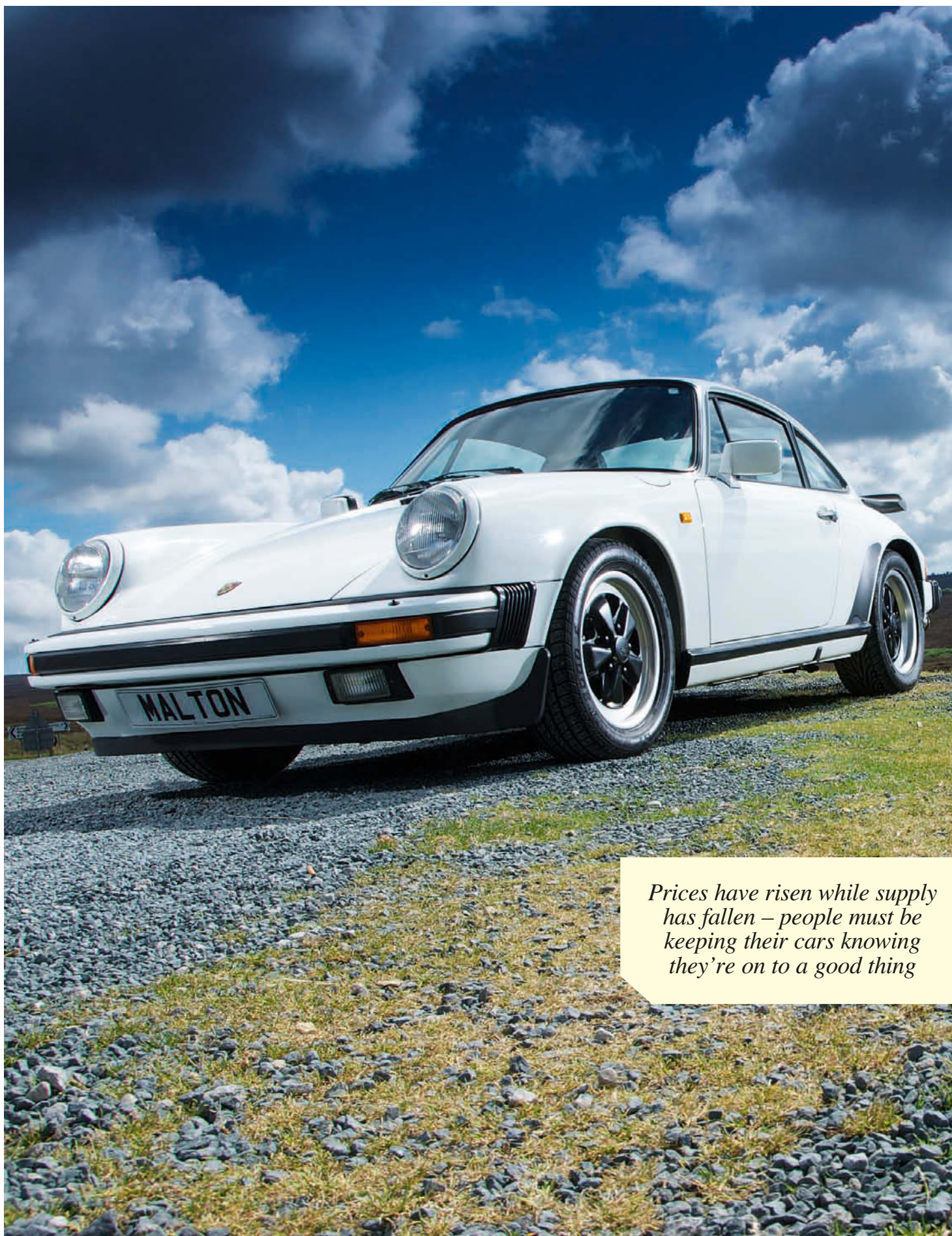
Last year, I found a privately selling car for £24,995, while dealer prices started at £38,000 and rose to £42,000, plus I spotted a 12,000-mile example for £60,000 – an exceptional case which I suspect would be marketed for close to £80,000 today.

Historically, 911 coupés have been the most desirable variants but that is changing, with Targas – in particular – becoming very sought after. The cheapest Targa I could find was £29,995 and this rose to £41,995 for a 71,000-mile car, which is hardly an exceptionally low mileage.

I get the feeling that Cabriolets are a bit out of favour at the moment but that hasn't stopped people asking strong money for open-top 3.2s, with prices varying from £32,995 to £39,995. Again, these appear to be good examples with typical mileages of around 100,000.

At the time of my last 3.2 survey, Targas ranged from £20,000 to £35,000, and Cabriolets started at £23,000 and went up to £45,000 (for a very low mileage car). It makes sense that values of these open-top variants have risen to close to those of coupés. Increasingly, people don't drive classic Porsches in bad weather – and you can't beat roof-down motoring on a summer's day. Many buyers admit that they don't drive fast, either, so the reduced rigidity isn't an





*Prices have risen while supply
has fallen – people must be
keeping their cars knowing
they're on to a good thing*

*People don't drive classic
Porsches in bad weather –
and you can't beat roof-down
motoring on a summer's day*



The Coupé has always been the version to go for, but Targas have increased in popularity of late



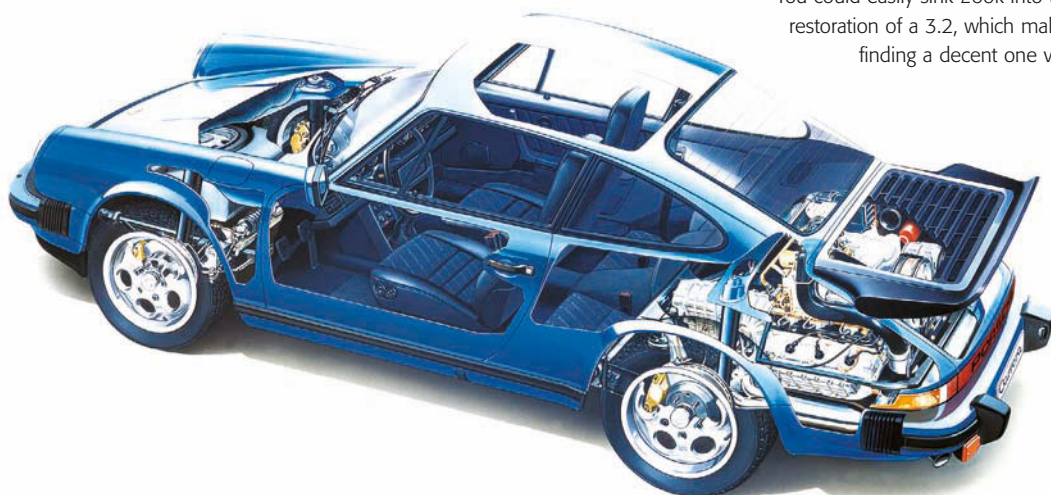
issue. What's more, the Targa has benefited from the new 991 variant which has a similar appearance to the classic version. The other reason Targa and Cabriolet values have risen is, because there is such a short supply of Coupés, buyers are turning to the open-top cars to get their 911 kicks.

