

PORSCHE 944 LUX * 996 GT3 * 997 C2S * BOXSTER 986 * CAYMAN 987

**NOW
IN OUR
29TH
YEAR!**

911 & Porsche

THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

World

THE MOD SQUAD

From mild to wild, road to race, we celebrate the Porsche modified scene in all its eclectic glory



PLUS:

991 GT3 MANUAL V CAYMAN GT4
A manual 991 GT3 at last, plus the GT car that convinced Porsche to build it

PRACTICAL PORSCHE

924 balance shaft belts, Projects, Porsche Technical topics, Specialist, 996 Carrera C4S Buyers' guide, Classifieds

9 7709591878111



05 >

chp US \$10.99 CANADA \$13.99
911porsche.com

MAY 2018 No. 290 £4.95



*Made in Germany | www.fvd.net
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook
facebook.com/fvdbrombacher



Watch our YouTube™ Channel
youtube.com/fvdbrombacher



No matter if you need parts for your aircooled or watercooled, we have everything you need.
Simply visit us at www.fvd.net and discover why more enthusiasts choose to put our passion into their Porsche®

fvd Germany

phone: +49-7665-98990

fax: +49-7665-989920

www.fvd.net

fvd North America

phone: +1-954-571-2050

fax: +1-954-571-2060

www.fvd.net

Editor: Steve Bennett
01379 668748; porsche.world@chpltd.com

Deputy Editor: Brett Fraser
brett@brettfraser.co.uk

Features Editor: Keith Seume
01208 871490; keith@fastbrit.com

Consultant Editor: Chris Horton
porscheman1956@yahoo.co.uk

North American Correspondent: Matt Stone
mattstonerama@gmail.com

Contributors
Paul Davies, Kieron Fennelly, Antony Fraser, Alex Grant, Paul Knight, Jeremy Laird, David Sutherland, Johnny Tipler, Andy Tipping, Dan Trent

Studio Manager
Peter Simpson

Group Advertisement Manager
James Stainer
james.stainer@chpltd.com

Production
Liz Smith
ads@chpltd.com

CH Publications Ltd
1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom
Tel: 01883 731150; fax: 01883 740361;
e-mail: chp@chpltd.com

Administration
Sandra Househam
Accounts: Bev Brown
Subscriptions: Debi Stuart debi.stuart@chpltd.com
Website: www.911porsche.world.com

Managing Director
Clive Househam

Worldwide Stockists
To find your nearest stockist:

UK: seymour.co.uk/storefinder
N.America: magfinder.magnetdata.net
ROW: export.ops@seymour.co.uk

For single copies and subscriptions: 911porsche.world.com
Digital copies and subscriptions: pocketmags.com

911 & Porsche World is distributed worldwide by Seymour Distribution Ltd, Tel: 020 7429 4000, info@seymour.co.uk

chp

Printed in England
GD Web Offset Ltd; tel: 01709 768000

911 & Porsche World is entirely independent of Dr Ing h c F Porsche AG, Porsche Cars GB Ltd and its dealers, and of any club or association

© CHPublications Ltd, 2018; ISSN 0959-8782

While all due care is taken in compiling 911 & Porsche World, the publisher, staff and contributors cannot be held responsible for any effects arising therefrom

BUY US DIGITALLY ON

pocketmags  **iTunes**



UP FRONT

Why modify your Porsche? Because owning a Porsche is about far more than just getting from A to B

Modify your Porsche? Why would you do that? To which the only real answer has to be, 'why not?' Nothing is sacred, not even a Porsche, and for those of us afflicted with the car bug, and the Porsche bug in particular, the notion of 'standard' is almost an anathema. Standard is for folk who like to drive around in something that might as well be a domestic appliance. Standard is for folk who are actually looking forward to autonomous cars, and regard not knowing how a car works as a badge of honour. We modify our cars because we care and, of course, because we want our Porsche to be different from someone else's Porsche.

I mention all this because this issue is stuffed with modded

“ Standard is for folk who are looking forward to autonomous cars ”

machinery. True, the turnout for our mega modded shootout is more from the extreme end of the tuning game, but whatever way you look at it, few of us drive a standard Porsche. When parts wear out the temptation to explore the aftermarket is irresistible. The hope is to improve, but quite often a modification is driven by cost, too. I mean, have you seen the price of an OE Porsche exhaust system recently? That aftermarket stainless steel sports system at half the price is rather tempting.

And mods needn't be performance enhancing, either. Often they can enhance reliability. Uprated IMS bearing anyone? Or, of course, they can be just for the sheer creative and engineering pleasure of building a bespoke Porsche, one that stands out, makes a noise and goes like hell. I mean, no one reading this magazine would question that, surely?

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

FIND US ON
FACEBOOK



BREY-KRAUSE



Art in ~~Design~~ Engineering...

www.bkauto.com | 610.867.1401 | info@bkauto.com



HAND BUILT CARS



NINEMEISTER

WARRINGTON | ENGLAND

www.ninemeister.com

+44 (0)1925 242342



Welcome home.

The Porsche Classic Register.

With over 70% of all Porsche cars ever produced still on the road today, our classics are part of our family and our history. But as vehicles pass from owner to owner they can become lost. The Porsche Classic Register helps you care for your classic Porsche whilst giving you a range of additional benefits.

12 months complimentary Porsche Classic Register membership requires a Porsche Classic Oil Service to be carried out at a participating Porsche Centre. Only applicable to specific Porsche Classic vehicles up to and including 911 (996) and Boxster (986), excluding 959 and Carrera GT models. For full terms and conditions, visit www.porsche.co.uk/classicregister



THIS MONTH

**NOW
IN OUR
29TH
YEAR!**



p46

FEATURES

YOU AND YOURS

VW specialist, James Wotton, and his track day 944 **32**

WILD CAYMAN

Modified to the extreme, the Bisimoto Cayman features twin-turbos and plenty of attitude **38**

911&PW MODIFIED GROUP TEST SPECIAL 2018

Gathered together our favourite modified Porsches for 2018, featuring: RPM Technik 996 CSR Retro, wild 991/997 Turbos from ES Racing, Singer resto 964, Rennsport 911 Targa backdate and a trio of ST/RS/RSR inspired hot-rods with wild air-cooled motors **46**

MANUAL GT SHOOTOUT

Porsche's new 991 GT3 manual v Cayman GT4, the car that proved to Porsche that manual was still viable **78**

HOW TO: 924S/944 BALANCE SHAFT BELT REPLACEMENT

Crucial to the smooth running of your big banger 2.5-litre, four cylinder motor, balance shaft belt replacement is a doable DIY proposition **90**

SPECIALIST: PORSCHESHOP

With its internet based shop and full workshop facilities, for Porscheshop read Porsche one-stop shop **96**



p18



p32



p10



p78



p38

REGULARS

PORSCHE NEWSAll the latest Porsche news... **10****PORSCHE PRODUCTS**...and all the latest must have stuff **18****THE USUAL SUSPECTS**Paul Davies has his say **28****PORSCHE PROJECTS**Johnny Tipler goes touring in Brittany in his Boxster and Jeremy Laird resolves to go a bit easier on his Cayman **102****PORSCHE TECHNICAL TOPICS**Technical problems solved **110****BUYERS' GUIDE: PORSCHE 996****CARRERA C4S**Prices are firming up for this 996 **116****MARKET PLACE**Tried & tested, plus dealer and auction talk **120****TIME MACHINE**Journey through 911&PW's past **128**

SUBSCRIBE

Guarantee your copy of the world's best-selling monthly Porsche magazine. Save money, too!

911porscheworld.com
OR TURN TO PAGE

129

GT4 356 956 986 GT1 987
 911 912 996 987 914 GT2
 GT3 RSR 935
 930 959
 930 935
 RSR 968 GT3R
 986 993RSR
 993 935
 956 991
 930 96 RSR
 996 906
 944 GT4 356
 962 997 356 993RS
 www.STOMSKIRACING.com +001(410)571-9779

ASHGOOD
 CLASSIC & SPORTSCARS

Over 60 Used Porsche In Stock
 Friendly 'no pressure' Approach
 Classic's, Specialist and Modern Porsche
 Finance Available
 All Part Exchanges Considered

5 Minutes from T5
 Heathrow Airport

911
 Boxster
 Cayman
 Macan
 Cayenne
 Panamera

Address:
 Ashgood Farm, Horton. SL3 9PA

www.ashgood.co.uk

Telephone:
 01753 680558

STRASSE

Experienced in Porsche

STRASSE.CO.UK
+44 (0) 113 2340 911



Hannah x.

PORSCHE 993 TARGA TIPTRONIC LAPIS BLUE - £42,995
PORSCHE 993 C4 CABRIOLET BLUE 1997 - £54,995
PORSCHE 996 C4S WIDE BODIED LOW MILES 2002 - £23,995
PORSCHE 996 C4S WIDE BODIED CAB COBALT BLUE - DUE IN
PORSCHE 997 C2S GEN 2 PDK WHITE 2008 - £41,995
PORSCHE 997 C4S MANUAL GT SILVER 2006/06 - £31,995
PORSCHE 991 GT3 PDK **WITH PORSCHE WARRANTY** - £119,995
PORSCHE BOXSTER 987 2.7 MIDNIGHT BLUE 2005 - £10,995

PORSCHE CAYENNE 4.8 TURBO TIPTRONIC 2010 - £27,995
PORSCHE CAYENNE DIESEL GREY 2016 - DUE IN
PORSCHE 968 CLUBSPORT GRAND PRIX WHITE
RED DECALS 'STUNNING CAR' 1994 - P.O.A
PORSCHE 968 SPORT RED 1995 - DUE IN
PORSCHE 964 RS RECREATION IN GUARDS RED
CALL FOR FULL SPEC - £49,995
PORSCHE 996 RACE CAR READY TO RACE - P.O.A

ALL THE PORSCHE NEWS AND VIEWS

NEWS

Radical RUF SCR unveiled at Geneva show * Porsche previews Mission E Cross Turismo Concept * All electric 911 – our take * End of the road for Porsche and diesel * Porsche previews the 992



RUF REVEALS 500HP CARBON-FIBRE '911' CREATION

New RUF SCR looks like a 911, but is all new

Five hundred-odd metric horsepower at well over 8000rpm from a 4.0-litre naturally aspirated flat six? That certainly sounds familiar. But this isn't the latest 911 GT3, the previous GT3 RS, the 911 R or even the Type-997 4.0-litre RS. Strictly speaking, it's not a Porsche at all. It's RUF's latest creation, it's all-new from the ground up and it comes 40 years after the original RUF SCR was released in 1978 with a mere 3.2-litre 217hp motor.

First shown in prototype form in 2016, the new RUF SCR or Sports Carrera RUF looks a lot like a modified Type-964 911. But it's nothing of the sort. Beneath the

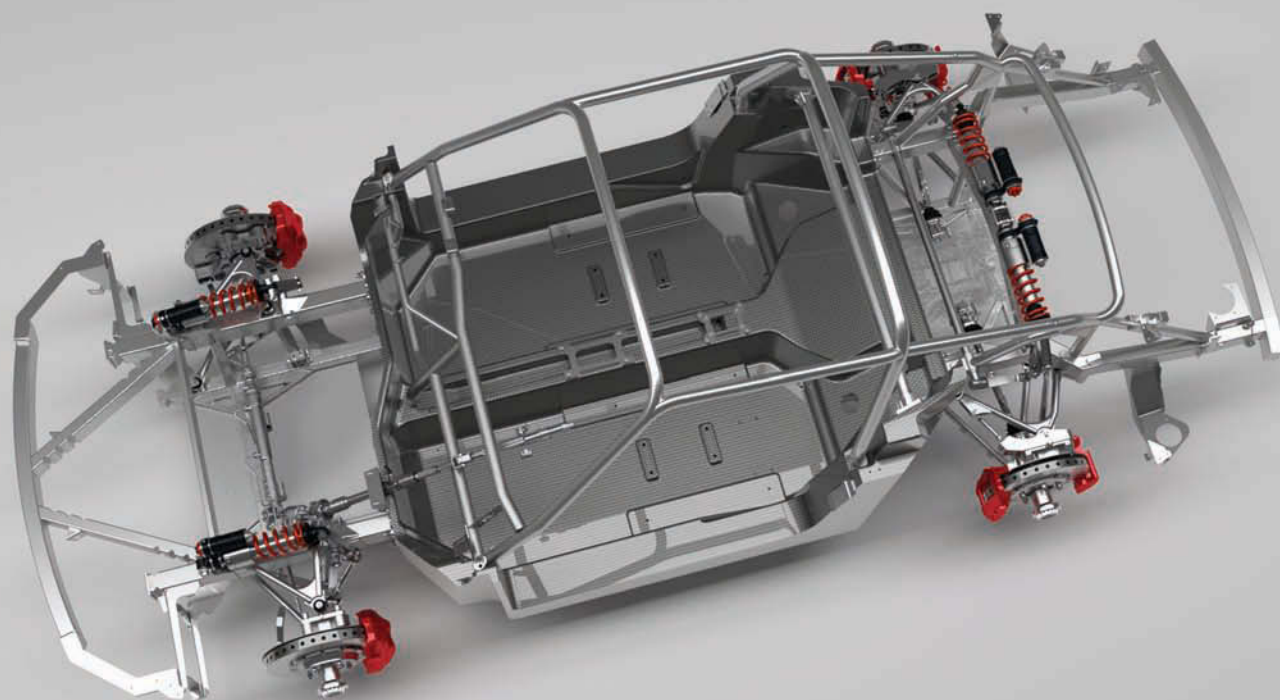
retro styling is a bespoke carbon-fibre monocoque of RUF's design, complete with aluminium subframes front and rear and an integrated roll cage. The body, too, is carbon-fibre. All told, RUF says the car tips the scales at 1250kg. In other words, this is a very exotic, clean-sheet design that just happens to look like an old air-cooled 911.

Indeed, it's not air-cooled at all. Power comes from a new water-cooled flat-six. RUF quotes peak output at 510PS at 8270rpm while the maximum torque of 347lb ft is developed at 5760rpm. RUF says the result is a top speed of 199mph.

For now, RUF isn't providing acceleration times. As for the precise character and origins of the engine, RUF told *911&PW* that it will be based on a 'Mezger-template' block design. However, it won't be developed from donor engines.

That means RUF will be building brand new engines that share a basic bottom-end architecture with Porsche's hallowed Mezger engine but with a full RUF in-house design. That's a significant undertaking, to say the least. For the record, a six-speed manual transmission delivers power from the rear-mounted engine in traditional Porsche style.

It's a 911, but not as we know it. RUF's creation stretches the 911 shape over a monocoque and spaceframe chassis, with wishbone suspension and inboard dampers. Engine will be a 500+bhp, water-cooled flat-six



Another feature that marks the new RUF out as not only completely different from a period 911 but also something very special is the suspension design. For starters, the SCR features double wishbone suspension on all four corners. But the showbiz touch involves the inboard pushrod springs and dampers. Clearly, this is a completely different animal from any 911, ancient or modern.

Further details include six-piston front brake calipers over huge 380mm ceramic discs and 19-inch centre-lock wheels on all four corners. The rear axle gets slightly smaller discs and four-pot calipers. The

lighting, meanwhile, is LED all-round, with bi-LED headlights and dynamic turn signals.

Overall, RUF says the aim with the SCR was to, 'create a unique, state-of-the-art, gentleman-driver sports car for those who prefer the soundtrack of a normally-aspirated engine.' Exactly what Porsche makes of it all is unclear. With both the body design and the engine architecture derived from Porsche IP, we can only assume that RUF's long-term status as perhaps the leading Porsche tuner and its relationship with Porsche allows it latitudes that would otherwise see Porsche

reaching for the lawyers.

Whatever the situation, the SCR is an incredibly ambitious project and an intriguing alternative to the likes of the latest Singer-reimagined 911 with its own Williams F1-engineered 500hp motor. The ultimate restomod versus a totally re-engineered RUF? That would be some twin test. As for the asking price, it looks set to be something in the region of €650,000 or well over half a million quid. We'll have a little lie down while we ponder that pricing. In the meantime, head for rufautomobile.co.uk to find out more about the SCR.



MISSION E CROSS TURISMO PREVIEWES POSSIBLE PRODUCTION MODEL

SUV will be Porsche's second pure-electric production car

Porsche revealed a new spin on its Mission E battery-electric car at the Geneva motor show, known as Mission E Cross Turismo. Cosmetically, the new show car is a beefed up redesign of the existing Mission E concept with a roofline reminiscent of the Panamera Sport Turismo.

Technically, the new concept largely mirrors the specification of the previous Mission E, first shown at the 2015 Frankfurt Motor Show. Two permanent magnet synchronous motors with a system output of more than 600 metric hp or 440 kW fire the Mission E Cross Turismo to 62mph in less than 3.5 seconds and on to 125mph in under 12 seconds.

Porsche also says the Cross Turismo's level of continuous power is unmatched by any other electric vehicle. Multiple accelerations are said to be possible in direct succession without loss of performance. Power is guaranteed on any surface thanks to on-demand all-wheel drive with Porsche Torque Vectoring, which automatically distributes torque to individual wheels.

Those particular claims are a dig at Tesla and its so-called 'Ludicrous' acceleration modes which deliver acceleration times to 62mph in under three seconds on some models. Tesla provides only limited access to Ludicrous mode in order to protect the battery pack from damage.

Inside, the concept previews Porsche's thinking for next-gen car interiors in the form of a new 'smart cabin'. The instrument cluster comprises three virtual round instruments divided into areas for Porsche Connect, performance, drive, energy and Sport Chrono. Using a camera in the rear-view mirror, the eye-tracking system detects which instrument the driver is looking at. The displays he or she can see are then brought to the foreground, while others are made smaller when the driver looks away.

As for charging and range, for the Cross Turismo Porsche is promoting the car's fast charging ability. Thanks to its innovative 800-volt charging system, the Cross Turismo is said to be capable of adding 250 miles of range in just 15 minutes. Porsche also says

the car is capable of wireless induction charging. However, it's notable that Porsche isn't quoting a maximum range. This is likely thanks to the new goal posts set by Tesla. Its upcoming new Roadster is said to have a range of over 600 miles or around double the expected 300 mile range of the Mission E production car.

This new concept arrives as several of Porsche's rivals in the premium car market prepare to launch battery-electric SUVs. Audi previewed its upcoming battery-electric e-Tron, due to go on sale, at the Geneva show. Jaguar, likewise, has recently started taking orders for its pure-electric I-Pace. BMW is also expected to launch an all-electric SUV.

The production version of the 2015 Mission E concept is due to go on sale next year. Porsche says that further pure-electric models will follow and has hinted that its second all-electric model will be some kind of SUV. Whether that will be a jacked-up Mission E along the lines of this Cross Turismo concept or a more conventional SUV like the Cayenne and Macan is unclear.

Porsche surprised the world with the Geneva motor show preview of this Mission E Cross Turismo

OUR TAKE

INCOMING: THE ALL-ELECTRIC 911

This is serious, folks. Porsche is going electric. With every passing month, the quantity and scope of its pronouncements on electrification gain greater momentum. Originally, the Mission E concept of 2015 seemed like something of an arse-covering exercise, a hedge bet in case electric cars took off. Now Mission E feels like the future for Porsche and, yes, the 911.

The signs and symptoms are everywhere. A doubling of its planned investment in electrification over the next few years to six billion euros was just the start. Unexpectedly rampant demand for hybrid versions of the latest Panamera and Cayenne is another bellwether.

But probably the single most significant shift involves the 911. Regardless of the fact that Porsche now sells roughly five times as many SUVs as 911s, the iconic rear-engined slot car remains the heart of Porsche. It's what defines the company and its image. Rumours of a hybrid version of the 911, most likely with an electric motor and battery pack mounted up front, have come and gone over the last five years. Those rumours are likely to become reality 18 months or so after the upcoming Type-992 update for the 911 is revealed later this year. Yes, a hybrid 911 is on the way and soon.

But that car will remain identifiably 911 in almost every way. It will be a (relatively) compact coupe with a flat-six motor slung out behind the rear axle and a pair of occasional rear seats. Much more radical is the notion of an all-electric 911. But that's exactly what senior Porsche suits, including the project manager for the 911 line, August Achleitner, are now hinting at. Most of the recent interview Porsche recently posted with Achleitner, for instance, dealt with electrification and justifying how that might apply to the next 911 in particular and how change as a general concept applied to the 911 was not a bad thing. You could argue that's not surprising.

After all, if the entire car industry goes all-electric, the 911 won't be any different.

On the other hand, Porsche has yet to bring a single pure-electric model to market. Likewise, overall battery-electric car sales remain tiny worldwide – perhaps one per cent of the market. So talk of a pure-electric 911 does seem premature. And yet it probably will happen one day. Porsche knows this and ever so gently it's beginning the process of preparations. Very possibly it won't be the technical challenges that will present the biggest problem, but public perception. You may not think you're ready for an all-electric 911, but Porsche is already working on changing your mind.





ROAD & TRACK SUSPENSION FOR PORSCHE 997 GT3 RS, 991 GT3, 991 GT3 RS AND 981 CAYMAN GT4

- TTX-TECHNOLOGY (TWIN TUBE)
- REBUILDABLE
- TWO-WAY ADJUSTABLE
- 2 YEAR LIMITED WARRANTY
- HEIGHT ADJUSTABLE
- 20 MM LOWER THAN STANDARD



TTX

The Porsche Club Sport Kit features the Öhlins well known TTX [Twin-Tube] technology. The unique combination of a 46 mm, two way adjusted, through rod and lightweight McPherson strut for the front and a 36 mm lightweight rear mounted TTX shock will completely transform your car.

The Öhlins Club Sport kit uses technology derived from Touring cars and GT3 racing but in this version, the shocks are also set up for street use. With the Club Sport kit you will cut seconds of your lap times compared to the standard setup on the racetrack, and you are only a few clicks away from the street comfort setting.



DESIGN 911
Centre for Porsche

51 TALLON ROAD | BRENTWOOD | ESSEX | CM13 1TG

+44 (0) 20 8500 8811
www.design911.com



PORSCHE ENDS DIESEL PRODUCTION

Diesel out, hybrid and battery electric in – for now

Porsche has pulled the plug on its Macan S Diesel and Panamera 4S Diesel models. For now, the move effectively puts an end to the era of diesel at Porsche, nine years after its first diesel model, a Cayenne, was introduced.

However, Porsche has not ruled out the future reintroduction of diesel engines. It's likely the decision is at least in part a response to the impending introduction of the new Worldwide Harmonised Light Vehicles Test Procedure (WLTP). Compliance would require that Porsche re-engineers its existing models to pass the new, stricter emissions tests. With demand for diesel cars in general and diesel Porsches particularly on the slide, Porsche has declined to update its diesel offerings.

"Traditionally, diesel engines have played a subordinate role at Porsche – the company does not develop or build diesel engines itself," Porsche said in an official statement. "Currently, the demand for diesel models is falling, whereas interest in hybrid and petrol models is increasing significantly. For example, the ratio for hybrid versions of the new Panamera in Europe is around 60 per cent.

"In light of these facts Porsche has adapted its production planning. This decision means that Porsche currently does not offer any vehicles with diesel engines. However, it does not mean a diesel exit at Porsche. As announced, the new Cayenne is set to feature a diesel

powertrain. The exact time of the market launch is not yet clear."

Prior to the change of policy, around 15 per cent of Porsches were diesels, with the vast majority of those sales in Europe. With sentiment turning against diesel even in Europe, demand seems likely only to shrink.

It's also worth noting the precise wording of Porsche's statement. By emphasising that it does not develop or build diesel engines, Porsche is attempting to distance itself from the ongoing emissions scandal at parent company VW, known as Dieselgate. A wide range of VW Group diesel models have been found to run software which detects when the vehicle is being tested for emissions and instigates a special low-emissions mode. During normal use, the vehicles were found to emit many times the legal levels of pollutants such as particulates and NOX.

The full ramifications of Dieselgate for both the VW Group and the wider car industry are still shaking out. Porsche had intended to launch a diesel variant of its new Cayenne SUV. That may still happen. However, market sentiment seems to be shifting rapidly, with Porsche caught unprepared for high levels of demand for its hybrid models and the car industry seemingly now poised for a major shift to electrification. Porsche's own first pure-electric car derived from the Mission E concept is due to go on sale next year.

End of the road for Porsche and diesel? After reluctantly going there in the first place, it would appear so, as hybrids start to gain ever more traction and Porsche seeks to distance itself from Dieselgate

PORSCHE PREVIEWS NEXT 911

New 992 is nearly ready

Following a diet of spy shots over the past 12 months, Porsche has fed us with an official preview of the next 911, codenamed 992. Pictured in camouflage paint alongside the project manager of the 911 line, August Achleitner, the new car is likely to be revealed in full before the end of the year.

But exactly what will the next 911 hold in technical terms? The car industry in general is currently in a state of considerable flux. So the big question is to what extent will the next 911 reflect trends such as electrification and autonomous driving. Achleitner is cagey but does provide some pointers towards the character of the forthcoming new car.

"With each innovation, the decisive factor for me is whether it suits the character of the 911," explains Achleitner, who has been working with successive generations of 911s for almost 20 years. "We don't necessarily have to be the first in this regard with the 911. What's crucial, rather, is that every innovation be offered in a typical Porsche manifestation.

"Even when it comes to the individual assistance systems, they have to fit with the 911," says Achleitner. Specifically, features such as adaptive cruise control and lane-keeping assist functions are set to appear on the next 911, but will be fully switchable. "Those are convenient and useful things. But the customer has to make the choice to use them and, above all, be able to switch them off when they're not desired. That's why a 911 will always have a steering wheel. The 911 will be one of the last cars to drive autonomously."

As for the question of hybrid power, Achleitner isn't exactly unequivocal. "Two years ago I'd have said no way. Today I wouldn't categorically rule it out," he says. The 992 isn't expected to launch

with a hybrid power option. But it's very likely that Porsche will add a hybrid to the 992 range within a couple of years. Whatever happens, one thing Achleitner is confident about is that the new car will be true to the 911 tradition. "We know where we're from and where we want to go," he says. "The decisive factor is that the 911 generates a driving feeling that no other car can impart. It's the heart of the company."

August Achleitner x 3 giving the lowdown on the new 992 model 911, which will be launched later this year. Reassuringly, it will still have a steering wheel!



SHOP BY MODEL

911 964 993 996 997 991 924 944 968 928 BOXSTER CAYMAN CAYENNE MACAN PANAMERA CLASSICS

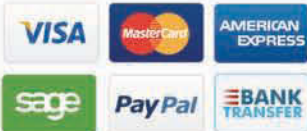
WORLD LEADERS IN PARTS DIRECT PROVIDING O.E.M. SUPPLIED PARTS WHERE APPLICABLE AND BRANDED AFTERMARKET PRODUCTS

SHOP PARTS & ACCESSORIES

- Latest Products
- Accessories
- Body & Trim Parts
- Books & DVDs
- Car Care & Tools
- Clothing & Shoes
- Gift Ideas
- Interior Trim Parts
- Luggage & Bags
- Mechanical Parts
- Motorsport Parts
- Our Brands
- Performance Parts
- Seats & Belts
- Steering Wheels
- Wheels & Accessories



SECURE SHOPPING



CALL US ON

+44 (0)121 585 6088

ADDRESS

293 Oak Drive,
Hartlebury Trading
Estate, Hartlebury,
Worcestershire,
DY10 4JB



SHOP BY BRAND





PORSCHE TO HEADLINE GOODWOOD FESTIVAL OF SPEED

70th anniversary of the 356 could be celebrated with a new model launch

Goodwood has announced that Porsche is to be the honoured marque at the Festival of Speed. The event will celebrate its 25th anniversary this year and the announcement coincides with Porsche's own anniversary celebrations, namely 70 years since the first Porsche 356 appeared. What's more, it's rumoured that Porsche may use the event to launch its latest low-volume special based on the current 911.

"Porsche has been one of our most loyal and enthusiastic partners, supporting the Festival of Speed since 1995, and the Revival since 2010," said The Duke of Richmond and Gordon. "This year Porsche will become the first manufacturer to create the central display at the Festival for the third time, underlining the huge contribution from this iconic manufacturer of world-beating racing cars and road cars."

Meanwhile, Alexander Pollich, Managing Director, Porsche Cars Great Britain, said, "we thought long and hard about how best to celebrate the 70th anniversary of our sports cars and how we could share this with enthusiasts, Porsche fans and owners here in the UK. The result will be a never-before seen parade of Porsche cars that have helped define and guide the company's vision over the years in action on the Goodwood Hill."

Two participants that can be confirmed already include the company's crown jewel – the very first 356 ever built way back in 1948 and fresh from the Porsche Museum in Stuttgart – and the most recent legend in Porsche motorsport history, the 919 Hybrid LMP1 race car, winner of the 2017 FIA World Endurance Championship.

As for the identity of the new car that may be announced, it's rumoured that a new 911 Speedster model may be shown at Goodwood. If so, it will likely mark the end of the line for the current Type-991.2 911 before it is replaced by the all-new Type-992 model. Such a launch would reflect the growing importance of the Festival in the motoring calendar. Crowds of over 100,000 now attend on each of the three days of the event. Most major manufacturers now erect large stands allowing attendees to view their current offerings. Since 2010, the so-called Moving Motor Show has allowed car buyers to experience short test drives.

The 2018 Goodwood Festival of Speed takes place between 12–15 July this year. As ever the action will centre around the 1.16-mile Hillclimb course running right in front of Goodwood house. Tickets are available now from goodwood.com.

Porsche will celebrate 70-years as a manufacturer at the Goodwood Festival of Speed, this year. Pictured here, Alexander Pollich, MD Porsche Cars GB, and Lord March

FESTIVAL OF PORSCHE RETURNS TO BRANDS HATCH

Iconic Kent circuit once again celebrates Porsche

While we're on the subject of festivals and Porsches, the Festival of Porsche returns to Brands Hatch this September for a special celebration of Germany's most iconic sports car manufacturer, complete with racing, demonstrations and displays.

Organised by MotorSport Vision (MSV) in association with Porsche Club GB, Festival of Porsche takes place on Sunday 2nd September and will be a highlight for both the club and the circuit in 2018. The event's return, for the first time since 2014, is neatly timed to coincide with the 70th anniversary of the founding of Porsche.

Brands Hatch is located just outside the M25 in West Kingsdown, northern Kent. The circuit hasn't held a Formula One race since 1986 but remains one of the most spectacular race tracks in the UK. PCGB members can snag advance tickets for just £15 each. For everyone else, tickets clock in at £30 and will be available on the gate. Entry is free for children aged 13 and under. For more info and for PCGB member tickets, point your browser at porscheclubgb.com/shop/tickets/all-tickets/brands-hatch-festival-of-porsche

GREATWORTH CLASSICS REVS UP ENGINE BUILD AND SERVICE FACILITY

Banbury-based outfit specialises in both air- and water-cooled lumps

Greatworth Classics, specialist in Porsche air-cooled and water-cooled cars, has expanded its engine facility in Banbury, Oxfordshire. The new facilities add to its existing body and chassis workshops.

Founded in 2005 as The VW Camper Company supplying and servicing air cooled Volkswagen vehicles, engine work became a major part of the business leading to the formation of Greatworth Classics in 2014.

In 2017 a new engine workshop was created and work on Porsche cars expanded. Employing specialist Porsche engine experts, with professional experience of servicing, rebuilding and the complete refurbishment of all Porsche air-cooled and water-cooled engines, the engine team now has the capability to offer the full range of services.

All Porsche models and engines from the 1950s to 2010, including 356, 911, 993, 996, 997, 924, 944, 968, Boxster series 986 and 987 can be catered for. Greatworth Classics also specialises in the VW-based 914 Porsche with both four and six-cylinder engines, and has recently been involved in the

development of special engines for modified projects, and kit-based replicas. For more info hit up greatworthclassics.com or call 01295 812266.

Greatworth Classics has the ability and facilities to rebuild Porsche engines old and new





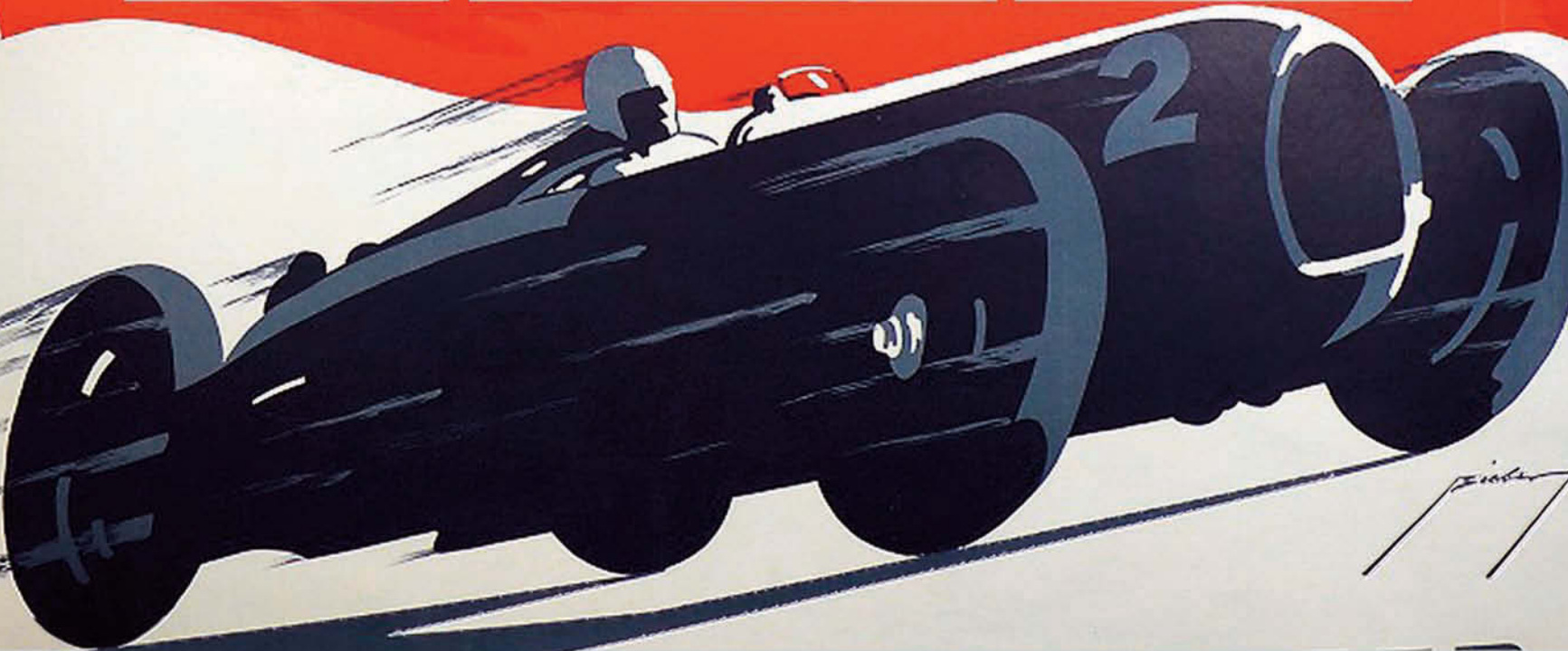
Alfa Romeo
Fold out Brochure 1935



Juan Manuel Fangio
Monaco 1957 Trophy



1963 Porsche Prototype
Steering Wheel



Automobilia - Ladenburg

11./12.May 2018

Order Catalogue now:

Automobilia - Ladenburg - Tel.0049 (0) 6203 - 957777

www.automobilia-ladenburg.de

info@automobilia-ladenburg.de

PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership

HONED 981 HEADERS

Teasing and tweaking naturally aspirated engines is an expensive game that doesn't always pay dividends. On the other hand, now that Porsche has dropped nearly all such engines from its model ranges, mods are the only way you're going to get more naturally aspirated power. What's more, if there's a reliable candidate for extracting more oomph, Porsche's mediocre factory headers are surely it. Enter Cargraphic's new headers for 981 Boxsters and Caymans. They're based on the factory headers, which ensures a good fit, compatibility with Porsche's emissions sensors and also an OEM look. But they're modified with high flow 200 cell catalytic converters. Cargraphic says the result is another 10hp, no engine lights and no ECU programming required. Priced at €1695 or roughly £1500 before shipping and taxes from cargraphics.com



INTERCOOLER CLOUT

Speaking of modified Porsches, here's something from Cargraphic that might tickle your turbo fancy. It's the 993 GT2 EVO Motorsport Intercooler. Available for both the 993 GT2 and 993 Turbo and Turbo S models, it uses aerospace high efficiency net for maximum cooling and flow rate. The kit comes with a 180 degree elbow to connect to the throttle body. It's also just one of a wide range of items available to tweak and tune turbocharged 993 models. Cargraphic can supply everything from reinforced clutch pressure plates to cope with up to 1050Nm of torque to full powerkits that increase total output to 520 metric horsepower. The intercooler is a special order item with price on application. But you can find out more about it and the rest of the Cargraphic range at cargraphics.com



LIGHT FANTASTIC

Rounding out this month's trio of tweaks from Cargraphic are these tasty lightweight wheels. Created specifically for 964 and 965 models, the Racing wheel is a three-piece design available in 18-inch and 19-inch. A wide range of options are available including cast or forged centres, lightweight alloy or polished rims and more. Customers also have the option to customise the centre colour. Just for the record, a certain Walter Röhrl has fitted 18-inch Cargraphic Racing wheels to his very own 964 RS. Not bad, as recommendations go. The 18-inch option is available in widths from 6.5-inch through 13.5 inch monsters while the 19-inch wheels start at 7 inches wide and scale all the way to a mildly mental 14-inch measurement. Prices start at €895, about £800 per wheel before shipping and taxes from cargraphics.com





RSJ SPORTS CARS

Specialising in Porsche Cars



911 (997) "GTS" 3.8 pdk (65 - 2015)
Rhodium silver with black leather
8,000 miles.....**£90,000**



911 (997) "2S" 3.8 pdk (10 - 2010)
Basalt black with black leather
39,000 miles.....**£48,000**



911 (997) "4S" 3.8 pdk (59 - 2009)
Basalt black with black leather
35,000 miles.....**£48,000**



911 (997) "4S" 3.8 pdk (60 - 2010)
White with black leather
59,000 miles.....**£47,000**



911 (997) "4S" 3.8 pdk (10 - 2010)
Meteor grey with ocean blue leather
58,000 miles.....**£46,000**



911 (997) "2S" 3.8 pdk (60 - 2010)
Atlas grey with black leather
49,000 miles.....**£46,000**



911 (997) "4S" 3.8 pdk (09 - 2009)
Meteor grey with black leather
50,000 miles.....**£46,000**



911 (997) "4S" 3.8 pdk (58 - 2008)
Meteor grey with black leather
58,000 miles.....**£44,000**



911 (997) "C2" 3.6 pdk (59 - 2009)
GT Silver with black leather
23,000 miles.....**£44,000**



911 (997) "2S" 3.8 pdk (09 - 2009)
Silver with black leather
59,000 miles.....**£41,000**



911 (997) "C2" 3.6 pdk (09 - 2009)
Red with black leather
46,000 miles.....**£39,000**



911 (997) Turbo cab 3.6 tip (57-2007)
Basalt black with black leather
40,000 miles.....**£58,000**



911 (997) Turbo 3.6 tip (08 - 2008)
Basalt black with black leather
38,000 miles.....**£58,000**



911 (997) Turbo 3.6 tip (57 - 2007)
Silver with black leather
63,000 miles.....**£50,000**



911 (997) "4S" 3.8 tip cab (08 - 2008)
Basalt black with black leather
44,000 miles.....**£38,000**



911 (997) "4S" tip 3.8 cab (57 - 2007)
Midnight blue with ocean blue leather
36,000 miles.....**£36,000**



911 (997) "2S" 3.8 (57 - 2007)
GT Silver with black leather
55,000 miles.....**£35,000**



911 (997) "4S" 3.8 tip (56 - 2006)
Basalt black with black leather
52,000 miles.....**£34,000**



911 (997) "2S" 3.8 tip (07 - 2007)
Silver with black leather
49,000 miles.....**£34,000**



911 (997) "2S" 3.8 (57 - 2007)
Midnight blue with black leather
63,000 miles.....**£34,000**



911 (997) "4S" cab 3.8 (07 - 2007)
Silver with black leather
62,000 miles.....**£34,000**



911 (997) "4S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
51,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip (07 - 2007)
Basalt black with black leather
66,000 miles.....**£33,000**



911 (997) "2S" 3.8 (07 - 2007)
Atlas grey with black leather
60,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip (57 - 2007)
Silver with black leather
53,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip cab (07 - 2007)
Basalt black with black leather
62,000 miles.....**£33,000**



911 (997) "2S" 3.8 tip cab (55 - 2005)
Atlas grey with black leather
50,000 miles.....**£30,000**



911 (997) "2S" 3.8 tip (55 - 2006)
Silver with black leather
40,000 miles.....**£30,000**



911 (997) "2S" 3.8 tip (56 - 2006)
Silver with ocean blue leather
57,000 miles.....**£30,000**



911 (997) "2S" 3.8 (06 - 2006)
Silver with black leather
61,000 miles.....**£30,000**



911 (997) "2S" 3.8 cab (06 - 2006)
Atlas grey with black/grey leather
58,000 miles.....**£30,000**



911 (997) "2S" 3.8 (06 - 2006)
Midnight blue with ocean blue leather
61,000 miles.....**£29,000**



911 (993) C4 3.6 (N - 1996)
Midnight blue with grey leather
94,000 miles.....**£50,000**



Cayman "S" 3.4 "Gen2" (61 - 2011)
White with black leather
35,000 miles.....**£30,000**



Boxster 2.7 pdk (13 - 2013)
White with black leather
24,000 miles.....**£31,000**



Cayenne "GTS" 4.8 (62 - 2012)
Basalt black with black leather
37,000 miles.....**£42,000**



Cayenne "GTS" 4.8 tip (09 - 2009)
Meteor grey with black leather
60,000 miles.....**£24,000**



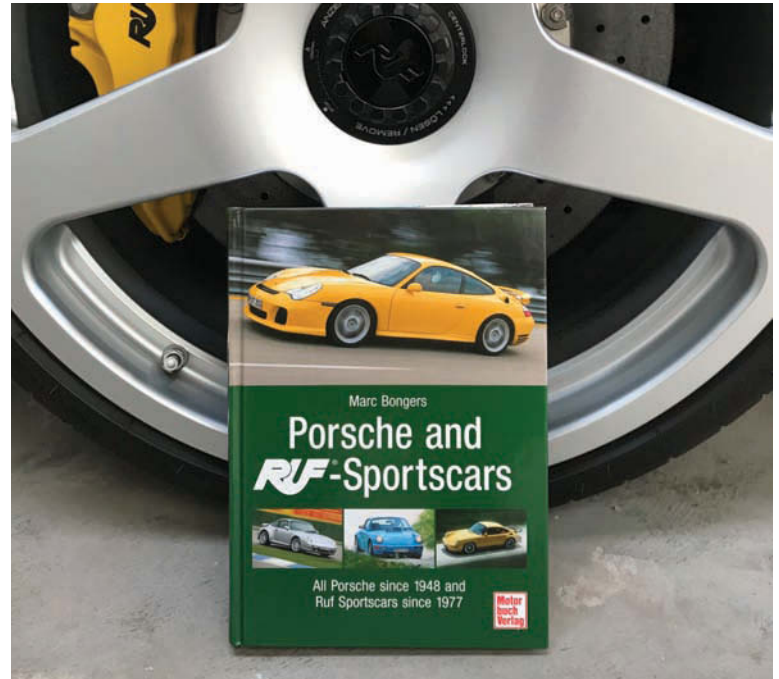
Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather
61,000 miles.....**£23,000**

Bristol Way, Slough, Berkshire, SL1 3QE | 01753 553969 | www.rsjsportscars.co.uk

PORSCHE WANTED (2003 TO 2014)

BAG A RUF BOOK

Heads up RUF aficionados. There's a limited-time deal on a book you're going to want to add to your collection. 'Porsche and RUF Sports Cars' by Marc Bongers is a comprehensive compendium of all things Porsche and RUF. The 336-page tome details all Porsche cars since 1948 and RUF models since 1977 up to 2005. Each model is expounded in fulsome detail, including data concerning engine, transmission, body, chassis, suspension, brakes, wheels, electrical system, dimensions and weight, fuel consumption, performance figures, production numbers and original retail prices. It's packed with fantastic photos of each model and clocks in at 245mm by 180mm by 26mm. It's available now from the official RUF online shop at rufautomobile.co.uk for just £19.99, down from £39.99. But please note the offer is limited to UK postal addresses, only.



DON'T FEAR THE FALLOUT

Newsflash, folks. According to Autoglym, your car's paintwork is under constant attack from an immense array of potentially harmful contaminants, all of which can cause long term damage. Tree sap and bird droppings are easy enough to spot and remove. But what about that most troublesome and allusive of contaminants, fallout? Every bit as damaging as more obvious paint stainers and far harder to see, fallout is an unfortunate byproduct of urban driving and largely consists of minute particles of iron and iron ore. But do not despair, Autoglym has just announced a brand new product specifically designed to wage all-out war on fallout – Autoglym Magma. It's a PH-neutral and paint-friendly product that reacts with fallout residues, enabling a simple wipe-and-rinse eradication. Available now for £10.99 from all good Autoglym stockists..



JUST IN CASE

Is Apple's latest iPhone X a little like the GT2 RS of smartphones? It's certainly the most expensive iPhone yet and boasts some serious specifications, even if it's not quite as exclusive as the unobtainium RS. But one thing is for sure about the iPhone X. It's fairly fragile thanks to its glass-sandwich design. Consequently, iPhone X more than most smartphones benefits from protection. And if you're going to have a case, it may as well be from Porsche, right? As it happens, Porsche can do you several options. The one shown is a slim clip-on plastic case and yours for £18. But a beefier leather-backed alternative is also available for £42. What's more, Porsche also does similar cases for the iPhone 8 and 8 Plus, both of which share the iPhone X's smash-prone sandwich design. All are available now from porsche.com



One of the UK's Leading Suppliers of Ultra High Performance Tyres

- Authorised distributor of Pirelli P Zero™ Trofeo R - "the ultimate road/track tyre"
- Discount for Porsche Club Members
- Porsche and Ferrari tyre specialists
- All leading brands
- Fitting and mail order
- Wheel refurbishment



PIRELLI

Pirelli and Porsche Club GB are delighted to offer PCGB members an exclusive pre-paid fuel card offer. Find out more at www.pirelli.co.uk/porscheclubgb

April Offers

Porsche Cayenne

29535ZR21 Pirelli Pzero N1 £227.95

Porsche Macan

26545R20 Pzero N0 £234.95

29540R20 Pzero N0 £212.95

Porsche Cayman Boxster

23535Z19 Pirelli Pzero N2 £158.95

26535Z19 Pirelli Pzero N2 £215.95

911 991

24535Z20 Pzero N0 £206.95

30530Z20 Pzero N0 £274.95

911 997

23535Z19 Pzero N2 £158.95

30530Z19 Pzero N2 £256.95

911 996

22540ZR18 Pirelli Pzero Rosso N4 £126.95

26535ZR18 Pirelli Pzero Rosso N4 £177.95



ZR Tyres: Lincoln **Bush Tyres:** Horncastle, Spilsby, Skegness, Louth, Boston, Sleaford, Beverley, Great Grimsby, Hull, Long Sutton, Scunthorpe, Kings Lynn, Bourne, Spalding, Goole
Endyke Tyres: Hull

Call: **0845 680 153** Email: enquiries@bushtyres.co.uk
www.bushtyres.co.uk

Elite Garages

Branches in: Horsham, Pulborough, Caterham, Haywards Heath, Bournemouth, Southampton, Salisbury, Portsmouth, Brighton, Eastbourne, Strood, Canterbury and Deal

Call: **0844 324 6880** Email: enquiries@elitegarages.co.uk
www.elitegarages.co.uk

WEATHER-PROOF WINDBREAKER

The Beast from the East has finally blown through Blighty. But you'd still be bold to bank on balmy weather. With that in mind, may we suggest this official Porsche windbreaker as something of an all-purpose selection for surviving summer squalls. This lined jacket with soft-shell inserts and ventilation slits is made of light and durable ripstop fabric and sports a stand-up collar, stow-away hood and reflective elements. It's said to be wind-resistant and quick-drying and can be stowed away in its own side pocket to save space. Specs wise, we're talking a water column capability of 3000mm and breathability of 3000g/m²/24 h. The exterior fabric is 65 per cent nylon and 35 per cent polyester while the padding and lining is 100 per cent polyester. In Dark Blue with Acid Green details, the jacket is available now from porsche.com for £130.



BUCKLE UP

Bit of a stretch this one, but could come in handy for those of you who circulate regularly in environments that require the constant display of security passes. Yes, it's the official Porsche Motorsport lanyard. It's said to be inspired by the look and feel of the safety belts in Porsche competition cars, including multiple buckles clipping into a central clasp. The strap is made from 100 per cent polyester. And it's size adjustable. It also looks to be a little more robust than your common or garden, standard Carrera-style lanyard. Beyond that, the details are sparse. Are the metal bits hewn from the same steel as the competition car shells? Has the lanyard been wind-tunnel tested to ensure it remains stable and closely aligned with your chest in a light breeze? We may never know. What we can say is that it's available now from porsche.com for £18.99.