Going back a few years, while there were more 3.2 Carreras on the market, choosing one was, in some ways, more complex. You see, the early cars had the same 915 gearbox

as used in previous 911s, but in 1987 the car was updated with the all-new G50 gearbox (which continued right up to the 997). This later transmission has a more conventional feel and, for many years, was favoured by buyers to the extent that cars so-equipped sold for a marked premium. Not any more; partly because there aren't enough 3.2s on the market for buyers to be choosy and partly because people have realised that the 915 gearbox is a great unit and adds to

the classic 911 experience. The key is to ensure you buy a car with a good gearbox as the 915 can suffer from worn synchromeshes.

That leads me on to the other reason that buying a 3.2 Carrera used to be harder. Because there were some real dogs out there. Scruffy, rusty and mechanically tired examples were depressingly common, and that £10,000 car that looked a bargain at first sight could turn into an expensive project to put right. And when I say



You could easily sink £60k into the restoration of a 3.2, which makes finding a decent one vital

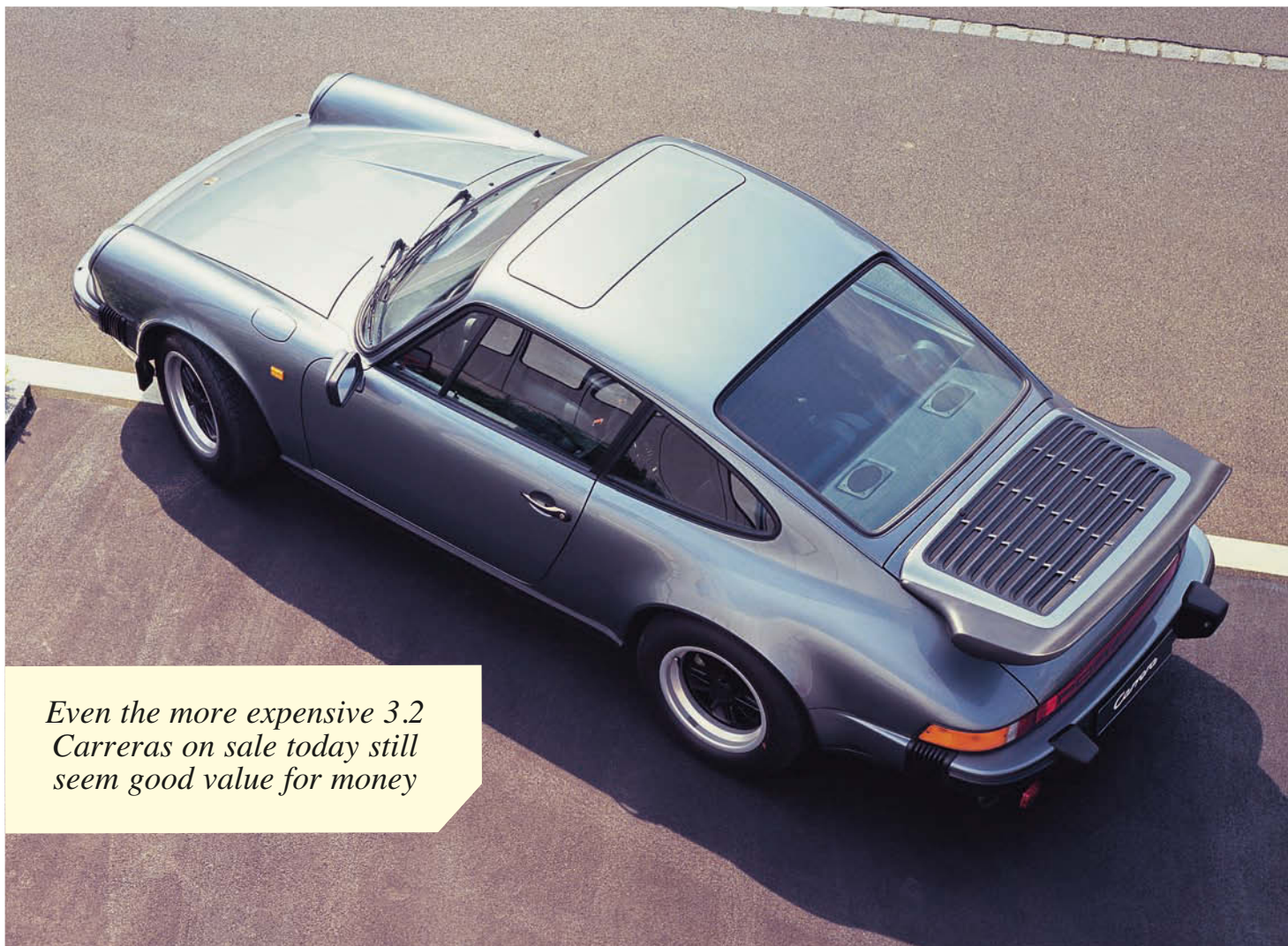


expensive, a full classic restoration can easily soak up £60,000, which is money that you're not going to get back if you pour it into a 3.2.

Thankfully, today most 3.2s on the market are half-decent examples.

So with that in mind, even the more expensive 3.2 Carreras on sale today still seem good value for money. Just think – around £40,000 for the last of the traditional air-cooled 911s with torsion bar suspension and impact bumpers is not a lot of money compared to prices asked for earlier, less developed 911s. Or, indeed, compared to some other marques of sports car which lack the build quality and durability of a Porsche.

It's official, then, a 3.2 Carrera will put a big grin on your face – while you drive it and while it keeps going up in value! ○



Even the more expensive 3.2 Carreras on sale today still seem good value for money

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Downsizing and hybrids

Porsche's future seems set to involve smaller capacity four-cylinder engines and a reliance on hybrid technology.

News of four-cylinder Boxsters and Caymans arriving on the streets next year is bound to have caused much excitement among Porsche enthusiasts and probably some wringing of hands and gnashing of teeth as well. The down side is, a four-cylinder engine will sound quite different to the six and for some, that will be too much to bear. On the upside, it's hard to believe Porsche won't make sure it's an awesome sounding four.

Like it or not, Porsche doesn't have a choice but to adopt four-cylinder engines for higher volume models, because like all manufacturers it has to downsize engines to reduce fuel consumption and CO₂. It also has to reduce emissions of oxides of nitrogen (NOx), unburned hydrocarbons (HC) and carbon monoxide (CO). The last three are the toxic emissions

in car exhausts which are controlled by catalytic converters and subject to global emissions standards.

Despite a persistent view within the green lobby that the car (and the diesel in particular) is a polluting demon, the latest generation of European passenger cars meeting the EU6 standards are actually immensely clean. But manufacturers are struggling with the law of diminishing returns as further improvements from conventional powertrains become harder, and more expensive, to find.