SHORT-SUPPLY SHIRT

It's an unfortunate reality of the modern market for Porsche's most special sports cars that buying them is bloody hard. Sufficient funding is no longer enough. In fact, this limited-access aspect to all things Porsche is spilling over into apparel. Yep, we give you the limited edition Porsche 911 GT3 RS T-shirt. Described as a collector's T-shirt with the 911 GT3 RS motif, production numbers of this unisex item have not been confirmed. Bit like the GT3 RS itself, then. Still, the T-shirt comes in an 'exclusive' metal box featuring the same printed motif as the shirt and alongside a postcard explaining said motif. The colour is grey and it's woven from what Porsche describes as 'extremely soft' cotton. Snag yours in sizes ranging from extra small to triple-extra large from www.porsche.com for £38 including VAT.





PUTTING THE PEDAL DOWN TO THE MEDAL

*At Rennline we engineer and manufacture the fastest racing pedals in the world.
Just ask anyone who's used them.*



Great cars deserve great garages!

Create a beautifully organised garage interior to be proud of.

As Europe's leading garage interior company, we have the expertise to design and install your dream garage. Whether you're looking for an organised home for your car, or a lifestyle room for your family, our award-winning cabinets, flooring and wall storage systems provide everything for your needs.



Organise your tools!



Make use of your wall space!



Conceal a dusty concrete floor with easy-to-lay PVC tiles!

- MODULAR CABINETS
- WALL STORAGE
- FLOOR TILES
- DESIGN & INSTALL



DURA
Fitted Garages

For a FREE brochure call **0845 371 0046** or visit our website **www.duragarages.com**

Call now for a **FREE Design Survey** and see how your garage could look!



Alternatively, return this slip in an envelope (no stamp required) to:
Freepost RSLX-YXCA-GUTJ
Dura Ltd, St James Road, Brackley, NN13 7XY

Name

Address

911PW/
MAY18

Telephone

Email

WESTWOOD
CYLINDER LINERS

Orders Shipped
WORLDWIDE



Cylinder Liners kept in stock for all Porsche Water cooled engines
996 3.4/3.6, 997 3.6/3.8,
Cayman 3.4, 991 3.8

Piston Rings kept in stock for all Porsche Water cooled engines
Big Bore conversion for
3.7 & 3.9 Litres

Tel: +44 (0) 1905 799470

Email: sales@westwoodcylinderliners.co.uk

Web: www.westwoodcylinderliners.co.uk

NORTHWAY PORSCHE LIMITED
INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,
BEENHAM INDUSTRIAL AREA,
BATH ROAD, READING,
BERKSHIRE, RG7 5PT



Repairing and servicing of Porsches
for over 20 years

USED PORSCHE IN STOCK AND WANTED FOR
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK

A complete range of Porsche classic & modern day replacement exhaust and body panels

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels



Design911 are proud partners with Dansk & SSi Exhausts.

Manufacturers of high quality exhaust systems, catalysts, heat exchangers, body panels, chassis repair panels, oil pipes, engine heat shields, service products and lighting.

5% OFF

use online code
DANSK9
at checkout

Retail & Trade enquiries welcome

+44 (0) 20 8500 8811
www.design911.com

DESIGN 911
Centre for Porsche

LETTERS

Got something to say? Need to express an opinion on the Porsche world? E-mail us on porscheworld@chpltd.com

SUSPENSION SOLIDARITY

I've been following the suspension adventures on Editor, Bennett's, 996 Carrera 2, with more than a little amazement, largely at just how the experience has mirrored my own, so far...

In brief: I bought a 1999 C2 from Williams Crawford in March last year. It had only just come into stock, was not yet on the WC website and I only noticed it in the background of one of Adrian Crawford's fortnightly video walkabouts. I ended up putting a deposit down over the phone after Dale, one of the sales guys, took a series of high-res pics of all aspects, even removing the undertrays and PUs for inspection. A train journey from North Yorks, a brief test drive and it was all mine.

It was wearing some huge Sport Techno 18in wheels and tyres, which somewhat spoilt the picture. You know the score: Enormous mechanical grip, but minimum feedback, so I called in at RPM Technik on the way home, with a plan in mind based around their CSR offerings. After a belt around the local B roads in Ollie's 996, I decided on a weight reduction programme to include 17in Fuchs wheels, with Michelin Pilot Cup 2 tyres, plus a carbon ducktail and some Recaros up front. I later removed the rear seats and wiper arm/motor, too, and the existing exhaust was replaced with a full Kline system, including manifolds and 200 cell cats. Don't know exactly how much weight has gone, but it's made an appreciable difference to the acceleration.

Now to the suspension. It was mostly original, so a refresh of most of the existing bushes and arms was in order. Ollie's 996 was wearing a full KW Variant 3 kit, which I'm sure you've tried and it was going to be my first choice as a replacement, but the Kline exhaust had made a bit of a hole in my budget, so I went for a different non-adjustable coilover kit. This has proved to be the proverbial curate's egg – great on smooth Tarmac, but show them a Yorkshire B road, with potholes and broken surfaces and they give up the fight and go crash, bang, wallop in the loudest German.

I was in a quandary as to what to do, but your revelations in the hands of Center Gravity seem to have hit the sweet-spot, only in my case the analogy is not one of keeping pace with Subaru Imprezas on B roads, but Lancia Delta Integrales, having owned four in the past. If the Ohlins can get within striking distance of that, I'll be a happy bunny.

Many thanks for the sensible and informative articles and I do hope to see some more longer term updates re the Ohlins, particularly as you have a distinctly non-standard set-up. I'll probably wait until late spring before making the trip to CG, should you continue to be as impressed as you are now.

Paul Cornforth, via email

Steve Bennett replies: *Hi Paul. Funnily enough I am familiar with your car having spotted it at Williams Crawford during a visit there last year. In yellow, it did rather stand out, but for all the right reasons! The Lancia Delta analogy is spot on. Like the Impreza it has massive cross country ability. We test on the roads of North Yorkshire regularly. This is Tarmac rally territory, not smooth, racetrack style Tarmac. And you're right, my set-up is 'distinctly non-standard', but even having halved the spring rates at the rear, it's hardly what you would call soft! Rather it offers control, but without the crash and bang. Works for me, but then suspension is a personal thing. Glad you've enjoyed the features, though. Keep us updated.*



Paul Cornforth's 996 C2, with CSR mods. Like us he's keen to sort the suspension so it works on UK roads

EXHAUSTING

Your magazine eases for me the dark days of winter and at last spring motoring beckons. A replacement exhaust system is the next item on the list for my 2002 996 C4S.

I've trawled the forums and remain confused. So much conflicting advice, so much choice. Can you help?

I'm prepared to buy stainless steel and would like twin tailpipes per side. Now the important part. At start up and low speed, I seek that achingly beautiful Porsche music and on motorways and B roads, the refinement I currently enjoy

from the standard system. On full throttle it should make grown men cry. Budget is flexible, but could it be kept under £1000? I would greatly welcome your experience.

Peter Donnelly, Northern Ireland

Steve Bennett replies: *Peter, I've always been very happy with the Dansk sports exhaust on my 996 C2. Sounds great on start-up and under acceleration, but subdued and refined at steady throttle on the motorway. Not expensive, either...*

924 FAN

I've been a bit disappointed with the lack of front-engined Porsche coverage in recent issues. Now that Bennett has sold his 944, there's only Mr Horton left flying the 924/944/968 flag. However, praise, where praise is due – the feature on Roger Bracewell's lightweight 924S was truly inspirational.

I picked up more hints, tips and ideas from his build story than from any other 924 build featured in mags, forums or anywhere else. And of course Roger's own website filled in any gaps, too. My own 924 is starting to feel quite nervous, but I think I might apply some of Roger's ideas to a 944 instead. I like the aggressive wide arched look. Whether I'd ever go as far as Roger I don't know, but 205bhp from a 2.7-litre, 8-valve lump has got my name on it, even if I do nothing else.

If Roger does decide to go racing with his sensational project, then I wish him the best of luck. It's stories like his that provide the fuel for the rest of us.

Barry Wilton, via email

Steve Bennett replies: *Glad you liked the story, Barry, and sorry I've sold my 944. I do miss it, but needs must. Roger will be racing his 924 in the 750 Motor Club Enduro Championship in 2018. Check out 750mc.co.uk for the full calendar*



Early 911 Door Handles
 Vacuum-Cast Stainless Steel
 Will Not Pit or Tarnish

Cast Stainless Steel
 SIC-531-061-10-SET
 \$279 per pair



Stoddard.

Your Trusted Parts Source — Since 1957.



356B/C Bumpers
 Our exclusive production from Factory blueprints
 NLA-505-010-05 front
 NLA-505-020-05 rear
 \$525.46



Early 356 Bumper Guards
 Our Production
 Plated or Polished
 644-505-031-02
 644-505-032-02
 From \$222.30



Nose Panels
 Our USA production, includes fog light bracket,
 NLA-503-011-04 Right
 NLA-503-011-03 Left
 356B T5 shown
 \$598.50



Complete 356 Floor Pan Kits
 NLA-501-050-03
 356B & 356C Shown
 \$750



Disc Brake Wheels
 From Factory Tooling
 Made in USA
 Chrome or Silver
 15x4.5 15x5.5 15x6-inch



Maxilite 911R Wheel
 Polished Lip & Petals
 15x7 47mm Offset
 911-361-020-11-RPB
 \$450.00



Outer Frame Repair Skin
 Repairs 911 912 Wheelhouse
 Including Torsion Tube & Jack Receiver Area
 SIC-501-963-01
 SIC-501-964-01
 \$227.85



ATE Brake Calipers
 Front "M" for Vented Rotors
 911 1967-1975
 911-351-907-00
 911-351-908-00
 \$260.68



New 911 912 Catalog
 132 Pages
 New Parts Galore
 SIC-600-911-4

Stoddard.com

NLAParts.com

Highland Heights, Ohio 44143 USA 800 342 1414

Reno, Nevada 89431 USA 800 438 8119

Stoddard Proudly Distributes These Great Products



THE USUAL SUSPECTS



PAUL DAVIES
911&PW's roving reporter

In which our occasional correspondent says cheerio to a long-established specialist, ruminates on how he believes fins ain't what they used to be, and follows up on the theme of chance encounters reported by our Consultant Editor last month

...AND IT'S GOODBYE FROM THEM

Funny how fingers stray. I was about to add a few lines to a piece on a Railton Eight Sports (don't ask!) when I happened to stray onto the internet, and in particular to the PCT Cars website. From time to time I check in to see what Simon has got for sale – never know I might be tempted.

Only on this occasion I got the message: 'As from December 22nd 2017 PCT Cars Ltd will cease trading'. There they were, Nick Taylor, Simon Corbett and David Pattison standing between a brace of Stuttgart's greatest in what appeared to be an otherwise empty showroom, each with a smiley face and an Iggle Piggle (see In The Night Garden) wave. The reason, a short message said, was that each felt retirement was approaching and, anyway, the lease on their Coventry premises was about to expire. All over by Christmas, then.

Fair enough, I don't blame them. Except, the Porsche community has lost three of its finest. Pattison, Corbett and Taylor (that's where the PCT bit came from) had been Porsche specialists for longer than most and had a reputation for being one of the very best.

I've known PCT Cars since way back when (then) Editor Horton sent me to Birmingham (not to Coventry on that occasion) to tell the world about the 'three amigos'. Then PCT was operating from a workshop at the rear of the city's Snow Hill railway station, where they'd been working as a threesome fixing and fettling Porsches since 1985.

In 2002 the trio set up shop alongside Autobahn on the A45 outside Coventry, offering service and repair facilities to the Porsche sales specialist. Ten years later they took over the complete premises, moving into sales for the first time. My Carrera 3.2 was bought from Autobahn, and PCT expertly serviced it and fixed it on several occasions.

But, the PCT story goes back further. In 1973 David Pattison went to work at the Aston, Birmingham, garage where Newton Oils looked after its own fleet of vehicles, including a Porsche 356 owned by Jack Newton. Nick Taylor and then, a few years later, Simon Corbett followed. When the independent oil blender closed the workshop in 1985 they decided to go-it-alone.

So now, umpteen thousands of satisfied customers later, they've decided to wrap up PCT. Actually, David officially 'retired' seven years ago (he even had the leaving party) but still turned up for work four days a week. One reason he kept returning was the rusty 356 in the lock-up over the yard that he promised he would, one day, restore. All three had their own projects: Nick a self-built RS he sprinted, and Simon the first RHD 911 to be imported into the UK.

Now they've gone and – unless one of them picks up the email I sent to their old address – I can't tell you where. Chaps, you'll be missed, and thanks for all your help over the years.



Goodbye! Nick Taylor, Simon Corbett and David Pattison made up PCT

PCT Cars Ltd on the Coventry bypass sold and fettled Porsches. It will be missed

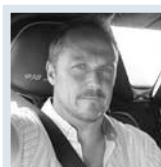
Say what you like about them, but 911 & Porsche World's elite squad of journalists and Porschephiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages' worth



DAN TRENT



STEVE BENNETT



BRETT FRASER



CHRIS HORTON



KEITH SEUME



JOHNNY TIPLER



JEREMY LAIRD

WHERE ARE THE ENTHUSIASTS?

In fact I have had a reply from Simon Corbett (see left) who tells me the decision to 'stand back and reflect' was only after much discussion. A threatened 30 per cent rent increase on the showroom and workshop didn't help but also, in his words, 'the cars are no longer what we signed up for and the owners have a different attitude and I'm afraid to say (are) no longer enthusiasts'.

I empathise with Simon. Back in the previously mentioned Jack Newton days and way through until, I reckon, the mid to late eighties people bought a Porsche because... well, because it was a Porsche. More than just a sports car, it was a bit quirky with that rear-mounted air-cooled motor, but it was highly efficient and a good driving car to boot; something to be desired for motoring and engineering's sake alone.

There was nothing else like it; the name meant something special, and a string of sporting successes proved it. Buyers were enthusiasts and intensely loyal.

Then the world – part of the world anyway

– got richer and the name Porsche became something to be coveted by anyone who wanted to say 'look what I can afford'; my '87 Carrera 3.2 with big rear wing was the start of the slippery slope. To me it shouts of a London City banker with shiny suit, brick-size mobile phone and a big bonus.

In Jack Newton's day Porsche was a family business but inevitably the real world took over and the company became a grown-up motor manufacturer. To survive it had to be part of a large group (Volkswagen) and manufacture 'on trend' vehicles like the Cayenne, Macan and Panamera. Not the sort that enthusiasts like Jack and the PCT trio 'signed up for'.

I'm pleased that the company is making (lots of) money but there's no doubt the customer base has changed. I met an Irishman at a filling station who had just visited a Porsche Centre and was in raptures over the latest 911. What impressed him the most? The colour!

Of course real enthusiasts do still buy



Simon Corbett's tasty 911 was the first RHD car officially imported to the UK

Porsches – usually with letters like RS on the engine lid – but it does seem the vast majority of today's new car customers are not driven by the heart in the way they were. He or she could quite easily have bought something else – there are many good up-market performance cars around, and now it seems choice can be down to trend, the 'deal' or, yes, even the colour.

So, where are the real Porsche enthusiasts – the ones that buy the car for what it is – now? Easy. They're reading this publication.

CHANCE ENCOUNTERS

Consultant editor Chris Horton's reminiscences last month (*Usual Suspects*) ranged from meeting myself and the co-driver on a narrow gauge railway in north Wales, through multiple Rover 2000s to Porsche Club GB founders and a mention of the redoubtable Huschke Von Hanstein, Porsche's first PR man and competition manager.

The mention of Von Hanstein had me scurrying to my heritage centre (the loft) for an old CD – which in turn led me to Moreton in Marsh, home to the said Porsche Club. Please stay with me, there's a story to tell...

As well as being the location of Porsche Club GB the Cotswold town is also home to the Wellington Aviation Museum, so called because it is dedicated to the WW2 wartime bomber the Vickers-Armstrong Wellington. Moreton's nearby airfield – now a Fire Service college – was the base for Wellington flying training. More of the Barnes Wallis designed twin-engine planes were lost to learner pilots than enemy fire, it is said.

The Wellington Museum was founded by the late Gerry Tyack MBE, well known as a sprint and hillclimb man in the sixties and seventies. Amongst the diverse cars Gerry raced was a Carrera 6 brought into the country by concessionaires AFN Ltd. Gerry bought it for £5750 (old money) back in 1967 after 'factory' driver Mike d'Udy had raced it for a season. Gerry set several British sprint records in the car that he held for many years.

Now to Von Hanstein. Age 16 on the outbreak of the Second World War, Gerry lied about his age to join the RAF (as many did) and after a period as an engine fitter joined Combined Operations, following the US Army through northern Europe after D Day pin-

pointing enemy targets.

The progress through the Ardennes and into the Eifel Mountains found Tyack at the Nürburgring. Whilst the GIs spearheaded the push into that part of Germany, Gerry followed on with his own particular 'liberation' at the world famous track.

I asked the CO if I could take the Jeep and go and have a look. The Yanks had got there first and they'd stormed through the clubhouse, taken photographs from cabinets and leaving them all over the floor. I carefully picked them up, put them in my kit bag and forgot about them until I came home in 1945,' he told me.

Gerry had hung onto the pictures for over 60 years when he spread them over a table for me to see. They were a gold mine of pre-1939 motor racing; all the famous names and



cars of the period were there. But one image leapt out. A group of drivers on the (I guess) 1938 Liege-Rome-Liege rally relaxing between a pair of Wanderers in a Belgian square. Centre stage, you guessed, Huschke Von Hanstein! I've wondered (not Wandered) how I could use the picture for years, and now I have the opportunity. Thanks, Chris.

Housed in the old British School at Moreton, the 'modest-size' Wellington Aviation Museum is crammed full of aircraft stuff, military memorabilia and Wellington-related material; when I last visited there was a Wellington tail section in the back garden. If you're that way it's well worth a stopover: open Sundays only, but check on the website: www.wellingtonaviation.org



Wellington Aviation Museum founder Gerry Tyack MBE died in 2014. Photographed in 2007

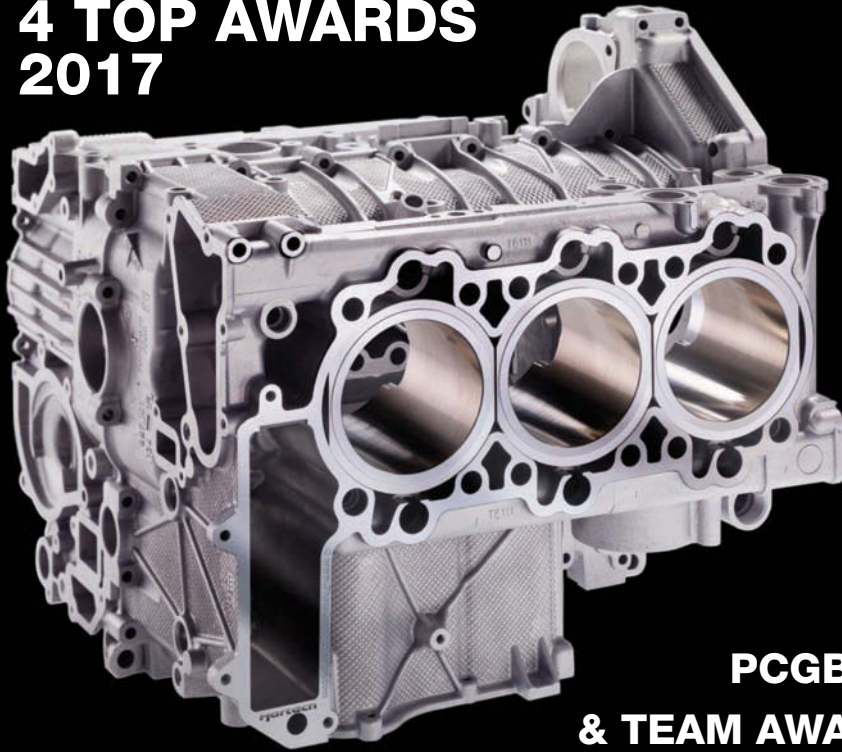
Found on the floor of the Nürburgring clubhouse: Wanderer team of 1938 with Huschke Von Hanstein, centre with glasses

Tyack in the Carrera 6 at his favourite Prescott hillclimb in 1967



HARTECH RACE ENGINES WIN

4 TOP AWARDS
2017



01204 302809

auto@hartech.org

www.hartech.org

PCGB C1 & C2 CHAMPIONSHIPS
& TEAM AWARD & BRSCC CA BOXSTER
CHAMPIONSHIP WITH 32 WINS, 12 PODIUMS & 100% RELIABILITY



Service - Sales - Restoration



AW Motor Sport and Philip Raby – Trusted specialists in classic and modern Porsche

Contact us today for more information

Service: T 01243 377 722 E info@awmotorgroup.co.uk W www.awmotorgroup.co.uk

Sales: T 01243 780 389 E mail@philipraby.co.uk W www.philipraby.co.uk



VAN ZWEEEDEN

Independent Porsche Specialist
Elektraweg 9-11
4338PK Middelburg
The Netherlands

Since 1957



With more than 25,000 parts in original packaging, we offer new parts which can no longer be supplied by Porsche dealers ranging from the smallest nuts and bolts to various interior trim parts for every Porsche model.

Tel: +31(0)118-581370
Fax: +31(0)118-582678
www.v-zweedden.co.uk
info@v-zweedden.co.uk
info@v-zweedden.com

You can download the new parts list on our website!



Like us on facebook

facebook.com/porsche.vanzweedden

Used & new parts in stock
Worldwide delivery
www.v-zweedden.co.uk
www.v-zweedden.com



Elektraweg 9-11
4338 PK Middelburg
The Netherlands
Tel: +31(0)118 581370
Email: info@v-zweedden.com

THE WARHORSE

James Wotton is a true petrol head – a petrol head with a seriously competitive streak that very much comes to the fore whenever he sits in a racecar! Having cut his teeth on air-cooled VWs and proved his worth on the drag strip, James has now turned his attention to the track and built himself a low-cost 944 competition car

Words: Paul Knight Photos: Paul Knight & James Wotton

Even before he had a driving licence, James Wotton was interested in all things mechanical and was obsessed with taking things apart to find out how they worked. Hence, when he picked up his first car, an air-cooled VW, it wasn't long before he'd pulled it all apart and got his hands well and truly dirty. And, like most teenagers, he was obsessed with driving his car...and driving it hard! This led to his first foray into engine tuning, which pretty much went on to map out his life to date. To cut a very long story short, James soon built quite a reputation for himself and went on to open his own VW workshop (Vee Dub Performance and Service) in Welling, Kent.

Of course, in between working on customers' cars, James still fuels his passion for power with his own projects.

Perhaps the car he's best known for is his road-legal 1950s Beetle dragster, which is one of the quickest VWs in the country. James has raced the car for several years, slowly developing the turbocharged 2165cc motor and refining the power delivery all the way. Thus far his best quarter-mile pass has been a blistering 9.91-second run at more than 140mph – certainly no slouch for a street car. Racing with the Outlaw Flat Four team, James is well known for his huge wheelies, massive burnouts and consistently quick quarter-mile passes. And this is what it's all about for James – the guy is addicted to high-octane action.

Chatting with James, he explained that he's just completed a new engine for his drag car, a 2529cc four-cylinder VW motor with a huge 76mm Precision turbocharger. The plan is to push the car into the 8-second bracket, which is serious drag car

territory, and certainly not within the realms of what you'd ever expect of a road-legal car! Incidentally, when we asked what had happened to the previous 2165cc motor James replied, "oh, I removed the turbo kit and de-tuned it a bit – it's in the back of my 1977 VW Camper now." Even de-tuned, this is still a potent motor, hence James has fitted Porsche 'big red' brakes and 17-in wheels to ensure the VW van handles and stops as well as it pulls.

But it's the Porsche 944 that we were most intrigued by, as this seemed to be quite unlike anything he'd owned before. What we mean is that, in most cases, ex-VW guys have a tendency to move on to rear-engined, air-cooled Porsches, however James has chosen a water-cooled transaxle car for his first foray into the world of Porsche ownership. He explained, 'I didn't actively set out to buy a Porsche, it was

From VWs to Porsches – it's a well worn path and James Wotton's 944 track day car makes for a great rolling advert for his business, too



actually a case of becoming more and more interested in track days, then stumbling across a cheap project purely by chance'.

Having been interested in track racing for quite some time, it was only after his good friend, Chris Lambourne, allowed him the opportunity to take his Audi RS4 around Brands Hatch that James really decided he needed a proper track car. James actually went on to buy himself an Audi RS4 estate (which was previously owned by snooker pro, Stephen Hendry!), but soon decided that he didn't want to ruin such a great car by thrashing it around a track. Instead, he decided to save that car for the street and to keep an eye out for something cheap and fun to build specifically for track use.

James commented, 'one day I spotted an advert on my local VW club web forum regarding a cheap 1985 Porsche 944 project, hence I thought I'd take a look'. Initially the 944 didn't sound great, as the cam belt had snapped and the car was in need of numerous other repairs, too. However, when he arrived and noticed that the car was running 7x15 front and 8x15 rear Fuchs, James didn't even question the £500 asking price and it was soon being towed back to the workshop where he could better assess the condition of the car. He told us, 'my initial thoughts were that it needed too much work and that I should probably sell the wheels and break the rest of the car, but as I looked around it, I started to really like it'. This was a classic case of 'heart ruling the head', and before long he was on the phone to Euro Car Parts ordering a cylinder head gasket set. With the head removed, it soon became clear that there were a few bent valves, but James had already purchased a good, used cylinder head from eBay, which he freshened up and fitted to the 2.5-litre motor. With the engine running well, he went on to repair some rust issues on the sills and tackled a few other minor jobs before taking it for an MOT inspection, which it passed with flying colours. By now he'd spent around £1000 and was ready to start clocking up some miles before preparing it for race action.

But, the fun was short-lived, as it soon became clear that the rubber clutch coupling had failed – a common problem on these transaxle cars. Back in the workshop, James dropped the gearbox, torque tube and bell housing before fitting a replacement clutch, this time with a sprung centre plate in place of the rubber mounted disc.

Next, the modifications began and James kicked things off by reducing the weight of the car by scrapping the majority of the interior and trim. In went a cheap pair of Sparco seats and some old Simpson harnesses from his drag car plus a removable steering wheel/hub kit, which was purchased via eBay. Another eBay bargain was a complete Gaz coilover kit, which been trial fitted to a car but never actually used. James wound the front down pretty low and re-indexed the rear torsion bars by one spline before levelling the ride height via the coilovers. Then there are the towing eyes, battery and fuel cut-offs and a home-brewed splitter, not to mention the fresh livery, which not only advertises his business, but also makes it look more like a 'proper' racecar!

Fending off some tasty modded Mk1 Golfs (and a lone Beetle) at Lydden Hill. Below middle: James's drag Beetle off the line. With a new engine for 2018, he's expecting 8.5sec quarters



“ I spotted an ad on my local VW web forum for a cheap 944, and thought I'd take a look ”



Cheap thrills. James picked up the 944 for £500, which included a set of Fuchs. He's put a fair amount of time and effort into it, but it still doesn't owe him much



HISTORY

The Porsche 944 was, of course, born out of the 924, which was a collaboration with VW, before VW decided they no longer wanted to play, leaving Porsche to pick up the pieces.

What followed was a hugely successful range of front-engined, water-cooled Porsches, which spanned from 1976 through to 1995, from 924 to 944 and finally the 968.

James's 944 is an early version, still utilising most of the 924's interior, but with the 944's trademark flared arches and Porsche designed 8-valve, 2.5-litre engine.

The 944 was a massive '80s hit and offered an alternative to the 911. Today they offer great value.

With a quick wheel refurb and a fresh set of Toyo 888 tyres, James was ready to try things out at Brands Hatch (his local track) and later at Lydden Hill, too.

James explained, 'I don't have lots of money sunk into this car – I've tried to keep it cheap and, more importantly, reliable.' He continued, 'the modifications have been pretty limited to keep the costs down but I've ended up with a very capable track day car,

just under £1000 for all the required bearings and gaskets etc.).

Things were going well and James was becoming more and more confident behind the wheel of his early 944. Sure, he'd had a few minor 'offs' on fast corners, however, there's one incident that reminded him just how easy it was for things to get out of control. He explained, 'I was doing a track day at Brands and came down towards

to fit a rollcage...

Back at the 'shop, James fitted a multi-point cage from Custom Cages. He said, 'it was only an extra £100 to upgrade from a basic 6-point to a multi-point installation, so I decided to opt for maximum safety.' There was another plus side – the car now also feels far more rigid with the rollcage all welded in place.

While there, James also fitted an uprated Turbo-spec 26mm front anti-roll bar and a full set of EBC Yellow Stuff brake pads with fresh discs and silicone brake fluid. He also modified a Jopex stainless steel exhaust system to fit the otherwise stock-spec engine and bolted up a set of 40mm wheel spacers, which really helped to stance the car perfectly. He explained, 'the final set of mods have really sharpened things up and, whilst it's not the quickest car on the straights, the corner speed is really quite impressive and it out-manoeuvres some pretty expensive machinery on the tighter tracks.'

In closing, James told us, 'It's a different sort of buzz to the drag car, and I really get a kick out of battling it out with other Porsches and hot hatches at Brands Hatch – it's a lot of fun for not a lot of money!' **PW**

Where the action happens. Stripped out and with a hefty roll cage, James's 944 isn't pretty, but it's track functional

“ I don't have lots of money sunk into this car – I've tried to keep it cheap ”

which is a whole lot of fun.'

However, it wasn't long before James managed to break yet another clutch (and consequently destroyed the synchro on third gear), which led to the replacement of the gearbox with another eBay bargain buy (£30 for a full gearbox!). He also decided to rebuild the motor at this point to ensure the longevity of his weekend racer (which cost

Paddock Hill bend perhaps a little too fast, which resulted in a fairly major gravel-related incident.' He laughed, 'the windows were open only a couple of inches and when we'd finished sliding, I turned to my passenger, Spence, who was just laughing as the car was full of gravel.' Fortunately the car was fine, but before they'd even been towed out of the gravel, James had decided it was time



CONTACTS

VEEDUBPERFOR
MANCE.CO.UK
020 8317 2973

Left: Drag Beetle with crazy turbo flat-four. The same engine now resides in the green Camper, albeit slightly detuned and sans turbo. It's still pretty potent, though



RENAISSANCE

CLASSIC SPORTS CARS



With an experienced sales-team, passionate manufacturer-trained technicians, and a state-of-art workshop with diagnostic equipment, RENAISSANCE puts exceptional customer service at the heart of everything we do, allowing you to focus on enjoying your ownership experience.

We offer a full range of sales, financing, maintenance, restoration and performance engineering services. Whilst guaranteeing that our prices for parts and labour will always remain competitive versus main dealers.



SALES • SERVICE • RESTORATION

www.renaissance-classics.co.uk



2004 Porsche 911 (996) Carrera GT3 Gen2, 3.6, 6-Speed Manual, Genuine 40,600 miles with FSH, Metallic Atlas Grey with Contrasting Black Leather ClubSport Seats. **£69,995**



2015 Porsche Cayman (981) Coupe 2.7, 6-Speed Manual, only 25k with FPSH, Metallic Agate Grey with Leather and Carbon Interior, Climate Control, SatNav. **£36,995**



2014 Porsche Boxster S (981) 3.4, 7-Speed PDK Gearbox, only 18k with FSH, Guards Red with Contrasting Black Electric Leather Interior, Sports Exhaust, PASM, NAV. **£41,995**



2010 Porsche 911 (997) Carrera 2S Convertible 3.8, 7-Speed PDK Gearbox, 51k with FSH, Guards Red with Black Leather, Hardtop, Sports Exhaust/Plus/Chrono, Bose **£46,995**



1995 Porsche 911 (993) Carrera 2 3.6, 6-Speed Manual, Genuine 33,000 miles with FPSH, Metallic Midnight Blue with Grey Leather Electric Sports Seats, Sunroof. **£74,995**



2003 Porsche 911 (996) Gen2, 3.6 Turbo, 6-Speed Manual, 46k with FSH, Metallic Basalt Black with Contrasting Black Extended Heated Leather, SatNav, Bose, Cruise. **£49,995**

01483 225878 sales@renaissance-classics.co.uk

Trackspeed House, Portsmouth Road, Ripley, Surrey, GU23 6HB

US. PAT. 8,992,089 B2 US. PAT. 9,416,697 B2

THE IMS SOLUTION IS NOW PROTECTED BY TWO US PATENTS!





IMSSOLUTION


IMS RETROFIT


WHAT DO YOU KNOW ABOUT IMS BEARINGS?

FACT 1  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.

FACT 2  Ceramic hybrid bearings only need 1cc of oil per minute.

FACT 3  The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.

FACT 4  The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.

FACT 5  With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.



NICKIES
PERFORMANCE AIR-COOLED CYLINDERS AND SLEEVES



**STRONGER AND COOLER.
RUN FASTER AND LAST LONGER.**



**PRECISION
PERFORMANCE
SINCE 2002**

EXCLUSIVE DISTRIBUTOR IN EU:

**CUSTOM
CONCEPTS**
SPECIAL PARTS FOR SPECIAL CARS

Oude Baan 6, NL-4825 BL BREDA, The Netherlands
Phone / WhatsApp: +31622756519
www.custom-concepts.nl

PORSCHE PARTS



www.douglasvalley.co.uk

01257 472866

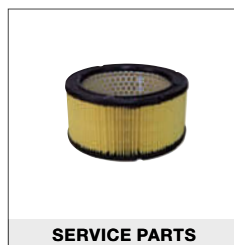
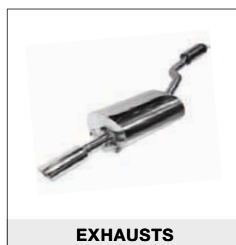
eBay shop [stevestrange007](#)

07801 456066



 **HERITAGE**
PARTS CENTRE

CALL: +44 (0) 1273 444044
ONLINE: WWW.HERITAGEPARTSCENTRE.COM



EXPERT ADVICE • 3000 PORSCHE PARTS ONLINE • FREE DELIVERY OVER £35*



Words: Alex Grant Photography: Andy Tipping

CALIFORNIA SCREAMING

With almost 500bhp, Bisimoto Engineering's twin-turbocharged Cayman is finally making full use of that excellent mid-engined chassis. And it's just scratching the surface...



For the 20-or-so years before Porsche ruffled feathers by fitting a four-cylinder engine to the latest 718, its midship cars had never been turbocharged from the factory. But, pinned into a Momo bucket seat as much by twin-turbocharged forward thrust as the entirely-necessary harnesses, I'm starting to wonder if Stuttgart missed a trick by not doing so.

This sort of unrestrained engineering

doesn't emerge from any workshop. One of the most talked-about cars at last year's SEMA Show in Las Vegas, its sizeable turbochargers cut into the bumper beneath a huge carbon wing, it's got that trademark look that can only come from Bisimoto Engineering. Based in Ontario, just outside Los Angeles, it's a hub for those with a need for serious amounts of forced induction, and no idea is too extreme to bring to life. The Cayman is the latest in a long line of heavily-boosted Porsches, but

it's the first 987 chassis they've pushed this far.

"It's honestly the most fun car in my stable," shop owner, Bisi Ezerioha tells me as we turn back into the workshop. "Our 911 Turbos require lots of attention while driving and, if disrespected, they can be a little uncomfortable with their rear-engined layout. This doesn't make crazy power, but it's much more forgiving with the mid-engine chassis. You don't get the oversteer of the high-power 911s."





The seed of what's turned into something resembling a full-size Hot Wheels toy was planted around three years ago. Well connected in the local Porsche scene, Bisi had his first drive of a Cayman at an experience day in Southern California and very quickly saw potential with the different platform. It just had one drawback to overcome: "The Cayman was so balanced, all it lacked was power," he says. "I was intoxicated, I knew then that I had to find one and give it the Bisimoto touch."

This car arrived at the workshop unseen. A 2006 model, it had been up for sale in Texas and hunting for a Cayman S offered up a six-speed manual gearbox instead of the five-speed on the entry-level model. Bisi

had done his homework – this transmission also had better ratios to make the most of the power it would soon have to deal with, and it was stronger, too.

With an enviable talent for tackling complicated software and hardware engineering, essentially flying blind with the 987's 3.4-litre 'M97' engine wasn't a big concern. The twin-turbo setup is scratch-built and inspired by the 911; a pair of compact Turbonetics TNX-series ball bearing turbochargers to fit into the Cayman's limited space. Between them, the equally efficient Spearco dual-core intercooler avoids the need for water-cooling, positioned to receive a flow of cold air from under the body. It's a test-bed

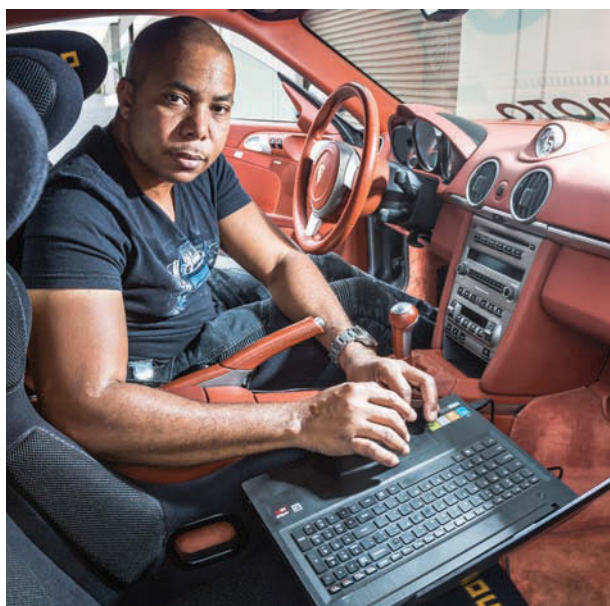
for the longevity of the engine, the turbos are capable of producing 700bhp but tuned to make a reliable 481bhp at the flywheel, at 6psi of boost.

That's a lot of power considering it's working with near-standard internals, but that's been factored in compared to other builds: "The advantage of the 911 engines are the robust bottom end and adapted transmissions – you could hover in the 700bhp range without the need for upgrades. In the Cayman, upper 400s are the limit. Any more would require lower compression forged pistons, heavy duty connecting rods and bolts, and upgrading the intermediate shaft," he explains.

This didn't come without its fair share

This Cayman's 3.4-litre engine has a pair of Turbonetics TNX roller bearing turbos strapped to it, plus a massive intercooler. Power is a conservative 481bhp, which the standard internals will handle

Below left: Man with the plan and the lap top: Bisi Ezerioha. Below: Infinity standalone ECU handles the twin turbo Cayman's need for fuel and ignition





Above: Brey Krause rear strut brace and harness mount is a nice interior touch. Momo bucket and four-point harness keep driver firmly strapped in

Rear carbon wing is removable for more of a sleeper look, although there's no getting away from exposed turbos and intercooler, which rather give the game away

of challenges elsewhere. Getting that much boost into the engine meant replacing the restrictive mass air flow sensor with an indirect speed density setup, while its significantly higher thirst for fuel is fed by 1000cc injectors. Both are run through an AEM 708 Infinity standalone ECU, with bespoke Bisimoto software that includes anti-lag. Bisi admits integrating this with Porsche's CAN bus and the standard solenoids caused plenty of headaches. A terrifying thought, given his otherwise complete lack of fear for engineering obstacles.

They're worthwhile time sacrifices, as it's proved durable despite few other mechanical upgrades. The Mantis Sport wet sump kit means it's got two more litres of oil and a windage tray, which, like the SPEC clutch and flywheel, are far better suited to the extremes it's now subjected to. Tucked

in behind the front air vents, race-spec radiators at the front end help keep temperatures down. Tested repeatedly and thoroughly at Willow Springs Raceway near the workshop, it's shown no signs of suffering under the extra load.

Yet, for the most part, it's a bit of a sleeper. The APR carbon-fibre wing is

replacement for the standard one, it had exactly the right centre section to cut out to make room for the hardware now crammed in beneath the number plate. With the Vivid Racing splitter and larger side skirts, there's a hint of GT-spec 911 to the front end. But certainly not enough to expect the brutality it can inflict at full throttle.

“ The turbos are capable of 700bhp, but tuned for a reliable 481bhp ”

mounted on removable, custom-built uprights bolted either side of the turbochargers and cut into the Extreme Dimensions rear bumper. A subtle

Most of the upgrades are hidden. KW V3 coilovers give it the tough, track-ready stance over a staggered set of 19-inch Fifteen52 Tarmac wheels, while Bisimoto





sway bars bolster the traction offered by the unstretched Toyo R888s. Bisi didn't replace anything for the sake of it, every component has a purpose. So while the

across the back of the Momo bucket seats was chosen because it's as strong as a tubular one, but significantly lighter. It's as functional – yet as neatly executed –

camshafts and valve train," he says, like the explosive pace already under his right foot isn't plenty. "We'll also convert it to flex-fuel so it can run on ethanol. This should net us the opportunity to exceed our 700bhp expectations reliably and secure its position as the most powerful Cayman in the world."

There's a hint of GT Porsche style to the front end, further enhanced by the side skirts. Below: We really like the staggered Fifteen52 wheels

“ We'll also convert to run on ethanol to exceed our 700bhp expectations ”

With Porsche unlikely to test the same limits with future generations of the Cayman, the 718 only turbocharged to compensate for its drop in capacity and need to cut fuel consumption, that's an aim we're sure he'll achieve. Stuttgart might have missed a trick by not turbocharging its mid-engined coupe while it had six cylinders, there is at least a place where boost-craving enthusiasts can explore that untapped potential. They won't be disappointed. **PW**

red-on-red interior is mostly intact, the heavily worn factory 'tombstone' seats would have been outclassed by the huge step up in straight-line speed and cornering ability. And the Brey-Krause harness mount, woven like a web of steel and aluminium

as the work on the engine. But he hasn't finished playing yet – this test bed has more to give: "Our next plans are to sleeve the block, upgrade the intermediate shaft bearings, explore lower-compression forged pistons and replace the

CONTACT
Bisimoto
Engineering,
2060 South Lynx
Place, Ontario,
California 91761
bisimoto.com



INVEST IN PRECIOUS METALS.



BUY ROTIFORM.

The Rotiform HUR forged wheel is the perfect blend of classic style and sleek modern design. Available in 14" - 24" diameters as 1, 2, and 3-piece constructions for your Porsche. For more information visit rotiform.com

rotiform™

rotiform.com • fb/ig: rotiform

TARETT

ENGINEERING
Competition Suspension Components

PORSCHE SUSPENSION COMPONENTS



Swaybar and Drop Link Kits

- Fully Adjustable Roll Stiffness
- Balanced Handling
- Hollow 4130 Chromoly Material
- Adjustable Drop Links To Eliminate Preload



Monoballs and Camber Plates

- Increased Camber Adjustment Range
- Precision Teflon Lined Spherical Bearings
- Replaces Compliant Factory Rubber Bushings
- Quicker Steering Response For Better Handling



Control Arms

- Pro-Series, Cup-Series & GT3 LCA's
- Tie Rods & Toe Control Arms
- Increased Camber Adjustment
- Improved Feedback & Handling Stability



More 981 & 991 Products!

- Bolt In Roll Bars
- Brake Caliper Studs
- Competition Wheel Studs
- JRZ High Performance Coilover Kits



WWW.TARETT.COM

(858) 674-5573

SALES@TARETT.COM



BUILD RESTORE IMPROVE
CLASSICS. BUILT BY US, LOVED BY YOU.

From a classic factory restoration to a tribute, outlaw or race project, let us be your perfect choice.



1973 911 RS Tribute

1972 911S Tribute

Call 0115 972 2001
or visit www.cavendishporsche.co.uk

Complete Suspension Packages

Build yours at ElephantRacing.com 3 clicks... Done!



Home | About | Contact | Careers | News | Tech Topics | Shopping Cart
Advanced Suspension Systems For Porsche Cars Design & Development | Fast Shipping Worldwide | Sales & Support +1.408.297.2789

911 ▾ 964 ▾ 993 ▾ 996/997 ▾ 991 ▾ Boxster/Cayman ▾ 914 ▾ 944 ▾ 356 ▾ Merchandise ▾ Search ▾

Suspension Builder

ONLINE TOOLS
[Suspension Navigator](#)
[Suspension Builder](#)

1 Select Year & Model

Year

Model
996/997/986/987
991
993
914
964
944

2 Select Your Package

3 Review & Approve

Add, update, or remove parts using the tables below

Add To Cart

Front



Rear



PACKAGE CHARACTERISTICS +	
RIDE COMFORT	41
PERFORMANCE	63



+1 408.297.2789
ElephantRacing.com
Santa Clara, California, USA
Fast Worldwide Shipping



THE MOD SQUAD

The KISS principle, otherwise known as 'keep it standard, stupid', doesn't apply here, as the *911&PW* collective gather for 2018's Modified Group Shootout. Old, new and subtle shade of Farrow & Ball blue, we've got every form of Porsche perversion covered...

Words: Steve Bennett, Johnny Tipler, Dan Trent, Jeremy Laird, Chris Horton, Keith Seume, Kieron Fennelly, Brett Fraser Photography: Antony Fraser



Welcome one and all to 911&PW's 2018 Modified Group Test. Last year's inaugural event was so much fun, we decided to have another bash. You know the score: 911&PW's elite squad (!) of movers, shakers and influencers are tasked with finding their modified Porsche of choice and assembling at a chosen location to battle it out. There might not be an overall winner as such, because that would probably involve violence, but the case for each is argued vociferously, so you can make your own minds up. As ever it's about variety and

a good mix 'n' match of old and new to reflect the current trends, which is to say that pretty much anything goes, from Tipler's race Boxster to Jeremy Laird's frankly bonkers Turbo duo, this is a celebration of the modifying art. It's also a reflection of just how that modifying bug can bite. For some it's all about the journey. The thrill of the build and the satisfaction of standing back when it's finished and admiring the view, before moving on. For others it's a long-term affair and a gradual evolution of improvement. Whatever the motivation, what it's not about is being satisfied with standard, or run of the mill. Enjoy the ride.

THANKS

Thanks to all the owners who supplied cars for this test: Phil Churchill, Darren Tompkins, Ibrahim Akpinar, Phil Nagle, Graham Ridgeway, Frank Cassidy

CONTACT

Thanks also to Bicester Heritage. For a full list of 2018 events go to: bicesterheritage.co.uk



BOXSTER BEAT

There's nothing to beat the Boxster 986 for fluency in the handling department, apart from one that's set up for racing, maybe. Phil Churchill provides the inspiration with his own race-modded version

Words: Johnny Tipler

BOXSTER RACE CAR



This is racecar sharp: hard as nails, uncompromising, while by comparison a normal 986 is a blithe spirit that dances through the twists and turns like a fairy. Racer Phil Churchill has brought along his race-prepped Boxster 986 S to Bicester Heritage for my delectation. When he acquired it two years ago it was a pristine, road-going 'Legally Blonde' bombshell with 45K on the clock, but after a taxi backed into it at traffic lights, he promptly set about turning a Bolshoi Ballet Dancer into a Northern Soul Boy. Up close, it's very nicely prepared, endowed with kit from Jasmine Porschalink, who co-sponsors the BRSCC Toyo Tires Championship he competes in.

Phil hasn't done anything to the engine apart from an ECU re-chip: 'not all the guys have done that,' he tells me; 'they're happy to run it as a standard engine in the interests of longevity, less stress, and the implicit safety margin. I found 10 or 12 more horsepower on the dyno with the chip, and a bit more with the exhaust, but that's it; it's

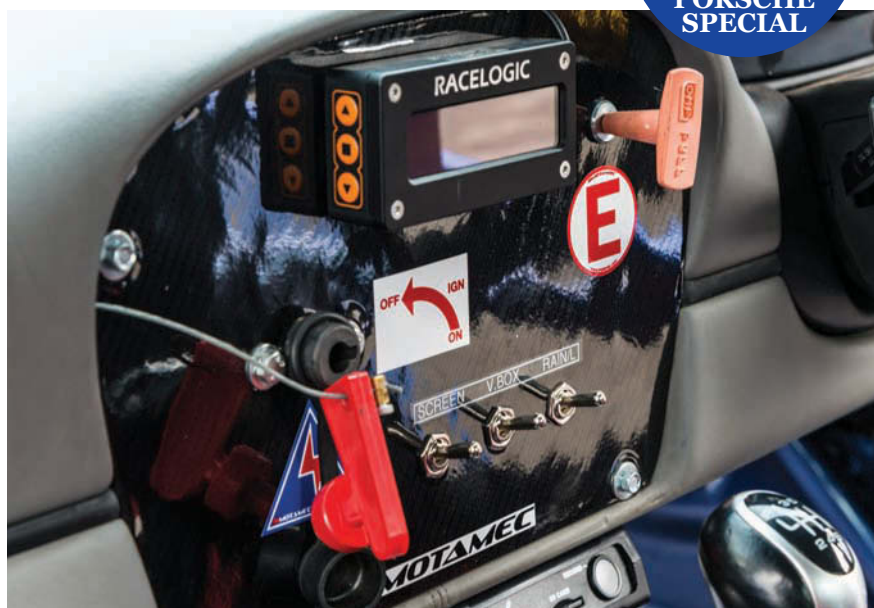
fundamentally the same engine. But I've seen so much difference in terms of handling through fitting the other components, and in that respect it's a complete transformation from standard. We don't change the brakes: we just use Mintex pads and race fluid, but the calipers and discs are standard. The dampers are GAZ, regulation shocks for the series, with SAS 123 and 124 struts front and rear.'

Normally you've got time to get some heat into the tyres, pre-race, but we don't have that opportunity at Bicester. 'They get 28psi during qualifying, and you spin them up a couple of times to generate some heat, and that's what we race them at. The Toyos are a track-inclined tyre, so you don't want them too hot so they turn to toothpaste.' They're fitted on 18in diameter Rimstock ProRace wheels, to Championship spec. In the interests of optimum power-to-weight, all unnecessary trim has been removed. There's an absence of interior trim, it's fitted with uncompromising race seats wrapped in harnesses, and rollcage, and thanks to its rock-hard suspension it bangs and crashes

noisily over Bicester's bumpy surface. It's set up to be very stiff, it's loud – though not from the driveline and silencer point of view, just a bare cockpit and no sound deadening elsewhere. Austere is the operative word.