Something that is regarded as an inescapable fact by every car manufacturer is that there are really only two options out there to see them through the next couple of decades. One is downsizing and the other is what manufacturers call 'the electrification of the powertrain'. Conveniently, both of these fit together pretty well.

Electrification is a blanket term covering any introduction of electric drive motors into a car's powertrain, whether that be some sort of hybrid drive or a pure battery electric propulsion. Hybrids come in all shapes and sizes. A 'full' hybrid is one where the electric drive part of the equation is powerful enough to propel the car on its own without the engine and that includes all Porsche hybrids.

In contrast, a 'mild' hybrid has a small motor capable of boosting the torque of the engine, but can't run on electric power alone. Full hybrids can take the form of 'parallel' or 'series' hybrids. All Porsche hybrids are of the parallel variety, which simply means the engine, motor or both can drive the road wheels. A series hybrid (also known as a 'range extender') can be thought of as a battery electric car with an on-board

generator to top up the battery.

Finally, a plug-in hybrid is a full hybrid equipped with a bigger battery that can be charged from the grid, start the journey in electric-only mode and travel slightly further on battery power. Plugging-in and getting energy from outside the car looks good on a manufacturer's emissions score sheet as tailpipe emissions are reduced, but doing so only helps the planet if the electricity used to charge the car is derived from sustainable sources. If it comes from a coal-fired power station down the road then the CO₂ is still being produced, but in a different location.

Why does adding an electric motor and battery to an internal combustion engine help cut emissions and fuel consumption anyway? Okay, plug-in hybrids score through getting energy from somewhere other than the on-board tank full of fossil fuel. But all hybrids reduce consumption by recovering energy as well. Engineers call the drive motors in hybrids of battery-powered cars 'electric machines' because they act as motors when accelerating and generators when decelerating. Nothing is for free, especially when it comes to energy and driving a generator is hard work so it acts as a brake and recovers kinetic energy at the same time, storing it in the battery as electricity.

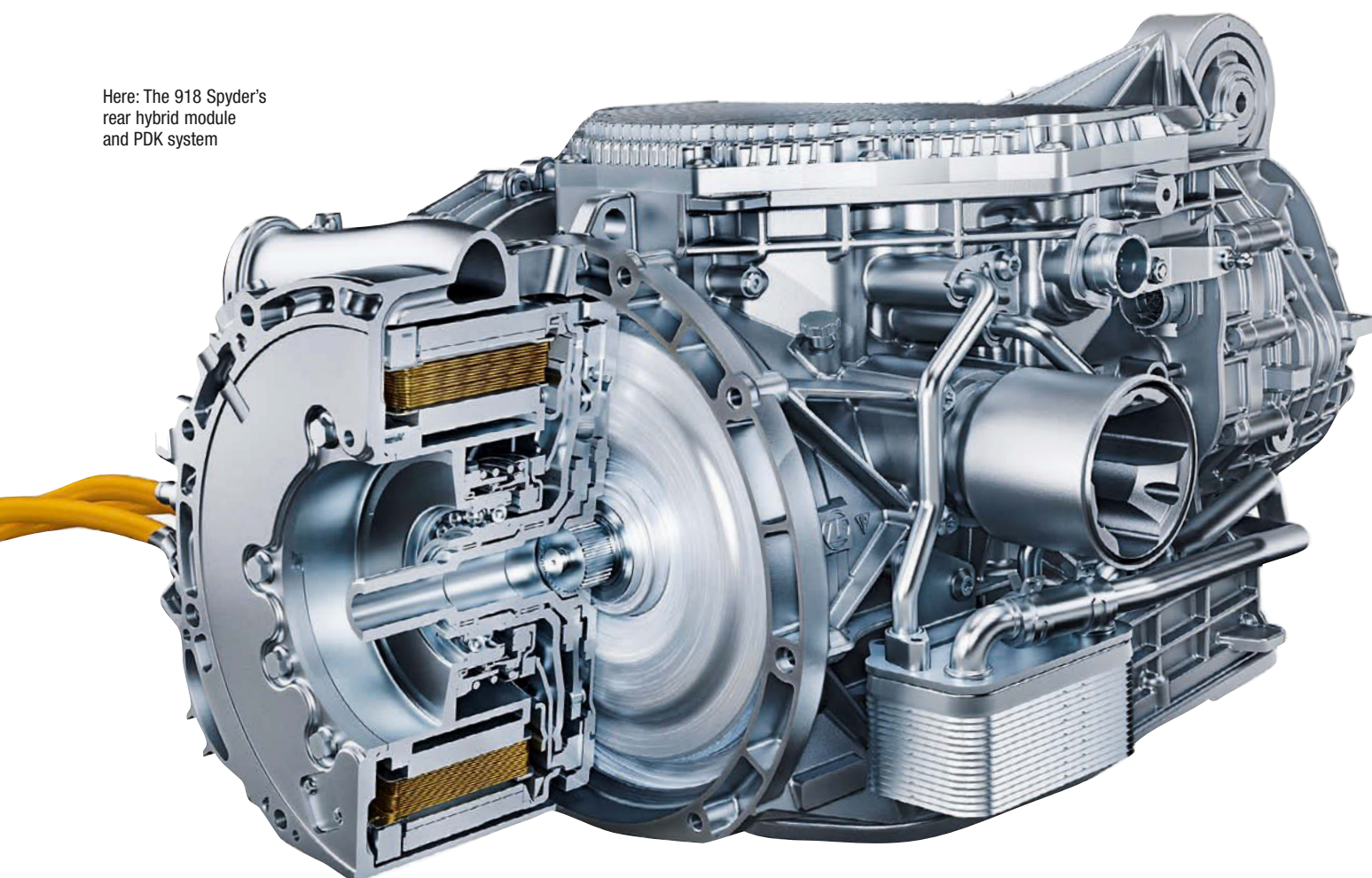
Because regenerative braking works when the car is decelerating, hybrids generally are most efficient on journeys involving lots of start/stop cycles. The likelihood is that on a long, high-speed motorway journey a modern EU6 diesel will at least match or likely beat a petrol hybrid hands down in real-world fuel consumption.

So much for electrification, but where does downsizing and



Porsche's 'full' hybrid design means the car can travel purely using electric power...

Here: The 918 Spyder's rear hybrid module and PDK system



Porsche's four-cylinder engine fit in with all this? Simply that a hybrid is a thing of two parts. Introducing electrification and regenerative braking recovers energy originally created by burning fuel. But the other side of the equation is still a combustion engine and this has to become more efficient too. In a smaller engine, the effort of pumping air in and out of the engine is reduced, saving energy. Lop a couple of cylinders off and the internal friction is reduced a lot as well.

Pumping losses are worse at part load when the throttle is partially closed, preventing air being drawn into the engine. Exhaust gas recirculation feeding cooled exhaust gas into the cylinders instead helps reduce the partial vacuum effect caused by that. Reducing friction between surfaces with special coatings helps combat losses too.