Aesthetically, do the aerodynamic chin spoiler and wing do it any favours? 'We've seen the difference between Class A "Full Fats" as they're known, and Class C, which has the rollcages and fire extinguishers, but standard wheels and tyres – with their taller sidewalls – and suspension. The biggest difference is in aero, since last year when they introduced the full aero-kit for the Full Fat class. That includes an additional front splitter and strut-mounted rear wing, and certainly, some drivers thought it was OTT and all about beefing up the aesthetics, but the extent to which lap times fell last year, 3- to 4-seconds a lap, it was clear that the aero kit was a must-have imperative. I watched a wet race at Silverstone, and the cars were all over the place, but then we went to Anglesey where it was also wet, and it was clear that the front splitter and rear wing were imparting a load more stability. You

The ultimate expression of modified? Well, sort of, albeit within a very tight set of rules and with some controlled components, like the Toyo tyres and the Gaz suspension



wouldn't have expected that, particularly at the sort of speeds we're travelling at, but everyone was pleasantly surprised, and there won't be any going back now.'

On our Bicester racetrack run-out, there's obviously not a lot of travel in the suspension, and it behaves much like an oversize go-kart. Cornering is flat, because

is small so steering is fast and accurate. It drives and feels like a Boxster, sure enough, but one that's very precise and really nailed down. It's appreciably faster than standard as well, because a lot of weight has been stripped out.

How much of this you would want to do to your road car is a moot point: Phil's car

a front splitter, too, since we've proved in racing that it does have a benefit. For additional driver enjoyment, the lightweight flywheel makes it more revvy, and the short-shift gearlever makes shifting that bit more precise. The sports exhaust also makes a great sound.' It would only be fun on a smooth surface, though, and as for those sleeping policemen, they'd knacker a front splitter in short order.

Yet, given the relative affordability of 986 Boxsters, it's a little surprising that so few have been modified as yet, though personally I think it's just a matter of time before people who are serious about their Porsche motoring take heed and get modding. Granted the 986 is a fab fun car in standard trim, it doesn't actually take much to give it quite a significant lift, for the price of a set of springs and a set of tyres. As for my own Boxster S, the ride and handling are sorted, thanks to the M030 lowering springs and Vredestein tyres, so I think once it has a full Cargraphic exhaust and EuroCupGT inlet system, that might be as far as I'll go. Nah, who am I kidding? Watch this space...

It's road legal, but frankly, once you've clambered over the roll cage and strapped into the race seat, you'll soon realise that it belongs solely on the track. Would be great fun for an early morning blast though!

“ Phil's car is road-legal, though he trailers it to race meetings ”

there's no body roll. It's quite hard to get heat into the racing tyres as the track is damp, and that means the back-end is quite lively, which is fun. Camber settings are such that it veritably dives into corners, quite unlike the progressive turn-in of the normal 986 road car. There's a quick-shift rose-jointed gearlever, giving shorter throws, and the steering wheel

is road-legal, though he trailers it to race meetings, but what would he advocate to bring more joy into the life of a 986 owner? 'Definitely the wheels, springs and dampers, plus maybe the brakes, though suspension is the main thing. I've got an Ohlins coil-over set up lined up for my 997, so you could look at that for the Boxster, though it does present a 30mm drop in ride height. Maybe

CONTACT
For more info on the BRSCC Toyo Tires Porsche Boxster Championship go to: brscc.co.uk

ADDSPEED

▪ PERFORMANCE CARS

WE CONSISTENTLY OFFER SO MUCH MORE



ADDSPEED – YOUR PORSCHE,
PERFORMANCE CAR AND CLASSIC CAR
SPECIALISTS COVERING THE SOUTH EAST

- Servicing & Maintenance
 - Full Engine Rebuilds
 - Gearbox Rebuilds
 - All Electrical Repairs
- Pre-Purchase Inspections
- Free Courtesy Cars Available
 - A/C Servicing & Repairs
 - Wheel Refurbishment
 - MOT's

01403 255616

Foundry Close, Horsham,
West Sussex. RH13 5TX

www.addspeed.co.uk



T: 01282 697171

Porsche Service, Repair & MOT Centre

Fixed Price Service Menu

We only use Genuine Porsche Parts unless otherwise agreed

Parts Department

10,000 sq. ft. of shelved Genuine New & Used Porsche Parts



SERVICING | PARTS | REPAIR | RACE & TRACK

Jasmine Porschalink UK
The Porsch Centre, 3A Pendleside
Lomeshaye Industrial Estate
NELSON Lancashire BB9 6RY
T: 01 282 69 71 71
E: info@jasmine-porschalink.co.uk
W: www.jasmine-porschalink.co.uk



Company Registration No.: 3997925 (Cardiff)
VAT Registration No. 712436363

EuroCupGT.com

PERFORMANCE & STYLING



DISTRIBUTORS / TUNING AGENTS

Please go to EuroCupGT.com for your local distributor and fitting agent. All EuroCupGT distributors are established tuners in their own right and can advise on upgrade options and the compatibility of items available for your vehicle.

WEBSITE & CONTACT

www.eurocupgt.com
enquiries@eurocupgt.com





PARAGON

The Natural Choice for Porsche

01825 830424



Carrera GT

Basalt Black • Austrian Red Leather Carbon Seats • Manual Gearbox Porsche Ceramic Composite Brakes UK Supplied • 4,645 miles • 2006 (06)
£694,995



911 GT2 (996)

Polar Silver • Black Leather Sport Seats Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels 21,725 miles • 2003 (03)
£149,995



911 Turbo S (997)

Carrera White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 24,598 miles • 2011 (61)
£99,995



911 Carrera 4 (993)

Metallic Black • Marble Grey Leather Sport Seats • Manual Gearbox 18" Turbo Technology Wheels • Air Conditioning • 24,689 miles • 1997 (R)
£99,995



911 Turbo (997 GEN 1.5)

Basalt Black • Black Leather Sport Seats Tiptronic S Gearbox • Touchscreen Satellite Navigation • Sport Chrono Pack Plus • 36,089 miles • 2008 (58)
£67,995



911 Carrera 2 (993)

Amethyst Metallic • Marble Grey Leather Seats • Manual Gearbox • 17" Alloy Wheels • Electric Sunroof • 77,087 miles 1996 (N)
£65,995



911 SC

Guards Red • Tan Pascha Seats Manual Gearbox • 15" Fuchs Wheels Electric Sunroof • Porsche Certificate of Authenticity • 69,879 miles • 1982 (X)
£64,995



911 Carrera

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Cruise Control • 89,869 miles 1988 (F)
£64,995



911 Carrera 2 S (991)

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust 55,178 miles • 2013 (13)
£62,995



911 Turbo (996)

Basalt Black • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation BOSE Sound System • 55,346 miles 2003 (53)
£54,995



Cayman S (981)

Basalt Black • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Cayman 'S' Wheels 39,935 miles • 2013 (63)
£42,995



Boxster 2.7 (987)

Cobalt Blue • Black Leather Seats Manual Gearbox • 19" Carrera Classic Wheels • Satellite Navigation • 45,845 miles • 2007 (07)
£16,995

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at paragongb.com

PERIOD PERFECTION

Who needs four-figure horsepower and carbon brakes when you can have all the fun a man could ever want at the wheel of a 1970s 911 built to the rules of the factory Sports Purpose manual? Sometimes a little less equates to a whole lot more...

Words: Keith Seume

SPORTS PURPOSE 911



Here's a question for you. Can you give me one good reason why you, or anyone for that matter, would want to modify a Porsche? Take the 911 family, for example. At one extreme you have the original 1964 2.0-litre on carburettors, producing all of 130bhp, while at the other is the new 991 GT2 RS, with a whopping 700bhp. Something there for everyone, you'd think. So why modify?

Good question, and one to which, if you have to ask, you'll probably never understand the answers. And those answers can be many and varied. 'The need to be different', says one. 'I simply want to go faster', says another. 'Who wants to drive a standard car?', counters a third, scornfully. Like I say, if you have to ask, you won't understand...

So here we are, on a windswept former airfield in Oxfordshire. As a motoring journo of 40+ years standing, I've lost count of the number of times I've participated in photoshoots like this, surrounded by a mouthwatering selection of cars that would probably inspire a schoolboy's wet dream.

Before me lies everything from a race-ready, but road-legal, Boxster, all wings and decals, to a slick-shod bi-turbo, er, Turbo with a reputed 1650bhp.

Any of the cars could blow the average sports car into the weeds on road or track, and one of them – the 'Porsche 911 reimagined by Singer' – could be swapped for at least three family homes in the little town in which I live. But only one of the assembled powerfest really sets my spine a-tingling: a fairly modest-looking, narrow-bodied 1972 911. I say modest because, alongside the aforementioned bi-turbo monster, Darren Tompkins' orange 911T looks almost stock.

'The last thing I ever needed was another project,' he laughs, having spent a couple of years and whole lot of blood, sweat and beers restoring a '73 911E. 'I'd originally set out to build a hot-rod out of the 911E, but it proved to be too good to use for that. Then I was told about this 911T and I realised it would be perfect to build the "Sports Purpose" Porsche I'd always dreamed of.'

The 1960s/70s factory race manual 'Information regarding Porsche vehicles used

for sports purposes' was the inspiration for the project and became Darren's Bible, detailing as it does the recommended modifications to turn your everyday 911 into a thoroughbred race and rally car. It details engine, suspension and brake modifications, and a whole lot more, including ways to strengthen the bodyshell so it can withstand the rigours of hard track (ab)use.

Once stripped to basics, the donor was handed over to metal magician Barry Carter, who carried out a full resto and sunroof delete on the 'shell, as well as adding the recommended gussets and other strengthening mods suggested by the race engineers. Retaining its narrow-style bodywork was a must – no wide-arched pseudo 'turbo look' here, unlike so many early 911s converted back in the 1980s. Glassfibre front and rear lids, as well as bumpers, 'added' lightness, while the doors – steel originals – were modified to resemble the lightweight mouldings used on the legendary 911R. A dose of good old 1970s Blood Orange topped it all off.

Mechanically, the car had to be something

Classic performance personified: 'deep six' and 7R Fuchs wheels shod with Avon CR6ZZ rubber allow Darren Tompkins' 1972 911T hot-rod to stick to the track like you know what to a blanket. It's fast, loud and fun. What more can a man want?



special to match the Sports Purpose ethos, so Darren turned to engine guru Nick Fulljames at Redtek. Together, Darren and Nick came up with a specification which would have pleased the factory race engineers, Nick suggesting that he build a 2.5-litre short-stroke motor with a bored-out MFI injection system.

The easy way would have been to use 90mm pistons in 2.7 barrels, but that would have been too easy. The correct method was to use 89mm pistons and barrels, the way the factory did it back in the day. FVD in Germany turned up one of the last couple of sets made by Mahle and Darren went away a happy, if slightly impecunious, young man.

Nick assembled the motor using all the skills he's accrued over many years of building top-flight 911 motors and was all set to modify the factory MFI system when Darren casually asked what was the main difference between his engine and a genuine period short-stroke 'screamer'. 'Just the high-butterfly injection, really' came the reply. That set Darren off on a quest to find the period-correct set-up, a quest which led him to Ben Coles, who remanufactures a whole swathe

of period race parts for historic Porsches.

Coles produced a high-butterfly set-up that replicates the highly sought after original, and at the same time built from scratch – yes, you did read that right – the correct distributor. It was all coming together like a good 'un. With the 2.5-litre six showing 250bhp on Redtek's dyno, Darren was a happy bunny. All it needed now was a gearbox to handle the power, and for that Mike Bainbridge was called into play, building an LSD-equipped 915 transmission filled with all the right parts needed to make it live.

Suspension and braking have been brought up to (period) scratch, with 930 calipers helping to bring things to a halt, while Chris Franklin spent a day at his Center Gravity workshop setting up the suspension geo to perfection. Wheels, courtesy of Harvey Weidman in the USA, are 'deep six' Fuchs at the front and 7Rs at the rear, shod with Avon CR6ZZs all round.

But the proof of the pudding is in the driving. Although the engine would have done a 1960s race 911 proud, it is a reasonably docile beast compared to many high-

compression, radically cammed motors – especially those on carbs. It fires up easily, it idles and... it goes like the proverbial off a shovel when you wind the tacho needle past the 4500rpm mark.

It's not as loud inside as I'd expected – or maybe my hearing is so damaged these days I don't notice such things – and the 'lightweight' interior, itself packed with period-correct details, is a great place to be, the patinated steering wheel (Darren's personal fetish...) and S/T and R-style seats from Vintage Seats evoking an era before the invention of Alcantara and plastic excess.

Out on the track, the car pulls like a train though the mid-range and positively screams its way to the red line if you keep your foot in. It brakes straight and true, understeers like all older 911s if you don't commit and add a touch of trail-braking, and kicks the tail out with ease. Damn, it's near perfect in my book and I can't see why anyone really needs another 400, 500, 1000bhp. Unless, of course, you're playing Top Trumps. But that's for kids – this, on the other hand, is for real men who know how to drive...

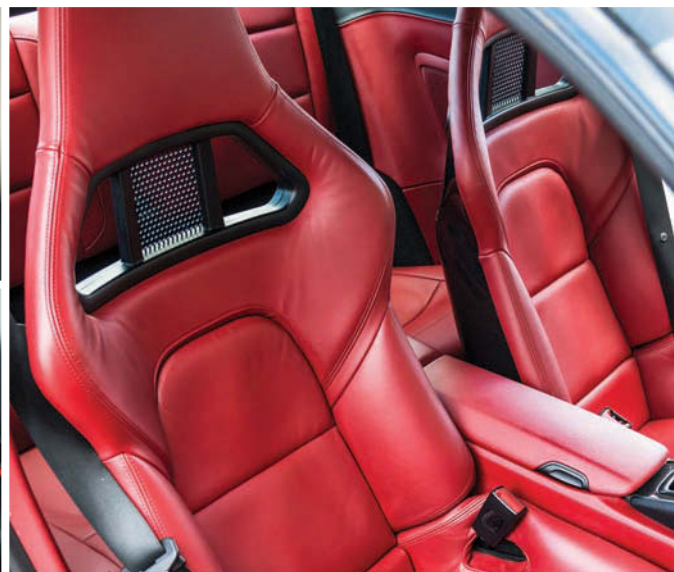
Nick Fulljames-built 2.5-litre short-stroke motor punches out 250+bhp and loves to be revved. Well-used steering wheel gives interior real character, while lightened doors evoke images of the legendary 911R. Vintage Seats provided S/T and R-style buckets. This is what heaven looks like to a hot-rodder...

ES MOTOR'S TURBO TERRORS

From a surprisingly docile (!) 850bhp 991 Turbo to an utterly mentalist 1600bhp 997 drag strip special, ES Motor's turbo duo make everything else here look positively tame!

Words: Jeremy Laird

991 TURBO & 997 TURBO



Park up those ancient, overpriced rot boxes with dubious detailing. Do not pass go. Do not collect £200. This game is over before it's begun. Because my modified pairing absolutely, positively, definitely blows everything else here back into the early 1970s. You see, the slower of these two 911 Turbos has significantly less than half the horsepower of the other. But it's still almost certainly faster than anything you've ever driven or ever will drive. I give you ES Motor's Turbo twins.

At this point, regular *911&PW* readers will be spluttering incredulously over their

morning coffee. After all, I do have a tendency of wearing my purist predilections painfully prominently. Subtle about that stuff I usually ain't. But when Leader Bennett unilaterally dismissed my 987 Cayman, also known as the Croc, as being both overly familiar and insufficiently modified it amounted to a declaration of war. Consider these turbocharged WMDs as my overwhelming response.

Let's deal with the 997 first because, frankly, it's unfair. Known as the ES1XXX and packing around 1600hp at the wheels, it's almost beyond classification as a car. Running slick Hoosier tyres along with a straight-cut Hollinger sequential box and

diffs that need rebuilding every 5000 miles, it's not exactly usable either. In fact, it was so loud that it got banned from the track on the day and the slicks mean it's not road legal, so I didn't even get to drive it. Pity, as ES Motor's UK managing partner, Ibrahim Akpinar, says the 997's 4.1-litre blueprinted race engine revs all the way to 9000rpm and makes power right up to the high eights. From a turbo motor. Bonkers. Think of it as the ultimate expression of what ES Motor is capable of creating rather than something you'd seriously buy, then.

Instead, therefore, the camo-kitted 991 is the real contender here. Based on a first-generation 991 Turbo S and dubbed

Top: OK, it's not to everyone's taste, but ES Motor's demo 991 Turbo does stand out from the crowd, with its camo livery. Underneath it's pretty much standard, save for a small matter of 850bhp from the tweaked 3.8-litre flat six. What's it like? On the standard map it's a pussycat. In full 850bhp mode it's a wild animal

“ Consider these turbocharged WMDs as my overwhelming response ”







Vintage & Modern Porsche Racing Components

Phone #805-439-1414
Email admin@rebelracingproducts.com

REBEL
RACING PRODUCTS



Nine Excellence
Porsche Independent Specialists



Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,
41 Balcombe Road, Horley,
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com
01293 226 911
service@nineexcellence.com

EVERYONE LOVES THAT FAST CAR SMELL.





NOW ANYTIME CAN BE GO-TIME.
K&N® high-flow air filters are designed to increase horsepower with up to 50% more airflow. And with five-minute installation, better performance doesn't get much easier. Order yours online today.



KNFILTERS.COM

SUPERIOR AIRFLOW. SUPERIOR PERFORMANCE.™

ESMOTOR

Home of the World's Fastest & Quickest Porsches



- Service & Maintenance
- Hardware Upgrade
- Software Upgrade
- In House Research & Development



Unit 36 Alston Drive, Bradwell Abbey, Milton Keynes MK13 9HA
Tel: 01908 761004 • Email: info@esmotor.co



www.esmotor.co



ES750, its modifications are relatively modest. By ES Motor's standards, at least. The result in simple single-spec terms is around 850hp. Far more, in other words, than Porsche's latest unicorn car, the mighty 911 GT2 RS. That's achieved courtesy of a full ES exhaust system, an ES intercooler kit, custom ES VTG turbos, methanol injection, a full ES ECU map done in cooperation with Cobb and, well, a whole bunch more.

If that's how ES Motor gets there, what is the end result like? What, in short, does an 850hp 911 feel like? Pretty preposterous, actually. The chassis is standard Turbo S bar the super-light BBS alloys. Trundling through town, then, you wouldn't know that the car wasn't completely standard. Moreover, because Porsche's modern

Turbo models are tuned for every day usability, that makes for a car that's a complete pussy cat. It's comfortable. It's refined. It's quiet.

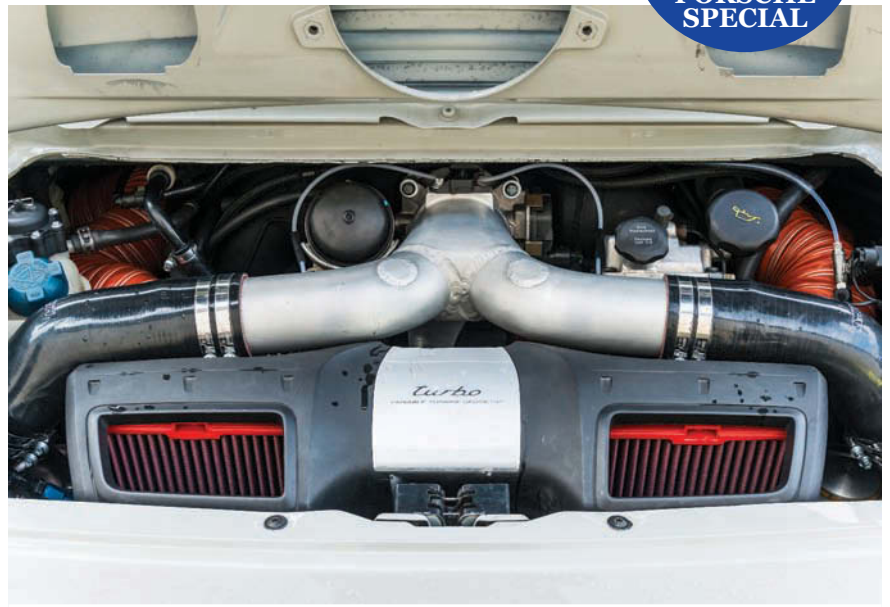
Then you stomp on the go pedal and everything goes a bit giddy. Perhaps the best illustration of just what this car is capable of comes when I wasn't even in it. I was having a zap round the Bicester Heritage short course in the new manual GT3. As I was wrestling to put all 500hp down on a slightly damp back straight, the ES Motor 991 Turbo S blew past as if I was standing still. Oh, the shame

From inside the Turbo S, the process goes something like this. Point the nose into the sharp near-hairpin before the straight. Begin to feed in the power. Add more. Note in surprised fashion that

everything seems to be hooking up. Add even more power. Marvel that there's still no wheel spin despite significant lock applied. Straighten up the helm and throw caution to the wind as you completely pin it down the straight. What happens next doesn't exactly involve lag per se. There's a portentous and irresistible swelling of torque until the full fury is unleashed - booooo! - and with a squirm from the chassis the 991 hooks up, hunkers down and simply explodes across the tarmac. Everything else in the same postcode subsequently seems like it's stationary.

Arguably even more impressive is how fun and usable this car is. Half a lap into the very short Bicester course and it's almost instantly obvious how friendly and chuckable this 991 is. Yes, that chiefly

Ultimate stealth, camouflage cloaked 911 Turbo. It was the surprise turn of the day and surprisingly dynamic on track, too, making a mockery of even the latest 991 GT3 manual in the damp conditions



reflects just how good the standard Turbo S is. But if you had any fears that modding a Turbo S into an 850hp monster turns it into an ill-tempered teenager, forget it. The combination of all-wheel drive and

track context. But only a little. Just beneath that dynamic padding is plenty of control. In other words, there's real reward to be had from driving this car on track that goes well beyond pinning the throttle down the back

any scenario. If there is a limit to that line of thought, it involves, well, involvement. Such is the performance and chassis capability, approaching the edge of the envelope on public roads will be a fleeting experience. That's if you ever manage it other than shortly before a custodial sentence at Her Majesty's pleasure.

On track, meanwhile, whether it's the inherent traction of the all-wheel drive hardware, the faultless precision of the PDK box or the cleverness of Porsche's electronics, it's a bit of a stretch to take much credit for the searing pace the car sustains. But I digress. Here's the overarching point. There are some pretty cars on show this month. But they're quaint museum pieces compared to ES Motor's Tarmac-terrifying weapons.

Top: Never much to see in a modern 911 engine bay, but it's what's inside the engine casing that counts here. Fully strengthened to cope with 1600bhp from 4.1-litres and two massive turbos, we're talking steel everything, running through a straight cut, Hollinger sequential gearbox and diffs that need rebuilding every 5000-miles

“ Then you stomp on the go pedal and everything goes a bit giddy ”

Porsche's stability electronics ensure the whole package remains completely driveable.

But it's not just driveable. It's proper fun. Sure, it's a little soft around the edges in a

straight and obliterating 10 cars in the blink of an eye. The chassis is easily capable enough to enjoy through the bends, too.

The overall upshot is a package that kills everything else here stone dead in almost

CONTACT
esmotor.com

MODERN WITH A RETRO SLANT

Take a blandish silver 996 C2, mix in the GT3 look with a ducktail/Fuchs/Pasha retro vibe and what have you got? A modern classic

Words: Steve Bennett

RPM TECHNIK CSR RETRO



“**B**ennett picks a modified 996? No great surprise there, then,” I hear you say. “But hold on, isn’t that the same car he brought along to last year’s modified shindig?” Ah, yes, well, I can explain... Yes, it is the self same car, but it wasn’t supposed to be. You see I was gonna bring a 997, no really I was. A 997 from RPM and the latest from its CSR range in black, with saucy gold wheels, but unfortunately someone pranged it the day before our modified gathering and so a substitute was urgently required. Enter, then, Phil Nagel RPM 996 CRS Retro. Thanks, Phil, for saving the day. And actually, I don’t really mind, because this silver machine is one of my favourite modified Porsches and part inspiration for my own 996.

This is the car that really got the whole CSR Retro thing moving for RPM, transforming blandish 996s with some clever visual touches and mixing new and old influences. There’s no reason why a GT3 bodykit should work with a Ducktail rear

spoiler, but then again, there’s no reason why it shouldn’t. Likewise the Fuchs wheels, which last saw active service on factory Porsches in the late ’80s and the Pasha trim, which is a ’70s throwback. But as I’ve said many times before, the 996 is something of a blank canvas, a bland canvas even, that can absorb these influences to become a sort of GT3 with retro touches. Or just a GT3 lookalike, or something all together more subtle like my own slammed narrow-bodied 996 on 17in wheels.