The reason electric drives and

downsizing fit so well has to do with performance. To maintain the performance Porsches must have power (otherwise no one would buy them) and torque loss has to be replaced. On a naturally aspirated engine that can be done by boosting (turbocharging or supercharging) but also, by adding another source of power and torque into the mix, like an electric motor.

Porsche has already done this with its production hybrids by replacing V8s with V6 hybrid powertrains. Electric motors are great for increasing performance as they can deliver maximum torque from zero rpm. If a downsized engine needs more punch in some areas of its operating range, tacking on an electric motor is a great way to do that.

In the future, we can expect four-cylinder hybrids to emerge from Porsche and it's likely that such a powertrain is in development. Two

years ago at a preview of the Panamera S E-Hybrid, we were shown an advanced, air-cooled electric machine weighing just 50kg by a senior Porsche hybrid engineer.

Production dates and power figures were off-limits but the expert did offer one nugget, that the

technology would first appear in a future "high-performance, two-seater, super sports car". Such a small, simple unit that doesn't require liquid cooling would fit perfectly with a four-cylinder boxer engine so we can only wait with baited breath ○





Low cost modifications (part 2)

In this second instalment, we look at relatively low cost alterations for the Boxster.

The great thing about buying a cheap older car is that you can afford to tinker without worrying too much about devaluing your investment. As luck would have it for Porsche enthusiasts, one of the best bargains around at the moment is the early Boxster. True, there is that old spectre of the intermediate shaft bearing failure and rear bearing seal plus a host of other possible ills that might afflict a new old toy. But look, those two things are fixable in-car (if they haven't been already) and with tidy Boxsters advertised from as little as £3500 it's got to be worth a punt.

So assuming you've taken the plunge, what can you do to improve it? At that price it will have covered a few miles and in that case, it's probably not wise to overdo the engine mods. But a few mild tweaks won't hurt after checking everything is okay and oil and filter changes are up-to-date.

First off, fit a decent quality air filter. K&N does a straight replacement for early 986 cars which will set you back about £52. Alternatively, you can go for a cotton panel filter which is washable

and claimed to improve throttle response and add a few horsepower.

A EuroCupGT high flow cold air kit (£150) is claimed to increase power by 10hp and sharpen up throttle response. Similar systems are available for lots of cars and the idea is that they get cool air from outside the engine bay rather than inside it. Feeding cooler air into an engine will definitely increase power slightly as it is more dense than warm air. Pay a bit more and a Boxster Agency power intake kit at £285 does much the same thing but is likely to give a rortier engine intake note into the bargain.

As usual for all Porsche flat-six cars there are plenty of options for aftermarket exhausts. Most are a generally cheaper than for 911 systems but they are still pricey, costing anything from £430 for a pair of high flow manifolds to £575 for a stainless sports box. Around £460 will buy you a pair of twin high-flow EuroCupGT individual stainless boxes claimed to liberate an impressive extra 10-15hp and £1000-£1300 will get you a complete system with de-cat pipes

claimed to yield an extra 20-30hp.

The feel of the controls in a car can often enhance the fun of driving more than a few minor power mods. A decent short shift kit from EuroCup again or Agency, will set you back less than £200 and are a DIY fit. EuroCup systems are billed as reducing throw by 25 percent but there's a tasty looking Agency unit machined from billet stainless steel and alloy, said to reduce throw by 35 percent. That one is £198 and while you're at it, you can replace the shift linkage for £87 which removes further slop in the system.

Suspension upgrades can be relatively low cost too, from around £200, with lowering spring kits which drop the ride height from 10mm to 30mm. Stiffer anti-roll bars are a good way to increase roll stiffness without affecting the spring rates and therefore ride quality (much) so that's another option, but busting our £200 barrier again at around £470. There's a complete range of suspension upgrades available, from adjustable front control arms (£880) to complete coilover systems costing from between

£1200 and £2250. One that caught our eye was the EuroCupGT coilover kit from Porscheshop with 30-way adjustable dampers for £1194. This lets you adjust both ride height and damper setting.

If you want to push the boat out there are plenty of brake upgrade options but the best first step is probably to fit higher temperature brake pads at around £140 per axle. Ferodo DS2500s are great for fast road use but if you're contemplating track days, go for the DS3000 (and fit a roll-over and harnesses). DS3000s still work well from cold but will take more punishment. If you go for this option, make sure the condition of the front discs is up to scratch first.

As for seats, steering wheels, trim and belts, there's lots out there and the choice you make really is a question of personal preference and comfort. If you were to do all of the above on your early Boxster, the cost would outstrip the purchase price. But what price can you put on good fun? You can always tuck a bit away for contingencies so happy tuning! ○

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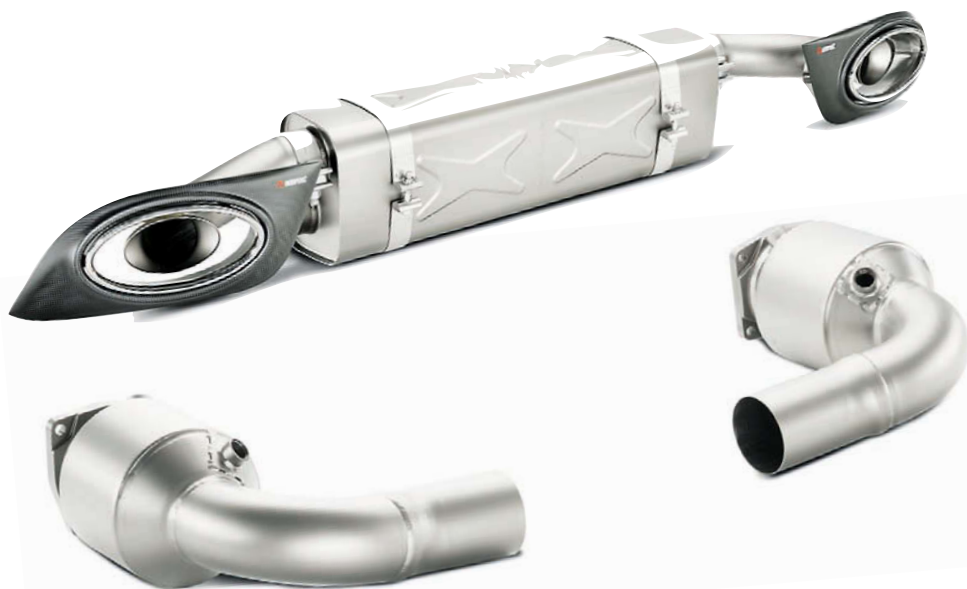
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AKRAPOVIC 991 TURBO EXHAUST SYSTEM

How much? From £TBC

Where from? www.akrapovic.com

Akrapovic has released details of a new exhaust system for the 991 Turbo and Turbo S. The Slip-On Line for the 911 Turbo and Turbo S is the first stage in the exhaust tuning process. Crafted from high-grade titanium alloy and finished with carbon fibre and titanium tailpipes, it is lighter and provides increased performance.