So, I have no problem with pitching this 996 back into the modified fray and fighting its corner all over again. For a start it’s just dynamically brilliant to drive. The Pasha trimmed Recaro buckets are a perfect fit and complement the perfect driving position. The 996 was the first 911 to get this right. Everything that went before is just plain odd, from the offset, floor-mounted pedals, to the outstretched gear change and upright steering wheel. All part of the 911’s quirk and charm, but a position that sees you constantly shifting and contorting, just to carry out the basic task of driving. In the

996 everything comes to you. Steering, pedals, gear shift, all ready and waiting for your command and input. Just sit back, relax and go. Which of course is how a 911 should be driven, or a properly set-up one at least, which this RPM tweaked car most certainly is.

I had the pleasure of a fast cross country drive to our Bicester Heritage venue to reacquaint myself with the CSR Retro. Its ability to cover ground fast is mesmerising. Aside from the 991 Turbo, nothing else here would stand a chance of keeping up with the CSR. The 3.4-litre engine has probably getting on for 320bhp, thanks to exhaust, induction and a remap, and it’s easy going power too, with no peaky spikes, or lowdown troughs. It’s just a wide powerband and a powerful exhaust note.

But that’s just the half of it. Some might sniff at ‘just’ 320bhp these days. After all a Golf R has about the same, but a Golf R doesn’t have its engine in the back and doesn’t put its power down like a 911 does. The fact is, the CSR’s power-to-handling-to-grip ratio is just perfect. RPM have tweaked

Modern with a hint of retro, that’s the CSR Retro vibe as applied to this early 996 C2. It really works, too. And it really goes and it really handles, thanks to KW suspension and those fabby Fuchs, wearing Michelin Pilot Sport tyres



the chassis to perfection, with KW's excellent Variant 3 suspension and a bespoke geometry set-up. Steering feel through the dished Momo wheel is to die for, and turn in is super accurate. As a corner unfurls, then stamp on the throttle and the CSR squats, grips and goes. Whether it's a flowing, fast piece of B road, a wide open A road or just

radio, or sync it with your iPod. In that respect, many of the cars here are just toys, and bloomin' expensive toys at that.

Which brings us neatly to cost, I guess. To build the CSR as it stands here would be quite pricey, but then it was RPM's flagship build and the interior retrim alone cost many thousands. It's the man-hours that costs. Phil

a geometry set-up away. It needn't be expensive, and many folk take the bit-by-bit approach. Of course, if you're feeling flush, then drop your 996 or 997 (or Boxster, or Cayman) at RPM and they will oblige. Indeed, Phil Churchill, owner of the Boxster racer, championed by Tipler here, is doing just that with a 997, to which he's applying the Sport Classic look, which will take RPM's CSR build programme to nearly 30 cars.

And the other cars that my esteemed colleagues have brought along? Well, you've got to love the Singer resto 964 in Farrow and Ball, and to drive it is to get it. The hot-rods are just toys. Great for an early morning Sunday blast, to the local cars 'n' coffee meet, or the trip to Classic Le Mans. The Boxster race car may be road legal, but it's just that, a racer, with no real place on the road. The retro look Targa? I think I'd rather just have a Carrera Targa 3.2 and save myself £75,000. The camo 991 Turbo? Now that was the surprise package. The fastest, easiest and most dynamically competent and probably the least modified, too. Hang, what am I saying!

Top: It's not all about power with the CSR Retro, but 320bhp is more than adequate. Pasha trim! What's not to like? Fuchs wheels are just perfect

“ The CSR's power-to-handling-to-grip ratio is just perfect ”

some roundabout action, the CSR makes the most of it, and makes you want to turn round and do it all over again. It's the full 911 experience.

And there's a flipside, too. When it's not all about the driving, the CSR is still grown-up and comfortable enough for a long journey or even the daily commute, as owner, Phil, often does. Set the air-con, turn up the digital

paid around £40,000 for it and admitted that he questioned his sanity, but three years on, he's still got it and still loves it. And here's the thing. You could pick and choose elements of this build at your leisure. Say you've got a silver 996 C2 sitting in your garage. You want the CSR Retro look? Well it's just a set of wheels and some bodywork away. Dynamically, you're just a suspension kit and

CONTACT
Thanks to RPM
Technik and
Phillip Nagle for
the CSR Retro
rpmtechnik.co.uk

TURBO MOTIVE

The original 930-model 911 Turbo is justifiably a Porsche icon, but there are many other routes to the same kind of looks and performance, as this 993-engined Carrera 3.2 so clearly demonstrates

Words: Chris Horton

930-LOOK CARRERA 3.2



Modifying any Porsche brings with it the risk of over-egging the pudding, and particularly so in the case of the 911.

The current 991 is the product of over half a century of development, and even when this now 29-year-old was built, in 1989, Stuttgart knew a thing or two about air-cooled, rear-engined sports cars. So you have to be pretty sure of yourself before you start changing the basic ingredients. And never more so than when creating what amounts to a 'tribute'.

Cue Nick Fulljames. His long career in the motorsport industry began at Brodie Brittain Racing, preparing Ford Sierra RS500s, and after four years there he moved to Tom Walkinshaw, building engines for the Jaguar XJ220. From TWR he went to Autofarm. There followed a period building competition Ford V8s in Australia, and then he was back at Autofarm, before setting up on his own as Redtek in 2007. So never mind Porsche's expertise: what Nick doesn't know about making all manner of standard and non-standard components and assemblies

function smoothly and efficiently together, within the confines of a 911 body shell, would fit on the back of a very small recipe card.

I offer you, then, first Nick's and now current owner Graham Ridgeway's 'Stealth Bomber', essentially – although you wouldn't necessarily guess it from a quick first glance – a 1989-model 911 Carrera 3.2. 'There was never a rigid plan for the project,' says Nick, 'but I wanted to capture the essence of the 930 Turbo that was displayed at the 1976 Geneva motor show. I started with a bare but rust-free shell that I had acquired, and then assembled a collection of various other bits and pieces – like you do in this business!'

The first job was to have the non-sunroof body shell given the crucial Turbo look, with the aid of wider steel wings from Dansk, and after localised blast-cleaning a top-quality respray in Porsche's classic Martini silver. Add the no less iconic 3.0 RS-style front and rear aprons in GRP, a pair of sill trims, and not least a small 1974-style rear wing – with all fitting, fettling and painting by Ben Burt in nearby Towcester – and Nick had the perfect blank canvas for his chosen hardware.

Now you might have expected our man to have gone for some kind of homage to the original Turbo engine – based around the contemporary Carrera 3.0 unit – but in fact he opted for almost its exact antithesis: a naturally aspirated 993 motor. Less is more, perhaps. Don't for a moment, however, imagine that as a result the car is in any way lacking the rocketship excitement so famously offered by those early 930s.

The 3.8-litre barrels and pistons and RSR camshafts are ably supported by gas-flowed cylinder heads and crankcases – the former with larger-than-standard inlet valves – plus custom-made steel connecting-rods, a 996 GT3 crankshaft, and a set of EFI throttle bodies by PMO. Throw in a Canems engine management system and the 993's standard twin-spark ignition system, and the result is a muscular – and dyno-verified – 352bhp and 384Nm. Two oil-coolers – one in the right-hand front wing, the other behind the central aperture in the front apron – help to keep temperatures under control.

Oh, and a word to those who think that an 'exciting' 911 has to sound like Armageddon

The real Turbomotive was an innovative but overly complex and as a result not very successful steam engine designed by William Stanier for the LMSR in the 1930s, the name a reference to its use of steam turbines instead of cylinders; it was later rebuilt as a conventional engine. It might fairly be applied to this 911 Turbo-look Carrera 3.2, though: its 352bhp and 384Nm, together with some basic body, chassis and interior changes, easily eclipse many far more modern and seemingly sophisticated Porsches, and crucially with the minimum of fuss. Thumbs up from our man Horton



on wheels. Undoubtedly those impressive power and torque figures are aided in no small measure by the Fabspeed exhaust system with its large-bore headers, but Nick – and by this time Graham – wanted to be able to drive all year round in reasonable comfort without either earplugs or long-term hearing damage, and so it also has functioning heat-exchangers and a subtle single tailpipe.

It was the same common sense, and experience-based pragmatism, that led to the choice of transmission: for optimum traction a race-orientated, plate-type limited-slip differential by ZF, certainly, but combined with a smooth- and easy-shifting G50 gearbox. 'That's the most obvious anachronism in a 911 of this nature,' concedes Nick, 'and the 915 is by no means lacking in either capacity or durability, but both I and then Graham wanted the car to be as usable as possible. To let the chassis do the talking, as it were.'

Running gear? The almost obligatory Bilstein Sport dampers, plus Turbo torsion bars – lowered only slightly, in deference to the UK's abysmal roads – and similarly modestly shortened Turbo arms, front and

rear. Turbo discs and calipers, too, the latter quickly recognisable by their external cooling fins. Wheels are unusual but not unattractive limited-production flat-faced Minilites dating from the 1980s – 9.0J x 16 inches at the front, 11.0J x 16 at the rear – and powder-coated in an understated black. Tyres are the classic and reassuringly grippy Bridgestone S-02s.

It's much the same almost minimalist story inside the cabin. A couple of not overly costly Recaro race seats, Sparco four-point belts, and lightweight Perlon carpet, with the same material as a pleasingly fuss-free headlining. The carpets are protected from oily race boots by stylish Coco mats. The roll-cage is an obsolete light-alloy job, no longer permitted in competition, but more than adequate for road and trackday use. Steering wheel is a Momo Prototipo. The heated windscreen is a neat touch (details at heatedwindscreen.com), and likewise the LED strips under the fascia for subtle interior lighting. There's a radio (which thanks to that sensible exhaust system you can actually hear) and even a hands-free phone kit (ditto).

Unsurprisingly the car is a real joy to drive.

Easy to slip into and buckle up. Easy to change gear – regular readers may recall my antipathy to the (I think) dreadful 915 shift. Easy to place on our short but unfamiliar circuit. Easy to attain near-three-figure speeds in only a few hundred metres – keep the revs up, though, or you will 'fall off' the cams – and, with a good, solid middle pedal, easy to haul back down again to feasible cornering speeds. And, depending on your point of view, and where you are driving at the time, either worryingly or delightfully easy to set the tail wagging, but then, with a touch of correction, to bring it back under control again – and all without a hint of PSM, PASM, ABS. Isn't that what a real Porsche is about?

Perhaps above all that, though, this is an extraordinarily comfortable modified Porsche. I could imagine driving this circuit warrior a long way for some fun on, well, a circuit. And while for many the thrill of a project such as this is the building, I can understand why Graham Ridgeway has no plans to let this little gem go. And of all the other cars here I can honestly say I would have wanted to drive home in none more than this.

Engine started life in a 993, but now has 3.8-litre barrels, GT3 crank, heavy-duty steel rods, and larger inlet valves in the gas-flowed heads. Massive torque makes it easy to drive, but it needs to be revved, too. Wheels are unusual but not unattractive Minilites. Front compartment is a model of simplicity, and likewise the cabin. Best bit is the G50 transmission. Why fight to shift if you don't need to?

CONTACT
Our thanks to Nick Fulljames for bringing this re-imagined 911 Carrera 3.2 to the 911&PW party



ENGINEERING EXHILARATION
981 CAYMAN CSR



The handling, performance and driver feedback of the CSR are a joy and take the 981 experience to the next level.
Tim Harvey
BTCC & Carrera Cup
Champion

+44 (0)1296 663 824
www.rpmtechnik.co.uk
Tring - Hertfordshire



CarBone

WE CAN PUT NEW LIFE INTO YOUR STEERING WHEEL

WWW.CAR-BONE.PL
OFFICE@CAR-BONE.PL
CALL US: +48429422115

PMO carburetors

Pair 40mm PMO's: \$3800 40mm, 46mm and 50mm
Pair 46mm PMO's: \$3900
Pair 50mm PMO's: \$4000

Installation Kit adds \$600 to the above prices:

- PMO Ported Manifolds
- Crossbar Linkage Set
- Watershield Air Cleaners
- Pressure Control Unit
- Heat Insulator Kit
- Oil Tank Breather
- Fuel Line, Clamps, Filters
- Injector Plugs, as needed
- Power Brake Check Valve

"THE FINEST PIECE OF PORSCHE MERCHANDISE I'VE SEEN"
RANDALL AASE

www.pmocarb.com
VISA, MasterCard, or Prepaid

Please fax or write us
135 17th Street
Santa Monica, CA 90402
Fax 310-394-6313

1970's Wheel Brace...

One Mans Speciality.....
www.thewheelrestorer.co.uk
Tel : 01978 352980

Beverly Hills Car Club

Specialized dealer of classic European & American cars



1991 Porsche 964 Sunroof Coupe-stock-09387

The stunning 1991 Porsche 964 Sunroof Coupe is offered for sale with 93,230 on the odometer and is available in its original color code#22L Oak Green Metallic with tan interior. It has a clean CarFax and is equipped with a manual transmission, K&N air filter, air conditioning, power windows, power steering, power seats, sunroof, tech art body kit, alloy wheels and includes the jack, spare tire and tool kit. It was previously owned by a Porsche Club of America owner and is a very clean and presentable example in a vibrant color scheme. It's also mechanically sound.

For \$57,500



1967 Porsche 911-Stock-08824

The 1967 Porsche 911 featured here is available in red with a black interior. It is equipped and upgraded with a 911T engine with a manual transmission, dual Weber carburetors and comes with Fuchs wheels. This is a very presentable car with endless possibilities. Don't miss this opportunity to climb into an early 911 ownership at a great price.

For \$39,500



1970 Porsche 911T Coupe-stock-09426

This beautiful 1970 Porsche 911T Coupe featured here is available in this vibrant color combination of red with script and black interior. It comes equipped with a 5-speed manual transmission with a 2.2-liter engine, mechanical fuel injection, Fuchs wheels and includes the spare tire. A very presentable and excellent original California car which was previously owned by PCA member and is mechanically sound.

For \$49,500



1974 Porsche 911-Stock-09264

The 1974 Porsche 911 shown here with 79,039 on the odometer is available in a gorgeous color combination of light blue metallic with a tan interior. It is equipped with a 5-speed manual transmission with a 2.7-liter engine, sunroof, cookie cutter wheels and includes the jack, spare tire and tool kit. A very presentable weekend driver which is mechanically sound.

For \$36,500



1978 Porsche 911SC Targa-stock-09288

The 1978 Porsche 911SC Targa presented here with matching numbers comes in silver with a black interior. It is equipped with a manual transmission, rear window wiper, air conditioning and cookie cutter wheels. It has had the same owner for many years and is an excellent original car which could use some light cosmetics.

For \$26,500



1980 Porsche 911SC Targa-stock-09267

This 1980 Porsche 911SC Targa presented here with matching numbers and 63,673 on the odometer is available in yellow with brown interior. A beautiful and vibrant color scheme. It comes equipped with a 5-speed manual transmission, power windows, Fuchs wheels and includes the spare tire and jack. A very clean and presentable weekend driver which is mechanically sound.

For \$39,500



1982 Porsche 911SC-stock-09198

The 1982 Porsche 911SC shown here with matching numbers is available in a beautiful blue with a black interior color combination. It is equipped with a manual transmission, air conditioning, power windows, Fuchs wheels and includes the spare tire. A very presentable car which was previously owned by a Porsche Club of America member. An excellent original California car which is mechanically sound.

For \$36,500



1985 Porsche Carrera Targa-stock-09347

The featured 1985 Porsche Carrera Targa with matching numbers comes in its original color crystal green metallic with olive interior. It comes with a clean CarFax and is equipped with a manual transmission with a 3.2-liter engine, air-conditioning, power windows, Fuchs wheels, original owner's manual and includes the jack, spare tire and tool kit. An excellent original California car which is mechanically sound.

For \$39,500



1986 Porsche Carrera Cabriolet-stock-09220

This stunning 1986 Porsche Carrera Cabriolet with matching numbers, includes the Certificate of Authenticity and has 48,255 on the odometer. Its available in its original color code#027 guards red with tan interior and comes with a clean CarFax. It is equipped with a 5-speed manual transmission, air conditioning, MOMO steering wheel, power windows, power seats, Fuchs wheels, soft top and includes the jack, tool kit, spare tire and over \$7,000 in service documentation for a major service in 2015. These are climbing in value. An extremely clean and presentable low mileage example which is mechanically sound.

For \$49,500



1987 Porsche Carrera Targa-stock-09063

This 1987 Porsche Carrera Targa with matching numbers which boasts a very desirable color combination and comes in black with tan interior. It has a clean CarFax and is equipped with a G50 transmission, Fuchs wheels, air conditioning, power windows and includes the jack and spare tire. A very presentable Targa which is mechanically sound.

For \$34,750



1989 Porsche Carrera Cabriolet-stock-09228

The 1989 Porsche Carrera Cabriolet shown here with matching numbers and 76,499 on the odometer is available in its original color code#027 Guards Red with black interior. It comes with a clean CarFax and is equipped with a manual transmission, air conditioning, power windows, soft top, Fuchs wheels and includes the spare tire and jack. A very clean and presentable Porsche which is mechanically sound.

For \$39,500



1996 Porsche 993 Cabriolet-stock-09016

This highly popular 1996 Porsche 993 Cabriolet featured here is available in black with tan interior. A very sought after color combination. It is equipped with a manual transmission, air conditioning, OEM stereo, power windows, power steering, solid wheels, soft top with boot, air compressor and includes the spare tire and tool kit. This is one of the last of the air-cooled Porsches which is mechanically sound.

For \$32,500



1997 Porsche 993 Cabriolet-stock-08892

This stunning 1997 Porsche 993 Cabriolet with 60,058 on the odometer is shown here in arena red with tan interior. It has a clean CarFax and is equipped with a manual transmission, air conditioning, power windows, power steering, power seats, solid wheels, power soft top and includes the jack, spare tire and air compressor. A very presentable weekend driver which is mechanically sound.

For \$44,500

Looking for classic or luxury sports cars?

• We buy and pick up from any USA location • Worldwide shipping



Please check our website as we have cars being delivered daily

Alex Manos, BEVERLY HILLS CAR CLUB 4576 1/2 Worth St., Los Angeles, CA 90063

T: +1 (310) 975-0272 <http://www.BeverlyHillsCarClub.com> E: sales@beverlyhillscarclub.com



MELLOW YELLOW

Well, maybe not that mellow! Frank Cassidy's Carrera 3.2 based, wide body RSR replica mixes wild colour and looks, with a dependable and grunty 3.5-litre flat-six

Words: Kieron Fennelly

3.5-LITRE 911 RSR REPLICAS



At first glance and from 50 yards, Frank Cassidy's yellow 911 could be one of the works-built RSRs of 1973–74. Closer inspection though and one or two minor differences are discernible: the wheel arches look a shade wider than Porsche made them on the RSR, and the factory 3.0-litre cars did not have the petrol filler in the bonnet panel. But the effect combined with enormous BBS rims and Avon tyres is convincingly period and tastefully done, the antithesis of some of the ghastly 'replicas' that used to appear 20 years ago. Frank Cassidy's entirely reasonable object was to have an uncompromised air-cooled 911 he could enjoy driving rather than a slavish imitation.

In fact the transformation of this 911 like all the Porsches here today began with a stock production car, a 1984 G series 3.2. Then owner Tony Moore presented it in 2012 to Specialist Cars of Malton, with a request to turn it into a 2.8 RSR replica. Over a couple of years, the Yorkshire firm, better known for its retail sales, carried out the necessary

changes to the coachwork to widen the wheelarches and replace the impact bumpers with racing-style glassfibre parts. In the best traditions of weight saving, the doors too were replaced with glassfibre items. Malton also fitted the bonnet fuel filler, an intermittent Porsche racing feature since the ST 911s, as well as stripping out the cabin and fitting a full roll cage. Modifications to the underside were largely confined to fitting KW suspension and period RSR brakes, essentially 917 items, good quality reproductions of which are readily available on the aftermarket.

Engine and gearbox modifications were carried out by renowned air-cooled engineer, Nick Fulljames of Redtek. The stock 3.2 was fitted with 3.5 barrels, a classic modification, which Nick has carried out many times: 'With porting and throttle bodies, they always give an easy 320–330bhp,' says Nick.

'On this car, we fitted PMO throttle bodies with Canem engine management which produces 349bhp and 304Nm. This spec includes RSR cam and heavy duty valve springs, lighter steel rods, balanced crank and twin spark ignition. The beauty of all these 3.5

conversions is that they provide reliable horsepower without temperament. I also believe that the bore-stroke combination of the 3.5 is just about dynamically perfect.' He has a point. Helmut Bott proved the design by driving his 3.5 test-engined 911 well over 100,000km. The advent of the heavier 964 model requiring more torque was probably the main reason why the 3.5 did not enter production.

A refurbished 915 gearbox and Quaife differential together with engine shrouding in glassfibre rounded off the Redtek treatment of this RSR.

Frank Cassidy acquired the car from Tony Moore in early 2016. A man who remembers being taken to school in his father's SC Targa, Frank graduated to owning Porsches via VWs. 'I was always attracted by the noise of the air-cooled engine and the curved shape,' he says. A career running a wholesale business in London absorbed his time for much of the next two decades, but then he sold up and moved to Oxfordshire to devote himself fully to his Porsche hobby. Today his collection of air-cooled cars stands at 14 and

Great colour and you really can't beat those mega deep-dished BBS split-rims, plus that whale tail wing and rear arch cooling ducts



he has plans to open a dedicated Porsche heritage centre.

If that is work in progress so also is his yellow RSR. The car is largely as he bought it, although he trimmed the cabin with carpeting as the bare interior was too austere and installed racing seats and harnesses. He also obtained a used set of 16 inch BBS wheels

achieved a set up which is very tractable and untemperamental. Of course a vintage 350 horsepower 911 bites if you aren't careful and I like the challenge of learning its limits. On the track I've found it's quick enough to see off early GT3s, if not 997s or 991s and I enjoy giving people in modern Porsches a fright and even ruffling a few GT3 feathers!

experience is far from daunting. The clutch is firm and like all good 915s the gearshift works well once you get used to working with rather than against it. Where things differ markedly from the 3.2 is the noise level: with effectively a straight-through exhaust and a denuded cabin this car is very loud: even minor throttle openings are rorty, although it's the 911's colour as much as the sound which attracts bystanders' attention. But depress the throttle more than half way in second or third and the car shoots forward, a rising crescendo of sound assaulting the ears, startling birds on telephone lines 400 yards away and slightly distracting the driver from what is huge acceleration: this RSR after all has a power-to-weight ratio of around 330bhp/tonne, comparable with a 991 GT3. Fortunately that tractable nature is evident and the RSR will amble along uncomplainingly at low rpm, just as well for a road-registered car, but also a tribute to Nick Fulljames's work on this flat-six. Frank's RSR is an unpretentious yet entirely usable replica that remains a stimulating work-in-progress. A highly commendable effort as your headmaster might have said.

Top: Another Nick Fulljames, Redtek built engine. Snakes nest of ignition leads indicate a twin-plug head, allied to 3.5-litres and PMO throttle bodies. Power is around 350bhp

“ Of course a 350 horsepower 911 bites if you aren't careful ”

complete with tyres; fitting these required adjustments to the geometry which he confided to Autofarm and together with Nick Fulljames he has continued what he describes as a general shakedown of the car. 'I have driven it over 3000 miles now and it was the experience of my first track outings which caused me to uprate the seats and tyres. Despite the degree of tune, Nick has

He sees the future with this car as one of more evolution – work to reduce weight and some fine tuning of the chassis – pursuing this adventure further round the learning and development curve.