The system can be used with optional titanium link pipes (with or without cats) designed to produce a smoother exhaust flow. Akrapovic's high-flow catalysts are the next step in the tuning process and can easily be installed with the Slip-On Line system. Furthermore, the system is said to produce a distinctive roar, which is always a plus point.

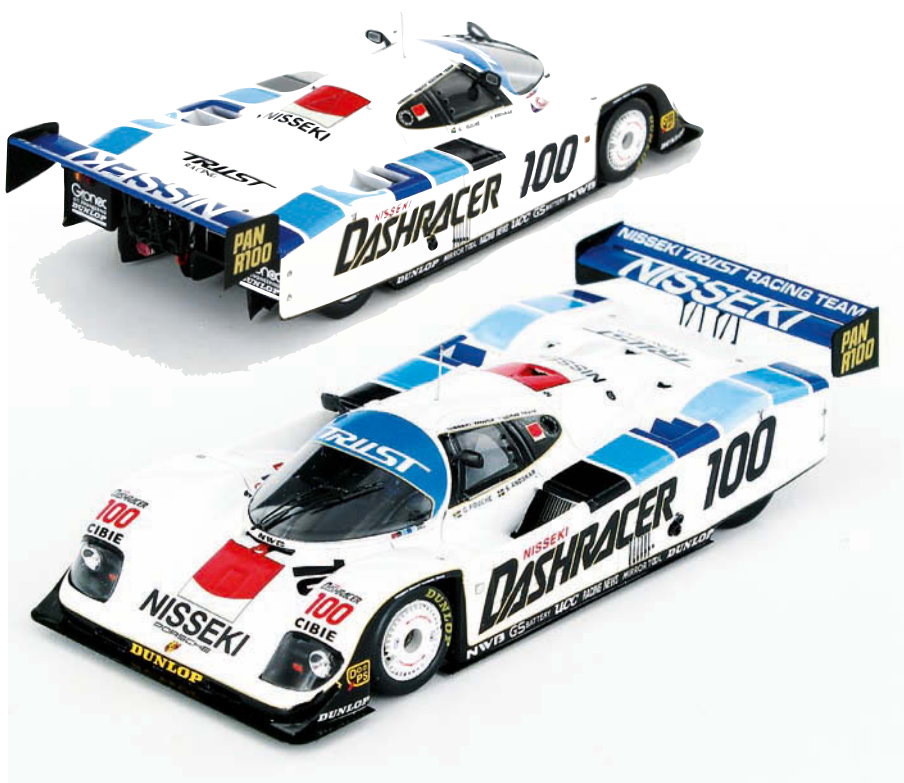
Akrapovic has also developed the Delete-R unit, which eliminates the possibility of engine check error and is used in conjunction with the car's standard ECU settings. A hand-crafted carbon fibre rear diffuser is available, too, showing the system off to best effect.

1:43 SPARK 962C

How much? £46

Where from? www.racingmodels.com

The Trust Racing Porsche 962C was driven to fifth place in the 1989 Suzuka WSPC 1000km by George Fouche and Steven Andskar. This (numbered) limited edition model of just 600 pieces is a faithful 1:43 scale reproduction and comes supplied in a special Japanese themed display case. Add the code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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1:43 SPARK GT3 CARRERA CUP FRANCE

How much? £50 (each)

Where from? www.racingmodels.com

These two Spark limited edition models (of 400 numbered pieces) depict the Team Sebastian Loeb Racing Porsche 991s from the 2014 French Carrera Cup. The yellow car was driven to victory in the Cup Class B race at Paul Ricard by Christophe Lapierre, while the red 911 clinched victory in the Cup Class A race at the same circuit in the hands of Maxima Joesse. Add code 'POR010' to your shopping cart during checkout to receive a 10 percent discount exclusive to *GT Porsche* readers.

1:43 711 COLLECTION 993 TURBO

How much? £15

Where from?

www.racingmodels.com

This little 1:43 scale model depicts the 1995 model year 993 Turbo, it is manufactured by 711 Collection and is a fine budget model supplied in a neat display case. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



1:18 TRUE SCALE ROTHMANS 959

How much? £150

Where from? www.racingmodels.com

This fabulous 1:18 scale Rothmans 959 is an apt addition to this issue of *Porsche Shop* given our October cover car. As driven to victory in the 1986 Paris-Dakar Raid by Rene Metge and Dominique Lemoyne, it is resplendent in its period correct Rothmans livery. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



2.7 RS NOTEBOOK

How much? £20

Where from? www.porsche.co.uk/shop

Porsche's new '2.7 RS collection' pays homage to one of the most iconic 911s of all time. There are a whole host of products included in the range, such as the luggage we brought you in *Porsche Shop* last month. Also part of the collection is this striking notepad, which comes in A4 format complete with a Porsche ballpoint pen. At the front you'll find a handy filing system section too.

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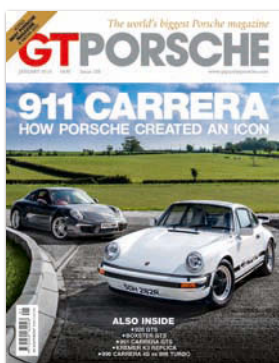
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GMÜND COUPÉ/356: 1948 – 1964

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

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

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

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

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

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



356

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

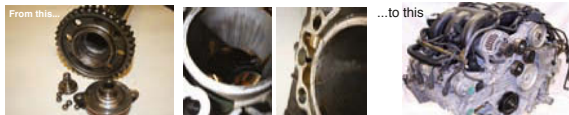
1948 to 1949: Gmünd Coupés:– the 356's predecessor was first produced in July 1948. The aluminium-bodied Gmünd Coupés used virtually all VW mechanicals from a four-speed gearbox to torsion bar suspension, and, of course, the Beetle-derived 40hp flat-four engine complete with twin Solex down-draught carburettors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

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

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

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911 (1964 – 1989)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



911: 1963 – 1989

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

964 (1989 – 1993)

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



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911 (964): 1989 – 1993

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

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

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

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



911 (993): 1993 – 1996

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

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

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

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

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

993 (1993 – 1998)

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

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

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

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

996 (1997 – 2004)

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

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

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



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996: 1997 – 2005

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

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



997: 2004 – 2008

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

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



911: 2008 – 2012

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

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

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

997 (2004 – 2008)

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

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

997 gen-2 (2008 – 2012)

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



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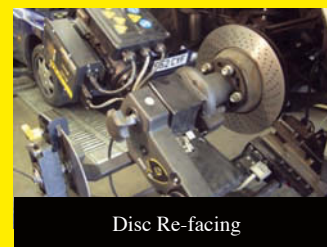
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aspirated and turbocharged. Six-speed manual gearbox fitted as standard, seven-speed PDK, double-clutch gearbox optional. Porsche shows its green credentials by introducing its cleanest car to-date, claiming a 3.6 Carrera fitted with a PDK gearbox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

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

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

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



991: 2012 – TO DATE

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

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

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

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

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

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

991 (2012 –)

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

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

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

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

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

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

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912: 1965 – 1969; 1975

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

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



914: 1970 – 1976

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



924: 1977 – 1988

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

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

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

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

912 (1965 – 1969; 1975)

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

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

914 (1970 – 1976)

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

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

924 (1977 – 1988)

924 Wheelbase (mm): 2400; Length/Width (mm): 4213/1676; Track front/rear (mm) 1418/1372; **Significant developments:** Four-cylinder engine, four-speed transaxle gearbox, front MacPherson struts and rear semi-trailing arm suspension, four-stud 5.5x14-inch steel wheels and floating callipers. VW/Audi three-speed auto assembly but with ratios specific to the 924; **1977:** Getrag five-speed dog-leg gearbox optional. Rubbing strips added. Martini 924 SE launched; **1978:** Bodyshell now hot-dipped zinc-coated. Oval tailpipe introduced; **1979:** Separate air blowers improve ventilation; **1980:** Five-speed Audi-derived gearbox introduced. Fuel tank capacity raised to 66-litres, second fuel pump fitted. Le Mans SE model offered; **1981:** Carrera GT introduced. Kurzhaas 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 0-60*	TOP SPEED (mph)
928	1978 to '82	1490	4474	240	268	7.5*	142
928 S	1980 to '82	1530	4664	300	284	6.8	146
928 S2	1983 to '86	1589	4664	310	295	6.5*	155
928 S4	1987 to '92	1600	4957	316	317	6.0	165
928 GT	1989 to '91	1566	4957	330	317	5.6	165
928 GTS	1992 to '95	1600	5397	350	362	5.2	169

944 (1983 – 1991)

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



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928: 1978 – 1995

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



944: 1983 – 1991

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



959: 1988

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



968: 1992 – 1995

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

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

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

959 (1988)

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

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

968 (1992 – 1995)

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

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

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

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

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

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

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

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

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

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

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



BOXSTER 981: 2012 –

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

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

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

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

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

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

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

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

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

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

*manufacturer's claim

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



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CAYMAN 987: 2005 – 2013

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

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



CAYMAN 981: 2013

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

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

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



CAYENNE: 2014 –

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

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

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

*manufacturer's claim

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

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

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



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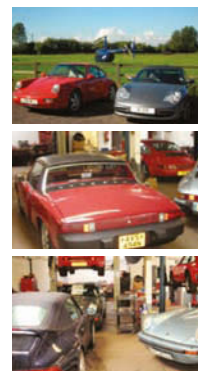
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new Cayenne are akin to those used on the 918 Spyder, as is the rollerball-style steering wheel, much like Macan.

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

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

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



CARRERA GT: 2003 – 2006

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



PANAMERA: 2009 – 2013

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

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

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

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

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

Porsche Carrera GT (2003 – 2006)

Carrera GT – Wheelbase (mm): 2730, Length/Width (mm): 4613/1921, Track front/rear (mm): 1612/1587 **Significant developments:** All alloy, 40-valve V10 with titanium conrods, nickel/silicone liners, dry sump lubrication and VarioCam, rewinding to 8400rpm. Rear-wheel drive with six-speed manual gearbox. Carbon fibre monocoque with steel crash structures and carbon fibre bodywork. Double wishbone pushrod axles from and rear, 19-inch magnesium alloy wheels, 380mm ceramic composite discs front and rear with six-pot callipers. Built at Leipzig plant in Berlin, in left-hand drive only, over 1260 examples were built between November 2003 and May 2006.

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

Panamera: 2009 – 2013: 2014 – To Date

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

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

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

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

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

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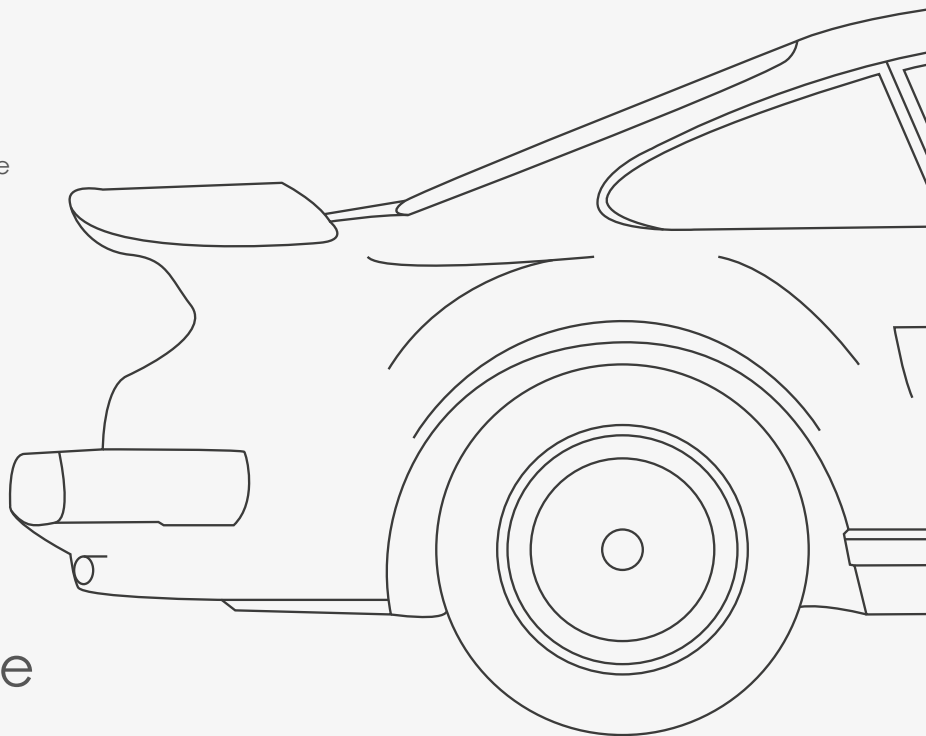
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and come with the conventional eight-speed Tiptronic S gearbox. In early 2012 the range is topped off with the GTS – a breather on Panamera 4S with more power, a Turbo look and sport inspired interior. It's no GT3 but it's a great way to hustle nearly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



918 SPYDER: 2014 –

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



MACAN: 2014 –

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

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

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

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

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

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

918 Spyder (2014 –)

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

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

Macan (2014 –)

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

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

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leather£47,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
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Boxster Black	£46,164	6cyl/2706cc	265hp	206lb ft	5.8secs	164mph	1330kg
Boxster S	£47,858	6cyl/3436cc	315hp	269lb ft	5.1secs	173mph	1340kg
Boxster GTS	£53,872	6cyl/3436cc	330hp	276lb ft	5.0secs	174mph	1345kg
Boxster Spyder	£60,459	6cyl/3800cc	375hp	310lb ft	4.5secs	180mph	1315kg