Cars with rollcages you have to clamber over are always slightly daunting, but when fired up and idling this RSR copy sounds very like the 3.2 from which it grew and the driving

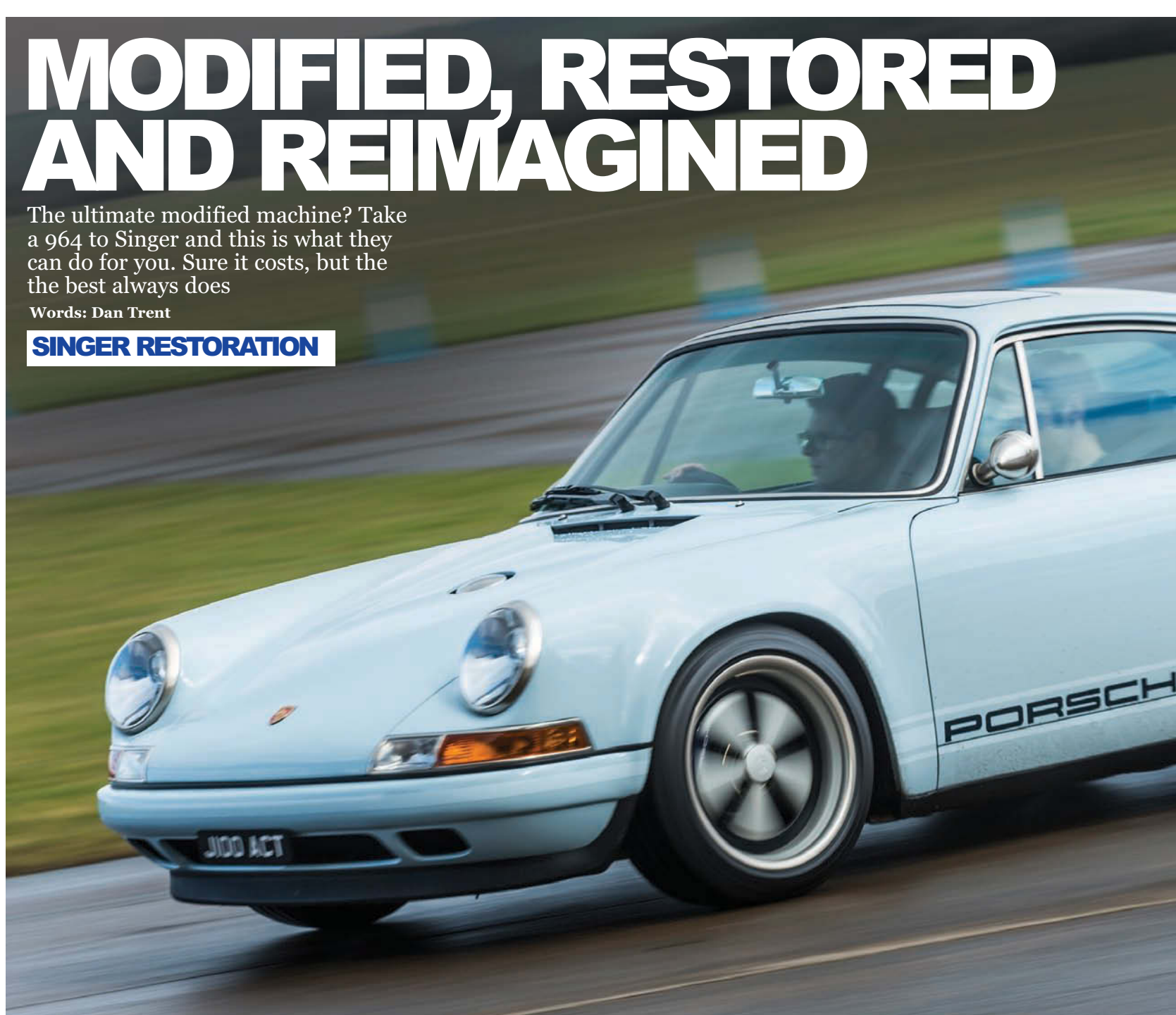
CONTACT
redtek.co.uk

MODIFIED, RESTORED AND REIMAGINED

The ultimate modified machine? Take a 964 to Singer and this is what they can do for you. Sure it costs, but the best always does

Words: Dan Trent

SINGER RESTORATION



The team at Singer Vehicle Design would probably flinch at the description 'modified' in the context of the restorations it carries out for owners of 964-era 911s. The official term is 'reimagined', which may come across as slightly pretentious but keeps the lawyers happy and is, to be fair, a reasonable description of the work lavished on the 75-plus cars that have now passed through its LA-based facility.

People have been hot-rodding 911s from the very earliest times, the incredible interchangeability of parts across the generations offering huge scope for owners looking to mix-and-match to create their own vision of the perfect Porsche. Combine this with the traditional American passion for customised cars and it's little surprise California is home to a thriving network of restorers, tuners and the specialist manufacturers to support them. My pick for this modified cars special represents the logical extension of this American passion for personalised Porsches, taken to levels of detail and extravagance that defy comparison.

Singer started out as the personal project of founder Rob Dickinson, a musician and car design graduate with a passion for 911s and keen eye for how to improve them to his own particular tastes. Tastes that clearly struck a chord, his personal car drawing praise and attention among LA's Porsche community and evolving into an operation rightly regarded as the pinnacle of artisan air-cooled Porsche restoration. The quality of the work, the level of detail and the sheer cost are all dizzying. The result, I'd argue, is everything we love about the way the Porsche 911 looks and drives blended into one incredible machine.

This car, known as Dorset, isn't the most outrageous car here. It's not the fastest. It's not the noisiest. It is, however, by multiples of cost, the most expensive. Every Singer restoration is unique and putting a number against it skewed by increasing values of 964s and shifting exchange rates. Suffice to say, though, we're knocking on 2.7 RS league here. How can a hot-rodded 964 ever justify such a comparison?

Even from a distance the quality of the work is self-evident. The carbon-fibre panels

are swollen and exaggerated interpretations of S/T, RS and RSR 911s of the late '60s and early '70s but Dickinson's trained eye has created a shape that avoids accusations of parody and just looks irresistible. The fat, deeply dished 17-inch Fuchs style wheels completely fill the arches and, though the ride height is low, it doesn't have the slammed stance you see in some modified cars. It celebrates 911 history but it's not a slave to it, the term 'backdate' not doing justice to the thought that's gone into it. Because this isn't a newer 911 made to look like an older one. It's, well, an air-cooled Porsche reimagined by people with an instinctive understanding of and respect for the source material. Told you the term made sense, didn't I.

The full story of what's gone into this particular car has been covered on these pages before. The short version is that Singer will take your 964, strip it back to the bare metal and then rebuild it to your personal specification with a level of perfection and obsessive attention that'll make your head spin and your wallet weep. The engine is based on the original 964 unit, bored out to

This Singer build is known as the 'Dorset' which sounds almost genteel as does its chosen colour, a Farrow & Ball shade called Parma Grey, should you want to replicate it for your kitchen, for example. The look is an amalgamation of S/T, RS and RSR, with the 17in Fuchs style wheels adding a modern/retro slant in terms of style and size



3.8 litres and fitted with cherry-picked Porsche and specialist-supplied components to deliver 350hp. It drives through a six-speed 993-era G50 gearbox, the suspension using RS Evo uprights and fitted with Ohlins spring/damper units. Brakes on this car are the optional 'big red' calipers from the 993 Turbo.

You'd expect the parts to all be top quality,

pedals and the click-clack sound of them as you progress around the ratios. The razor-sharp throttle response and smoothness of the engine. The weighting of the steering through the Prototipo wheel that convincingly mimics that of unassisted 911s but with the speed, accuracy and precision of modern ones. It's like it takes all the idiosyncrasies we

RSR brought by Frank Cassidy. And it's nowhere near as fast as some of the more modern cars here, Jeremy's crazed 991 Turbo probably capable of doing two laps of the short test track to each one completed by the Singer-restored car. But if ever a 911 was about feel rather than numbers this is it.

You can cruise around and soak up the admiring glances. It's comfortable, reasonably refined and has a neatly integrated classic Porsche PCM with navigation and digital radio. But when you up your game it has substance, too, demanding that you apply yourself to enjoy it properly. Balancing revs when shifting up and down the 'box takes time and practice. The traditional light-nosed turn-in and transition into rear-driven thrust on corner exit gets more rewarding the better you drive it. And the suspension is composed but flows across bumpier surfaces with real authority. After a committed drive you'll emerge beaming, not sweaty and shaking. There needs to be a hell of a feelgood factor when you consider the money invested. But I'd argue Singer's reimagining of the 964 delivers on every single penny.

Top: Original 964 engine is bored out to 3.8-litres and produces 350bhp, attached to a six-speed 993 derived gearbox. Fuchs style wheels are the perfect fit, while check trimmed Recaro buckets complement the exterior

“ The looks distil all our favourite visual references ”

of course. But I think what makes this car special is the way it goes. The looks distil all our favourite visual references. And it's the same with the sensory ones. There are faster cars here today. But the Dorset Singer isn't about numbers, it's about the perfectly oiled precision of your every interface with the car. The way the gearshift slots precisely around its gate. The millimetre-perfect position of the

love in the way old Porsches drive and strips out the annoyances, without dumbing the experience down. Something only those who really, really love and understand Porsches could achieve.

It doesn't have the classic authenticity of Keith's short-stroke, Redtek-motored 911 T, despite the superficially similar appearances. It's not as raw or extreme as the wide-arched

CONTACT
singervehic
design.com

			
Engine rebuilds all models and general repairs & servicing	Gearbox rebuilds all models	Air Conditioning	Disc refacing
	<h1>RGA</h1> <p>London's Major Porsche Specialist Units 32-34 Miles St, Vauxhall SW8 1RY www.rgaporschelondon.co.uk email bob@rgaporsche.co.uk All work to the highest standard and carried out in house Mon-Fri 7am-7pm Sat 9-6 Sun call</p>		
Tyre supply & fitting Wheel alignment	Tel 020 7793 1447 ask for Bob for booking & advice		Wheel balancing, wheel straightening & wheel refurbishment
			
Jig repairs	Restoration & resprays	Damage repair including for all insurance companies	Torque tube overhaul 924, 944, 968, 928



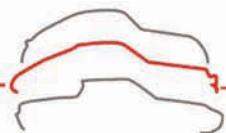
01825 721205



Your South East Independent Porsche Specialist for all Porsche servicing and maintenance using genuine Porsche parts to maintain manufacturer's warranty.



Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ
email: info@precisionporsche.co.uk www.precisionporsche.co.uk t: 01825 721205



CLASSIC PARTS FOR PORSCHE 356 / 911 / 912 / 914

We stock the largest selection of new parts for 356, 911, 912 and 914, including mechanical, engine, body & interior. We also have a large selection of used parts. In fact we stock everything you need to keep your Classic Porsche on the road.



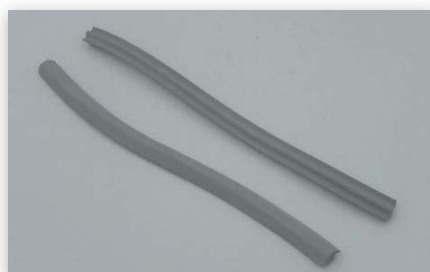
*Turn Signal Switch for 356A
(1955-1959) models
644.631.301.00*



*Oil Drain Plug with Magnet
356/912
RBR.01.133*



*Door Striker Repair Kit
911/912 (67-89)
901.531.701.31*



*911/912 1965-68
Horn Grille Seal Set
R704A*



*Rubber Door / Body Plug
fits 911/912 1966-1973
C718A*



*Stop Plate for 356B (1960-1963)
and 356C
695.424.015.01*



*Stop Plate for 356 (1950-1955)
and 356A
356.24.174*



*Fuse Block 356A/BT5
Correct Original Type
RBR.612.801.00*



*356A, 356B Original Type Spring Plate
Cover with Hole for Smooth Bushing
644.333.151.00*

Shop online and get 15% off selected parts on the website

CLASSIC PORSCHE RESTORATION, SERVICING AND PARTS

Roger Bray Restoration, Milestone Business Park, London Road, Whimble, Exeter. Devon. EX5 2QB

Tel: +44 (0)1404 822005 - Email: enquiries@rogerbrayrestoration.com

www.rogerbrayrestoration.com

MAKING A CLASSIC FROM A CLASSIC

A Carrera 3.2 Targa is already a classic in its own right, but Rennsport can turn back the classic clock even further with a pre '74 look. It's a different slant on modified

Words: Brett Fraser

RENSPORT TARGA



Modified. Now there's an expression to play with. Could mean lots of things when applied to a car. Latterly the Japanese tuning market has laid greatest claim to modified cars. Small hatchbacks with 15 turbochargers and a rear wing the size of a motorway flyover. Now *that's* modified.

Nothing wrong with it, if that's your thing. But at *911 & Porsche World*, our thing is different. A bit. Even though when I turn up at our Bicester Heritage rendezvous, there's a 997 with exhausts the size of Tube tunnels emitting a noise at idle that makes it impossible to address the rest of the team without shouting. Apparently it produces about 1650bhp at the wheels(!!) and has a couple of turbos as large as basketballs. If you take the word 'modified' to mean a car that is altered from its standard spec, then this bad boy Turbo by British tuner ES Motor, represents the ultimate expression of the term.

Chatting to one of its creators later in the day, I discover that it has been built purely to go half-mile drag racing in a road car – ha-ha-

ha-ha-ha-ha – category called 'Outlaw', in which anything goes in terms of specification. I'm shown a YouTube clip of the car competing at a round of the championship in Dubai, where as the car begins to accelerate in second and third gears, its nose comes off the ground. By about four feet...

But I get that. Monster horsepower for a very specific purpose. Power purely for the sake of it – for willy-wagging down the pub – is a far less attractive proposition. That's not to say that ES Motor's other car here on the day, a 991 with 850bhp at the crank and a 'camo' colour scheme, doesn't bend the corners of your mouth into an upward sweep – it's hysterically quick. It's just that rather than spend money modifying a modern 911 to be more than it started life as, I'd rather invest in a standard 997 GT3 or GT3 RS, which are plenty quick enough for the likes of me and benefit from comprehensive development by a company with a skilled and substantial engineering department. And Walter Röhr.

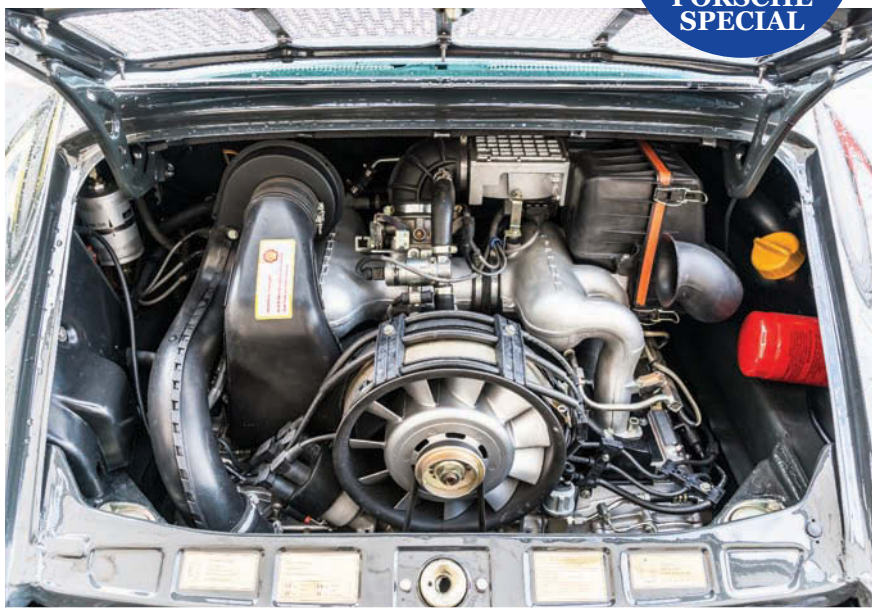
So instead of trying to out-Porsche Porsche with an arsenal of go-faster goodies, there's a more appealing approach to modifying a 911.

Backdating. Not a new phenomenon and regarded with suspicion and sometimes hostility by those with a purist's heart (witness Messrs Seume and Horton), but largely legitimised by the likes of Paul Stephens in Essex and Rennsport in the West Country. The latter has even convinced upmarket car dealer group, HR Owen, to act as its UK distributor, an endorsement that has the effect of making Rennsport's wares appear like a sub-division of the new car market and subtly different to 'simply' a well restored 911.

Although the grey Targa in our photographs is the second Evolution S model that Rennsport built in 2017 initially for its own purposes and is being sold as you see it, you can also order your backdated 911 to your own specification. That's what I'd do. The whole point of a modified car is that you've created something very specifically for yourself. But as I don't have the financial wherewithal for that type of indulgence, let's look at this backdated Targa.

It's based on a 1987 Carrera 3.2 and its body was stripped back to the bare metal, restored where necessary, fitted with

The whole retro/backdating thing has been with us for a good few years now, starting with the obvious RS backdates and now Targas going back in time. The appeal is a more modern 911 of the Carrera 3.2 generation, but with the pre-impact bumper look



lightweight composite front and rear bumpers in the style of a 1960s 911, and repainted in what I would call a sophisticated shade of grey. To complete the yesteryear effect, it features a plethora of chromed accessories, including the rear grille, front vents and indicator surrounds, headlight bezels, sill protectors and door mirrors.

and flared arches, but not in your face. An expensive Porsche – HR Owen is asking £125,000 for this one – that you could drive daily safe in the expectation that you'll receive only admiring glances and not incite the sort of mindless jealousy that gets your car keyed or frowned upon.

To me, being able to use the Rennsport as

modern Porsche it's easy to get hung up on that word 'modern'. The underpinnings of this Targa may be younger than its overall look, but let's not forget that they first surfaced in 1987. That's aeons ago in terms of heating and headlights, interior packaging and power delivery. Everything works just fine, is perfectly acceptable for use every day, but it's not modern in the sense most of us understand it today.

Again, though, that's a plus as far as I'm concerned. You still get the authentic 911 experience. The one where you feel connected to the car because there are no diluting electronics; where the slightly heavy steering writhes around in your hands; where you have to carefully plan your cornering line and pay attention to that lively rear end; where performance and speed aren't a given, they have to be worked at; where you arrive at your destination aglow with the knowledge that the journey has been more of an adventure than if you'd been driving a 21st century computer-optimised conveyance.

There's romance at play here and that's what makes a car like the Rennsport so special. **PW**

Top: Mildly modded 3.2 flat-six makes 260bhp and is perfectly tractable and capable in modern traffic. Aluminium Targa hoop defines the early car look. Houndstooth check trim perfectly hits the retro spot

“ To use the Rennsport as regular transport is its winning attribute ”

Its 3.2-litre flat-six has been blueprinted and produces a claimed 260bhp. The suspension features uprated Bilsteins, aluminium rear trailing arms and steering pilfered from a Turbo. Uprated discs and pads take care of the braking, while the Fuchs-style wheels are a chunky 7 x 16in front, 9 x 16in rear.

To my eyes the Rennsport Targa looks brilliant. Hunkered down thanks to its fat tyres

regular transport is its winning attribute here. Some of the other cars in our modified medley hugely out-class it in terms of raw driving pleasure, I realise that, but I get the feeling that the joy exists only in short bursts, say to and from a race track. Which can be enough – depends what other car you own for the long, mundane journeys.

When people talk of backdating a more

CONTACT
911rennsport.
co.uk



**DIAGNOSTICS
SERVICING & MOT'S
3D 4 WHEEL ALIGNMENT
CORNER WEIGHTING &
SUSPENSION
CAMERA & RADAR CALIBRATION
ENGINE & GEARBOX BUILDS
AUTO GEARBOX FLUSH
IMS BEARINGS
PORSCHE SPECIALISTS**



01603 626 668 - Norwich
www.porsche-servicing-norfolk.co.uk



Contact:
www.twinsparkracing.com
info@twinsparkracing.com
+31 (0) 636145580

Exclusive WEVO Modifications 915 Gearbox

TwinSpark specialise in machining poorly repaired gearbox housings and applying inserts which facilitate the use of the original spec bearings. It takes great skills, precision and high end equipment to perform these restorations. Our engineering crew delivers all that.

Furthermore we supply and/or fit custom gear ratios and crown and pinion combinations to tailor gearboxes to the specification of our clients. We also supply the parts and machining services needed to retro fit 915 gearboxes with RS/RSR oil cooling systems with internal spray bars.

TwinSpark delivers world class engineering solutions for your Classic 911.

See below for different type of Modifications:



WEVO Final Drive



WEVO Differential Modification



WEVO Maincase Modification



Original RS/RSR Oil Cooling system

**WE HAVE
THE LOT!**

**FULL
RANGE
ONLINE**



WHEELS AND TYRES • SUSPENSION • BRAKES • FILTERS • COOLING • LUBRICANTS • GAUGES

TRACKDAY TYRES

Porsche Specific Fitment/Rated	Toyo R888R	Pirelli P Zero Trofeo R	Michelin Pilot Sport Cup 2
205/45/17	£114.98	£207.50	-
225/40/18	£130.00	£211.25	£161.01
235/40/18	£149.00	£215.00	£179.46
265/40/18	-	£246.25	-
235/35/19	£159.00	£285.33	£205.33
265/35/19	-	£303.75	£262.98
245/35/20	-	£277.50	£252.99
305/30/20	-	£370.00	£333.14

All prices are per tyre.

This is only a small selection of our range of high performance tyres. Call or visit www.demon-tweeks.com for further details.



SEATS/HARNESSES/STEERING

Go online to see the NEW Prototipo carbus and Prototipo Heritage range

£167.99

£336.92

from £685.83

Also available to suit 996, 981 & 991

MOMO Prototipo in black leather with black or silver spokes. £167.99
Steering wheel bosses to suit OMP, Sparco and MOMO from £44.70
SCHROTH Porsche 997, inc GT3 specific harness Profi II-6 Porsche £336.92
COBRA Classic RS seat in black vinyl with corduroy centre. Also available in leather from £232.50
RECARO SP-G from £685.83



Superstore and fully equipped 6 bay modern fitting centre with laser 4 wheel tracking alignment and adjustment facilities.
OPEN MONDAY - SATURDAY 8.30AM - 5.30PM

LUBRICANTS/BRAKE FLUID



from £14.32 from £13.75 from £11.75 £46.21

SUSPENSION

Vehicle Model	Eibach Pro Spring Kit from	KW Variant 3 Inox Line Road Suspension Kit from	KW Clubsport Truck Day Suspension Kit from	Bilstein B16 Suspension Kit from
964	£243.74	£1,852.50	£2,631.67	£1,642.88
993	£243.74	£1,890.00	£2,661.67	£1,853.32
996	£243.74	£2,268.22	£3,830.00	£1,937.00
997	£243.74	£1,890.00	£2,738.33	£1,922.19
991	£296.85	£2,092.50	£3,850.00	£1,795.63
Boxster S 986	£243.74	£1,463.33	-	£1,516.13
Boxster S 987	£243.74	£1,783.33	£2,083.19	£1,537.25
Cayman 987	£219.23	£1,738.33	£2,083.19	£1,137.71
Cayenne	£211.06	£2,344.17	-	-

This is a small selection of suspension solutions available. Call for details.
Spring kits fitted from £100.00
Suspension kits fitted from £125.00

ROAD/TRACKDAY BRAKE PADS

from £2109.24

from £110.88

GOODRIDGE Stainless steel brake line kits from £66.62

This is only a small selection of our brake pads available. Please call for details of our range of discs, pads, calipers, lines and fluids from all the major manufacturers.