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

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

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

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

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

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

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



	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
Addspeed Performance Cars Tel: 01403 255616 www.addspeed.co.uk									✓				✓			
Adrian Flux Tel: 0800 081 8989 www.adrianflux.co.uk									✓							
AmD Tel: 01869 323205 www.amdtechnik.com											✓					
Analogue Automotive Tel: 01730 892220 www.analogueautomotive.co.uk	✓	✓	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓	✓
Ashley Insurance Tel: 01785 214444 www.ashleyinsurance.co.uk									✓							
Autofarm Tel: 01865 331234 www.autofarm.co.uk	✓	✓				✓		✓			✓		✓			
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Cargraphic Tel: 0049 634 188 088 (D) 01293 537911 (UK) www.cargraphic.com	✓		✓			✓	✓	✓		✓	✓			✓		✓
Charles Ivey Specialist Cars Tel: 020 77313612 www.charlesivey.com	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Chesterfield Diagnostics/Repairs Tel: 01246 234046 www.chesterfielddiagnostics.com	✓		✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Classic Additions Tel: 01938 561717 www.classicadditions.com	✓															
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Dansk Tel: 07000 911993							✓									
Design 911 Tel: 0208 500 881 www.design911.com	✓	✓	✓				✓	✓		✓			✓	✓		✓
Direct Line Tel: 0845 246 8386 www.directline.com									✓							
DMS Automotive Tel: 01264 729016 www.dmsautomotive.com											✓					
Dodo Juice Tel: 07990 518430 www.dodojuice.com				✓												
Douglas Valley Tel: 01257 472866 www.douglasvalley.co.uk	✓															
DS Motorwerks Tel: 07002 911356 www.dsdmotorwerks.co.uk		✓				✓							✓			
EBC Brakes Tel: 01604 583344 www.ebcbrakes.com			✓													
EBS Racing Tel: 001 800 462 3774 www.ebsracing.com											✓					
Eibach Suspension Tech Tel: 01455 286524														✓		
Elephant Racing Tel: +1 408 297 2789 www.elephantracing.com														✓		
Essex Porsche Inspections. Tel: 07768 894324 porscheinspections@gmail.com								✓								
Elite Direct Tel: 01708 525577 www.elitedirect.com														✓		✓
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Jaz Tel: 020 8903 1118 www.jazweb.co.uk	✓		✓			✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
John Drake Zymöl Detailer Tel: 01590 645623 www.johnsmodelcars.co.uk				✓								✓				
JZM Ltd Tel: 01923 269788 www.jzmporsche.com	✓	✓	✓			✓	✓	✓			✓		✓	✓	✓	✓



911 Rennsport

Paul Cockell, of Gloucestershire-based Porsche restoration and sales specialist 911 Rennsport, tells us everything there is to know about his company...

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

911 Rennsport was established three years ago, following the huge success I'd enjoyed independently building and restoring cars. Combining forces with my father, we were able to secure a land deal to build the fabulous bespoke premises we're in today.

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

I'm ultimately in charge and I oversee the operation. I've spent 30 years in the Porsche industry, starting with an apprenticeship at the Porsche main dealer in Warwick in the mid-1980s. I then moved on to work for Mike Jordan and Martin Quick's highly successful Eurotech motorsport team. Gordon Wardle comes from the same early background having worked alongside me for many years and he joined us last year to run the workshop as the business expanded.

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

We offer bespoke ground-up builds on all early models of air-cooled 911s. Restoration work is carried out to original cars and specialist builds to the

slightly later air-cooled cars. All engine and transmission work is carried out in-house. We specialise in early models from 1965 through to 1993. Along with restoration work we have an amazing showroom for both our own and commission sales.

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

With the current values on early 911 cars and the now huge model range of newer Porsche cars that has grown dramatically over the past years, we feel it's important that we concentrate specifically on these early models. We may have tunnel vision for early models but, if you're in that tunnel, you don't have any distractions!

GT: What facilities do you have on site?

We have a brand-new, bespoke-built, state-of-the-art Porsche building. It has clinically-clean workshops and engine build rooms on the ground floor with all the necessary specialist equipment and a fabulous 16-car showroom on the first floor.

GT: What is your USP?

Our USP is our many years of

experience relating to the specific models we work on and we build our cars with passion and huge enthusiasm. We have really stepped up the mark with the new premises, which enables us to build cars cleanly and correctly – as should be expected for today's values. We provide a 'main agent experience' for the classic market. After all, these classic cars have now overtaken the values of the new models.

GT: Which Porsches do you cater for at 911 Rennsport?

We cater for all Porsche 911 models, from 1965 through to 1993.

GT: What is your background with the Porsche brand?

Beginning with my apprenticeship at Monarch cars, the Porsche main dealer in Warwick back in 1986, I obtained my Porsche training passport and moved on to Eurotech Motorsport, the highly successful Porsche race team, staying there through to the mid-1990s when I set up on my own as a 911 specialist.

GT: How many members of staff do you employ?

We currently have five workshop

technicians, with two sales and two administration staff.

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

Nothing new... just more beautifully restored and converted classics!

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

The current Porsche market is making a long awaited catch-up to where it should be within the classic market. Prices have risen massively over the past few years and the value of good cars will continue to grow steadily. With so many high mileage, rough classic 911s coming out of the woodwork, a few people are getting carried away with unrestored values though. These classic cars are not cheap to restore to a high standard! o

Contact information

911 Rennsport

Workshop: 0788 1973 911

Sales: 0750 1973 911

Web: www.911rennsport.co.uk

	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
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Loe Bank Motors Tel: 01706 826060 www.loebankmotors.co.uk													✓			
Meguiar's Tel: 0870 2416696 www.meguiars.co.uk				✓												
Milltek Sport Tel: 0115 944 0044 www.milltekssport.co.uk							✓									
Ninemeister Tel: 01925 242342 www.ninemeister.com	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
No 5 Garage Tel: 020 8993 7318 www.no5garage.com													✓			
Northway Porsche Specialists Tel: 0118 971 4333 www.northway.co.uk													✓			
Parr Motorsport Tel: 01293 537911 www.parr-uk.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
Paragon Tel: 01825 830424 www.paragon.gb.com	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
Paul Stephens Specialist Cars Tel: 01440 714884 www.paul-stephens.com											✓		✓			
PCT Cars Ltd www.pctcars.co.uk Tel: 02476 407770	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Peart Insurance Tel: 0800 954 0037 www.peart.co.uk									✓	✓						
Performance Direct Tel: 0844 5733594 www.performancedirect.co.uk									✓	✓						
Performance Marque Tel: 0800 954 0037 www.performancemarque.com									✓	✓						
Peter Morgan Consulting Tel: 01672 514038 www.porscheinspections.com								✓								
Porsch-Apart Ltd Tel: 01706 824053 www.porsch-apart.co.uk	✓															
Porsche Cars GB Tel: 0845 7 911 911 www.porsche.co.uk											✓					
Porsche Club GB Tel: 01608 652911 www.porschedclubgb.com					✓							✓				
Porscheworx Tel: 020 7916 6911		✓									✓		✓			
PortiaCraft Tel: 020 8959 1604													✓			
911 Virgin Tel: 01895 255222 www.911virgin.com													✓			
Pro 9 Tel: 01527 591992 www.pro-9.com.uk			✓											✓		
Promax Motorsport Tel: 01296 714856 www.promaxmotorsport.com	✓										✓		✓			
PR Services Tel: 01277 630099 www.prs356.com		✓											✓			
Ramus Porscha Tel: 0121 55 77 911 www.ramusporscha.com	✓	✓			✓	✓			✓		✓			✓		✓
Regal Autosport Tel: 02380 558636 www.regal-auto.co.uk											✓					
Redline Racing Tel: 01642 751911											✓					
RGA Porsche Tel: 0207 7931447		✓				✓					✓		✓			✓
RPM Independent Porsche Specialists Ltd Tel: 01296 661881 www.rpmspecialists.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
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Tech9 Motorsport Tel: 0151 4255 911 www.tech9.ms	✓	✓	✓			✓	✓			✓	✓		✓	✓	✓	✓
TechArt Tel: +49 7152 933939 www.techart.de											✓					
The Independent Porsche Enthusiasts' Club Tel: 0845 602 0052 www.tipec.net					✓						✓					
Tognola Engineering Tel: 01753 545053						✓					✓					
TWG Motorsport Tel: 01733 332911													✓			
The Wheel Restorer Tel: 01978 352980 sales@thewheelrestorer.co.uk Unit F7, Bersham Enterprise Centre, Rhosyllen, Wrexham LL14 4EG																✓
Yorkshire Classic Porsche Tel: 08434 996 911 www.yorkshireclassicporsche.co.uk	✓	✓	✓	✓			✓	✓		✓	✓	✓	✓			✓



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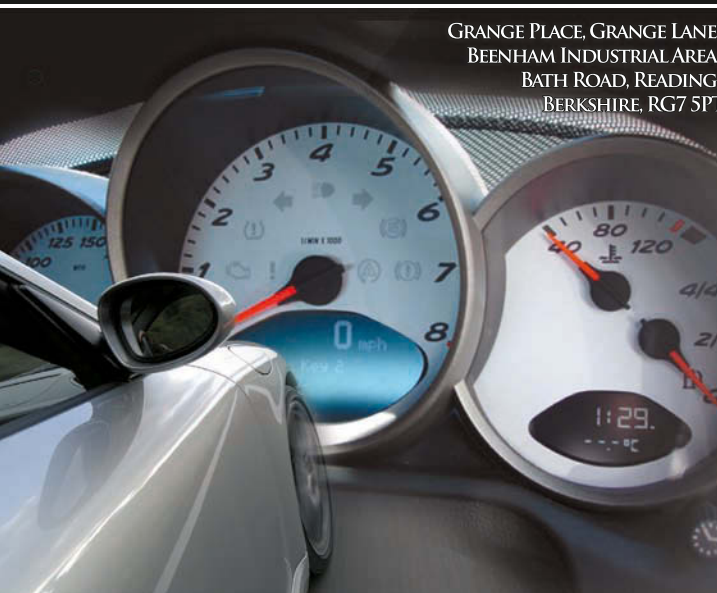
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

This month Colin Goodwin is hosting an imaginary dinner party with something of a Porsche theme...

Are you free for dinner sometime in the next month or so? I have got half a dozen friends coming around who I think you'd like to meet. Well, they're not actually friends, just very interesting people that I've come across over the years whose company I have enjoyed. Often fleeting company, always rewarding.

These people have several things in common: they're all German (there could be an Austrian in there, not sure) and they have all worked at Porsche, either a long time ago or fairly recently. And one dinner guest still punches the clock in Zuffenhausen. Please let me know if you can make it and whether you have any food allergies. But, first, let me tell you who is coming and why.

The world knows Peter Falk as the mac wearing and dippy detective Columbo, but when I hear the name I think of the engineer who played a key part in the development of so many different Porsches. Falk started at the company in 1959 and retired in 1993 having worked on Can-Am programmes and chassis development. He was also deeply involved in road car programmes such as the 928 and 944, plus much more. Above all that he is a real gentleman. I met the 83-year-old at a Porsche event in Austria to mark 60 years of Porsche's emergence after the war and founding in the old woodshed in Gmund. Perfect English, perfect manners. The perfect dinner guest.

Next is a man who I have met several times but who I spoke to every month for a year or so when I was writing a column in the magazine about Porsche's great engines. Yes, of course, Hans Mezger. He is very well known today, even by less hardcore Porsche enthusiasts, as the engineer who designed engines that don't break. 'It's alright, that car has a Mezger engine.' What a testament to the man's abilities. Slightly less fluent in English than Peter Falk, I still managed to spend hours on the phone to him about the birth of the 917's engine, stillborn water-cooled flat-sixes in the '60s and much more. He even loves

aviation, so there has never been a shortage of things to talk about. And there won't be over dinner.

Our third man is Herbert Linge. I was introduced to Linge by Brit designer Tony Hatter who has been at Porsche so long he's got a part number (and lives with the girl who designed the 928's interior). Linge is one of the most interesting Porsche personalities alive today. Actually, the most interesting. An apprentice at Porsche in 1943 when he was 15, Linge returned to Porsche when the company returned to Zuffenhausen. Linge was employee number one. Linge was a test-driver blessed with such talent behind the wheel that he was able to assess not just road cars but also the racers. So talented was he that he was called on to drive in many big races. You can look up his CV, but there is another very important fact about Linge: he was the man who created the concept of a safety car at Grand Prix races. He's coming to dinner because I admire him greatly. Many others owe him their lives. Oh, and don't worry, another perfect English speaker.

Andreas Preuninger is also coming. The current head of GT car development, it will be fascinating to witness a discussion between the older generation and this relative youngster about how different things were decades ago. Or perhaps how they weren't (which is unlikely).

Two more to go. First is Jurgen Barth. I first met Barth at Donington where he drove me in a 911 RS 3.8 faster than I had ever been driven in my life. It was a life-changing experience. Son of Porsche legend Edgar Barth, Jurgen won Le Mans in 1977, played a huge part in developing the 911 and used to send me the most eccentric Christmas card you've ever seen. Now 68, Barth will have lots of stories to tell.

Finally, we will have Dr Wolfgang Porsche, the only son of Ferry Porsche that I have met personally (the late Butzi I sadly never meet and Gerhardt and Hans-Peter I know little about). I met Wolfgang Porsche at the event in Austria mentioned earlier. Dr Porsche and I had a lot of wine and had a fantastic debate/discussion/argument about the future of the 911. The press officer was on the verge of suicide, not least because I kept calling him Wolfgang and as you probably know, in Germany they tend to use surnames in a work environment. It'll be christian names at our dinner because it won't be work, it'll be the most interesting meal you've ever had ☺

*Barth drove me
in a 911 RS 3.8
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It was a
life-changing
experience*



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



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