MEDIA CODE: MZ260A

www.demon-tweeks.com SALES ORDER LINE **0844 375 2609** WHEELS/TYRES EXHAUSTS **0844 375 2605**

IMPORTANT: VAT must be added to all advertised prices unless otherwise stated. Express delivery £7.25 or economy service £8.25 • 75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG • Low rate call. Lines manned 8.30am - 5.30pm, Mon - Sat



**FREE 2018
MOTORSPORT
CATALOGUE**

VISIT US ONLINE AT:
www.demon-tweeks.com

Sportwagen

ECKERT



Porsche spare parts for all models since 1950

911/912 protective plate
front left/right 65-68

each 46,80 EURO

911/912 protective plate
rear left/right 74-89

each 44,60 EURO

911/912 protective plate
rear upper/down 65-68

each 46,80 EURO

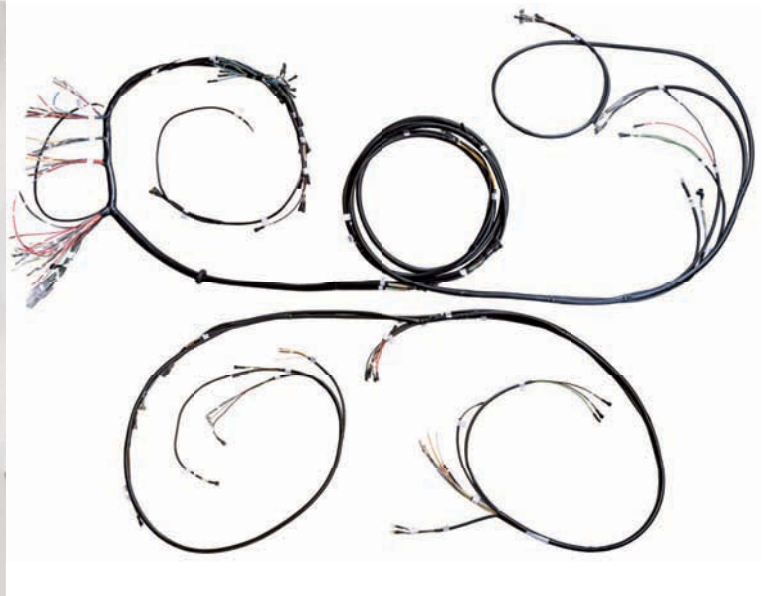


911 harness complete
Targa or Coupe 69-89

4950,00 EURO

911 harness complete
65-68

1895,00 EURO



All cable harnesses also available separately, visit our website for more information



Piece price (Euro) exclude 19% VAT, Dealer enquiries welcome

Ambergstr. 3 • 86633 Neuburg/Donau • Tel (+49) 84 31 / 40 740 • Fax (+49) 84 31 / 42 174 • www.sportwagen-eckert.com • info@sportwagen-eckert.com

Porsche Torque

MA1 (9X7.2 - 9X1) ENGINE SPECIALISTS

Fully Equipped Workshop
Diagnostics
Free Estimates
Engine & Gearbox Rebuild Specialists
Collection & Delivery Service
Alignment and Geometry Facilities
Audio & Alarm Fitting



Mobil 1
SERVICE CENTRE

65 YEARS COMBINED EXPERIENCE FROM EX OPC MASTER TECHNICIANS (AFN, RUF & HATFIELD)

DISTRIBUTORS FOR
FABSPEED **POWERFLEX**

01895 814446
07507 623997

www.porsche-torque.com

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP

MasterCard VISA Find us on Facebook
all major credit cards are accepted

Electrical Innovation for your Air Cooled 911



CDI+ Ignition

Fuse Panels



- Fits 911 '69 - '83 (+ Turbo to '89)
- Dyno proven power increase
- Custom ignition mapping
- 3 rev limiters
- Tacho calibration
- Shift light
- MFI fuel cut off

- Fits 911 '74 - '89
- ATO Blade fuse reliability
- Integrated headlamp relays
- LED fuse blown indicators
- No cutting of wiring loom
- No holes to drill
- Rear panel also available

www.classicroetrofit.com

+44(0)1825 830323

Sales: 01653 697722
Servicing: 01653 696181
www.specialistcarsltd.co.uk

 <p>Porsche 911/934 Tribute • 934 Jagermeister Tribute • Jagermeister Orange Livery • Low Mileage Call us on 01653 697722 £99,995</p>	 <p>Porsche 964 C4 Targa • In Stock Now • Tahoe Blue • Immaculate Condition Call us on 01653 697722 £52,995</p>	 <p>Porsche 964 Turbo • In Stock Now • Marine Blue • High Spec Call us on 01653 697722 £104,995</p>
 <p>Porsche 911 2.7 RS RHD • Lightweight • Very Famous Car • Incredible History Call us on 01653 697722 £POA</p>	 <p>Porsche 911E 2.0 RHD • In Stock Now • Right Hand Drive • Tangerine Call us on 01653 697722 £149,995</p>	 <p>Porsche 997 Turbo • Tiptronic • Midnight Blue • Low Mileage Call us on 01653 697722 £64,995</p>
 <p>Porsche 993 Cabriolet • In Stock Now • Arctic Silver • Low Mileage Call us on 01653 697722 £54,995</p>	 <p>Porsche 918 Spyder • In Stock Now • Weissach Package • Basalt Black Call us on 01653 697722 £POA</p>	 <p>Porsche 993 C4 Cabriolet • In Stock Now • Guards Red • Cabriolet Call us on 01653 697722 £49,995</p>
 <p>Porsche 964 C4 Cabriolet • In Stock Now • Basalt Black • Very Low Mileage Call us on 01653 697722 £59,995</p>	 <p>Porsche 930 Turbo • In Stock Now • Guards Red • Very Special Car Call us on 01653 697722 £94,995</p>	 <p>Porsche 993 RSR • In Stock Now • Cup Homage • Signal Orange Call us on 01653 697722 £99,995</p>
 <p>Porsche 964 Turbo • Total Concours Car • GP White • Full Nut & Bolt Restoration Call us on 01653 697722 £199,995</p>	 <p>Porsche 928 GTS • In Stock Now • Amazon Green • Tiptronic Call us on 01653 697722 £69,995</p>	 <p>Porsche 911 2.7S • In Stock Now • Summer Yellow • Very Low Mileage Call us on 01653 697722 £59,995</p>

WWW.SPECIALISTCARSLTD.CO.UK

MADE IN GERMANY
**EARLY
911S**

www.early911s.de

EARLY 911S E.K. | WESTRING 416-418 | 42329 WUPPERTAL, GERMANY

FIRST EXIT WUPPERTAL

The Destination for Classic Porsches



Words: Dan Trent Photography: Antony Fraser

BACK FROM THE DEAD

How the Cayman GT4 convinced Porsche manual gearboxes have a future and the new GT3's debt of gratitude to it



Do we have the Cayman GT4 to thank for Porsche's apparent about-face and the return of a manual to the GT3 line-up? It's a sufficiently intriguing premise to justify pairing one against the second-generation GT3 and explore Porsche's reborn conviction to offer a manual option on its most track-focused product range.

Because it certainly didn't feel like it would ever happen again when the first generation 991 GT3 went PDK-only.

In a sports car world where paddle-shifted transmissions have become more or less *de rigueur*, the manual-only stance

of previous GT3s rather stood out. And acted as a pleasing badge of honour among the enthusiast crowd who bought them. Anyone can be fast in a two-pedal car. But the fact the GT3 didn't accommodate those unwilling to shift gears themselves, or whose egos couldn't handle the occasional embarrassing stall at the lights, was one of its defining features. You may have wanted a Porsche with a big wing and a roll cage. But if you couldn't drive it properly you'd be politely steered into a Turbo S, leaving the GT3 to the 'real' aficionados.

Motivations for Porsche broadening the GT3's target audience and, frankly,

bringing it up to speed with the competition were obvious though. And hence the 991 went PDK, effectively opening the door to GT3 ownership for those wanting the automotive equivalent of wearing gym kit on the daily commute as much as people with a drawer full of Nürburgring 'Jahreskarte' transponders. Accordingly the bun fight to get on the hallowed list for an allocation got that bit more intense as a result.

That was bad enough. But we enthusiasts are a highly-strung bunch and the fact there wasn't even a manual option was considered betrayal in some quarters. An elitist standpoint perhaps. But by





seemingly democratising the GT3 driving experience Porsche ran the risk of diluting what made the car special. Whether it was part of the plan all along or – as we might like to speculate – a reaction to the outcry of the faithful, the response was the Cayman GT4, a car seemingly laser targeted at those disillusioned by the GT3's

worth, the policy of offering it as a manual-only car offering the twin benefit of managing its performance and throwing a bone to those vocal enthusiasts decrying the PDK-only stance of the 911.

With suspension hardware from the GT3, a Carrera engine and a manual transmission the GT4 was seemingly the

always been about more than obsessing over bottom-line stats, and the fact the GT4's claimed 7min 40sec Nordschleife lap is pretty much on a pace with the 3.8-litre 997 GT3 shows how point to point performance is on a par.

A factory 'hot-rod' in the classic style, the GT4's bitsa specification helped keep costs manageable should those clamouring for a manual-only purists' Porsche prove unwilling to put money where mouth was. As it turned out Porsche needn't have worried and demand for the GT4 went ballistic. For all the initial fuss about allocations, flippers and over-inflated prices (*plus ca change*), anecdotal evidence points to GT4 owners being keen to use them as intended, the hot Cayman joining 996 and 997 GT3s as the track day Porsche of choice.

Having driven to Anglesey circuit in the 991, jumping into the 981 Cayman certainly feels like slipping on tight-fitting sportswear. It's deceptive, though, the Cayman actually

No, don't look at Dan, check out the manly manual shifter. That is, after all, the whole point of this exercise

This is the final 991 GT3 and very probably the final normally aspirated GT3, too, as the 992 GT3, when it arrives (likely in 2020), will almost certainly be turbocharged

“ The GT4's bitsa specification helped keep costs manageable ”

new direction. And tacit admission from Porsche that the full potential of its mid-engined platform had, until that point, been carefully managed so as to preserve the all-important model hierarchy. With the 911 moving into a new realm this was the Cayman's opportunity to finally prove its

modern Porsche for those raised on 996 and 997 GT3s. The sub-400bhp power output of the GT4's Carrera S donated 3.8-litre six might have looked a little undernourished against the 435ps/429bhp of the second-generation 997 GT3 whose slot it was tacitly filling. But these cars have



PAINT) (SHIELD

automotive protection specialists



Illustration shown in colour to highlight coverage available.
All films are clear allowing your original paint colour to shine through.

Standard Kit
Protects most prone frontal areas

Full Kit
Protects all frontal areas

Complete Kit
Protects all of your car

Call now on
01733 390777
for more information.....

www.paintshield.co.uk

Paintshield paint protection kits will help prevent your vehicle from suffering stone chips, minor scuffs, scratches and abrasions. Our kits combine 'state of the art' computer design technology with the finest range of protection films on the market to provide you with the best protection your vehicle deserves.





measuring up the same between the mirrors as the 991 and only 35mm narrower in the body. Perception is important though and with its more intimate cabin and centred weight distribution the GT4 feels immediately more compact than the 911.

With the Clubsport package cage and harnesses the GT4 feels every inch the pukka GT Porsche and just as raw as you'd hope, perhaps even more so than the GT3. Being closer to the engine you feel more intimately acquainted with its sound and sensations, the 3.8 maybe lacking the cachet of a 997's Mezger or the new GT3's motorsport 4.0-litre, but way angrier and more potent sounding than the Carrera from which it was taken.

In the performance range you can

actually exploit on a track this size it feels no less urgent, at least initially. I've been a staunch defender of the 718 turbocharged fours but the throttle response and reactions of this 3.8 are a bit of a wake-up call, the GT4 pulling hard from low revs and with a linearity that makes managing traction on the greasy track surface totally instinctive. Such is the communication through the wheel and seat of your pants you can hold the tyres on the cusp of available grip, safe in the knowledge you're not about to get a sudden and unsettling flare of revs or boost.

The manual gearbox is just so direct and lovely to use, too, especially in combination with this engine. On any given track day you're likely to encounter faster cars. But

the GT4's combined package is what makes it such a joy, the balance, feedback and rewards for driving it with the precision it demands making for an immersive experience.

Only the high biting point of the optional PCCB brakes in relation to the throttle and a slightly awkward shift from third to second spoil the fun a tad, the latter something I'd attributed to the unfamiliarity of shifting with my 'wrong' hand on a left-hand-drive car. But it's here, too, slightly weak springing against the detent to reverse making it easy to go too far across the gate. Nothing you wouldn't get used to, our owner saying he's never noticed it.

Long gearing that can frustrate on the road is less of an issue here on the track,

Cayman GT4 has proved popular with track day enthusiasts for good reason. It lacks only the GT3's top-end bite in the engine dept

WHAT ABOUT THE R?

Given the original 991 GT3 was developed with both manual and PDK versions why was the latter the only option offered to the market? Well, Porsche isn't daft and realised a backlash against the PDK GT3 could be exploited to further fuel the hype for the manual-only 911 R. And while this was the first car to use the new six-speed manual it was clear Porsche wasn't going to go to the bother of developing a new transmission for a run of 991 cars, Andreas Preuninger on record as saying it was no secret a manual would return to the range once the R had done its job. Sympathy for R buyers will be limited but should they feel aggrieved one of that car's supposed USPs has now filtered down to the rest of the GT range?

There are differences, the R having the option of a lighter single-mass flywheel for reduced inertia in the engine. Refinement suffers and it's easier to stall as a result but the hardcore cred shores up the R's exalted position. Nor can you get the lighter flywheel on the GT3 manual, though it's more for technical than emotional reasons with Preuninger explaining the stiffer crank and different resonance on the new 4.0-litre motor makes a dual-mass one necessary.

That's not to say Porsche was entirely certain on how demand would play out once the manual GT3 hit the market. "Some bets were placed within the company and a few bottles of wine have changed hands!" grins Motorsport and GT Cars boss Frank Walliser when asked about how the sales split is playing out. Preuninger is more equivocal, saying, "We're very happy we succeeded our own internal evaluations, the market clearly shows the need for manual transmission and we will continue doing so for as long as possible." With two-thirds of US GT3 buyers alone opting for the manual it's nice to see that playing out in the showrooms, the case having been successfully proven by the Cayman GT4.





Cayman GT4 features a slightly snuggier interior compared with the GT3. Excellent bucket seats and four-point harnesses are solid clues to the GT4's purpose in life

Is there a better way to enjoy a track day, or even a better driving experience? If it wasn't for the GT3, then probably not, although the GT4 and GT3 are two very different cars

too, the reach of the engine meaning the top end of fourth is about as far as you need to go on the always-busy Anglesey lap. Basically it's just a joy to drive, the Cayman's inherent balance and the ratio of power to grip as beautifully harmonised as the control weights and reactions, the rawness of the sound and connection to the car you feel through the smaller wheel and stumpy gearstick all heightening the buzz. Junior GT Porsche or not the Cayman is definitely the real deal. So to the GT3 manual.

I've driven the PDK version of this second-generation, 4.0-litre 991 GT3 round this lap before so the chance to do so in the manual makes for an interesting comparison. PDK definitely makes for a more race-car like experience, the GT3 tuning of the transmission giving more

than a hint of race sequential in the way it shifts in extremis. With seven ratios to choose from and access to them little more than a finger-twitch away you're more likely to be in the angry end of the rev range, too, likewise the freedom to left-foot brake

your gear seeing you hold ratios rather than flick up and down the 'box. This is no chore with the latest 4.0-litre motor, though. Much fuss has been made of its rampant top end but the low- and mid-range response is equally impressive, there being pretty much

“ Junior GT Porsche or not the Cayman is definitely the real deal ”

and overlap pedal inputs meaning you're able to drive the car more aggressively up to the limit.

The manual dictates a different style, the six ratios and planning required to choose

instantaneous response at any point from 2000rpm. Effectively you have a power band spanning the full 7000rpm range beyond this, giving enormous reach in any of the six gears. Instinct tells you to shift up



CAYMAN 987 GT4	
Model tested:	Cayman 987 GT4
Engine:	3.8-litre flat-six
Transmission:	6-speed manual
Economy:	22mpg (combined)
Top speed:	183mph
0-62mph:	4.2secs
Power:	385bhp at 7400rpm
Power:	309lb ft at 4750rpm
Weight:	1315kg



as the needle passes the 7 on the rev counter; keeping your hand off the shifter as it passes 8 and heads to 9 a real test of mettle, not least for the speed you'll be going by this point.

engine are hardly lacking in drama but the switch from hydraulic valve adjustment to mechanical actuation has freed up response, reduced mechanical losses and given extra headroom to the power delivery.

have your wits about you if you commit to exploiting it, too, this crescendo of power easily capable of overwhelming the tyres on anything less than bone dry Tarmac.

The real deal. 991 GT3 is the pinnacle of Porsche's GT range and builds on the first 996 GT3 of nearly 20-years ago

“ At 8000rpm the already crazed howl becomes a frenzied shriek ”

The noise it makes is just incredible, too. At 8000rpm the already crazed howl becomes a frenzied shriek, this the distinctive “gen 2 sound” promised by GT cars boss Andreas Preuninger when he revealed the car. Other versions of this

Peak power comes at 8250rpm and where Preuninger explains even the RS motor is dropping off at this point the new 4.0-litre has more to give, the savage final lunge to 9000rpm unprecedented in anything this side of a Ferrari 458 Speciale. You need to

One thing on the exit to a second gear corner. Quite another at the top end of fourth and nudging 140mph on Anglesey's endless right-hander, Preuninger's boast that the PSM stability control is a “loose bungee” even with everything switched on very much weighing on your mind. That and the foaming Irish Sea just the other side of the tyre barrier.

At this point the GT3 hammers home its seniority over the Cayman with an attention focusing fear factor you just don't feel in the GT4. It all comes in that extra bandwidth of the engine, that frenzied additional 2000rpm proving the difference between a hopped-up Carrera motor and a proper motorsport





Leather and Alcantara dominate. Interior is surprisingly luxurious compared with GT3s of old. Long journeys are manageable, especially if there's a track at the end

flat-six. That the manual makes your relationship with this incredible engine all the more intimate is worth more than the half second PDK and launch control takes off the 0-62mph time, too.

The manual GT3 has two additional details that play to the traditionalist crowd, too. One is that it weighs about 17kg less, the bulk of that weight difference coming from the gearbox in the centre of the car and therefore beneficial to the overall balance. The other being that in place of the PDK car's electronically controlled and fully variable locking differential the manual has a good old-fashioned mechanical limited-slip set-up.

PDK, the PSM stability control and the active diff are a more natural complement to systems like the four-wheel steering, the rear axle's clutches taking hydraulic power from the PDK transmission's pump.

Mechanical losses from powering this are minimal but Preuninger accepts there is a more direct feel through the manual's traditional clutch and mechanical differential, this and the weight difference contributing to the manual's marginally higher top speed. Subjectively you feel

hold the car on the cusp of breaking traction rather than second-guess what the black boxes are going to do. For the traditionalist crowd it restores a welcome sense of 'old' GT3 to the new one; PDK will remain the only choice for the RS and the faster way round a track but the fact we

“ The fact we have the choice on the GT3 is something to celebrate ”

Definitive GT3 cornering shot on damp track with rear-end squirming and front wheels pointing the wrong way! Are we having fun? You bet we are!

a more direct connection between throttle pedal and tyres, too, the more predictable nature of the mechanical differential and quality of the feedback through the car meaning you can sense the lock-up and

now have the choice on the GT3 is something to celebrate.

Sure, there's still the rear-wheel steering to 'adjust' the wheelbase and make the longer and wider 991 feel as chuckable as



991 GT3 MANUAL

Model tested:	991 GT3 manual
Engine:	3.8-litre flat-six
Transmission:	6-speed manual
Body style:	2+2 Coupe
Top speed:	197mph
0-62mph:	3.4secs
Power:	493bhp at 8250rpm
Torque:	339lb ft at 6000rpm
Weight:	1430kg

an older 911. And the wheel is electrically rather than hydraulically assisted. But the manual GT3's masterstroke is tuning and calibration that makes it feel genuinely playful when you toy with the weight distribution through the pedals. That it all feels so natural is a testament to the quality of the set-up work that's gone into it. Natural enough that pressing both ESC off and then ESC + TC off buttons feels the right thing to do, even on a greasy track. With the systems engaged it can sometimes feel like you're fighting the car. But Porsche calibrates the car with everything switched off and it shows, the GT3

feeling more natural and predictable when man and machine are working with rather than against each other.

Rear-axle steering may have helped counter that traditional light-nosed turn-in but this is still a 911 and understeer needs to be addressed with a lift or trailed brake. Once you've done that though the GT3 will happily sit in a neutral state or rotate into oversteer as mild or wild as your imagination and right foot can take you. Certainly that 9000rpm redline gives you plenty to play with if you do decide to light the tyres up, the GT3 equally happy to fast and tied down as it is showboat for the camera.

When it all goes right you forget you're in a 21st century 911 and get taken back to the sheer sense of joy you get from dancing about in a skinny-tyred classic one, albeit at much, much higher speeds. And it's this connection and emotional interaction you just don't get in the PDK car.

For this and proving a manual transmission still commercially viable the latest GT3 owes its junior GT4 brother a huge debt of gratitude. We didn't think we'd see its like again. For convincing Porsche there was still a market for stick shift track cars we should remain very grateful. **PW**

What would the Cayman GT4 be like with the GT3's more potent engine? Now there's a question we're never likely to get an answer to, but at least the GT4 convinced Porsche that there was still life in the manual gearbox

CONTACT

Thanks to Anglesey Circuit for opening up on Mother's Day!
angleseycircuit.com



CSF'S NEW LINE OF FRONT MOUNT CENTER OIL COOLERS FOR AIR-COOLED PORSCHE

NEW!
In Stock

THE ULTIMATE 991 TURBO INTERCOOLERS FROM CSF

NEW!
In Stock

THE CENTER OIL COOLER YOU'VE BEEN DREAMING OF

THE PERFECT BLEND OF PERFORMANCE, FITMENT, AND VALUE



CSF #8110 (RS style) :
Dual-pass

CSF #8111 (RSR style) :
Single-pass

- Dimensions: 24"L x 5.75"H x 2.15"W
- High efficiency & rugged durability bar/plate design
- Triangular flush mounting holes on both top/bottom (M8x1.25)
- Slight 15 degree angle for connections (M22x1.5 female) w/ tapered cast end tanks
- CSF's new "aero-flow" bar design for lightweight, strength, and maximum air flow through the core
- Satin black finish for extreme protection against corrosion and debris
- MSRP \$599 USD



- 4.5 inch "Ultimate-Boost" high-efficiency bar/plate core (wind-tunnel tested)
- 3D designed cast end tanks for precise OEM-style fitment
- Machined OEM-style "Quick-Connect" inlet/outlet connections
- Aerospace-grade "thermal dispersion" space-gray coating included
- Instruction manual and fitment kit included w/ CSF's "Drop-in Fit"
- Fits 2014-2018 Porsche 911 Turbo & Turbo S
- CSF #8112 - MSRP/MAP \$2995 USD



R&D Partner & Distributor
Euro Parts West, LLC.
7905 E. Greenway RD, Bld. 202
Scottsdale, Arizona 85260 USA
+1 (844) URO-PART
sales@europartswest.com

The best performance intercoolers in the industry at an unbeatable price - see www.CSFace.com for real-world & dyno results

CSF COOLS PORSCHE

THE BEST
PORSCHE
TUNERS USE
CSF

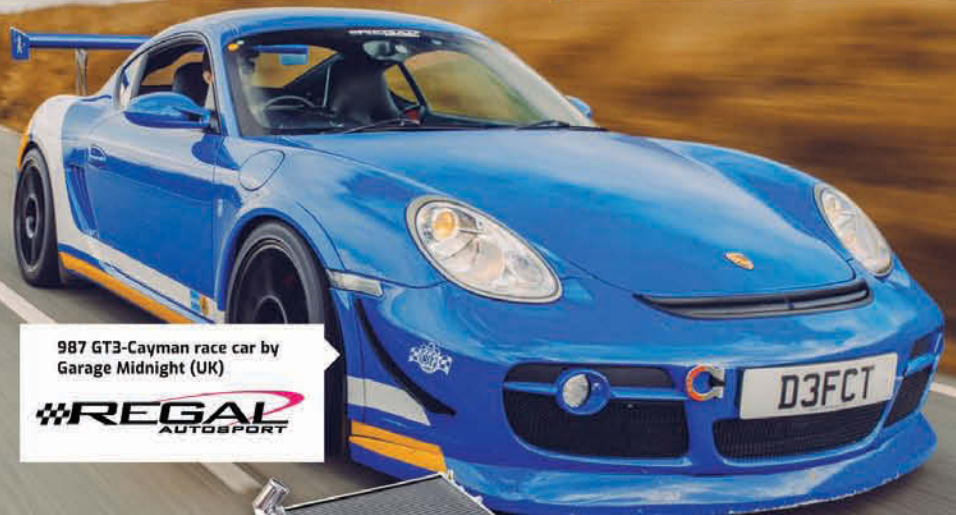
- CNC machined brackets, mounting pins and "Quick-Connect" inlet/outlet pipes
- 2 row core with B-Tube technology (+20% efficiency)
- Drop-in fit requiring no modifications
- All-aluminum 100% TIG welded
- Track Tested & Proven in 110°F
- 1 hour hand polished



Ultimate Performance Cooling

CSF Porsche Racing Radiators		NEW		
		996/ 986 CSF#	997/987 CSF#	991/981 CSF#
911 Carrera	Left	7044	7047	7066 7069 (2)
	Right	7044	7048	7067 7070 (2)
	Center	7057	7049	7060
911 Turbo	Left	7056	7056	7069
	Right	7055	7055	7070
	Center	7053	7054	7068
911 GT2 / RS	Left	7056	7056	7069
	Right	7055	7055	7070
	Center	7053	7053	7068
911 GT3 / RS	Left	7044	7047	7069
	Right	7044	7048	7070
	Center/CUP	7057 7053	7053	7068
Boxster	Left	7044	7047	7066
	Right	7044	7048	7067
	Center/Spyder	7057	7049	7060 7068
Cayman	Left		7047	7066
	Right		7048	7067
	Center	#CSFace	7049	7060
GT4	Left	#CSFradiators		7066
	Right	f @CSF_Radiators		7067
	Center			7068

#COOLisTheNewHOT



987 GT3-Cayman race car by Garage Midnight (UK)



Find more at CSFace.com: News · Blogs · Features

European & International distributors/dealers wanted! Inquire: info@csface.com

Proudly distributed by




International Distributors



Exclusive Dealers



elite motor tune 
Limited



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

**Close to Northampton train station
(Direct lines to London & Birmingham)**

Recent new workshop with latest
German technology and 7 service bays

www.elitemotortune.co.uk

NORTHAMPTON Tel: 01604 757510

www.clubautosport.co.uk

Porsche Specialists since 1971



WORKSHOP FACILITIES -

servicing, repairs, diagnostics, inspection
engine & gearbox rebuilds, MOT work



FULL BODYSHOP & REPAIR FACILITIES -

paintwork, bodystyling &
conversions, restoration, welding,
accident damage repairs, bespoke
modification i.e backdates/updates



NEW AND USED PARTS -

any part for any Porsche, from engines
and gearboxes, body panels to
small trim parts



LIGHTWEIGHT COMPOSITE PANELS -

manufactured in house
panels and styling conversions. All
models from early SWB 911's to 997 RSR
Supplied in fibreglass, Kevlar or carbon
doors, roofs, bonnets. The list is endless

**SINGER INSPIRED CONVERSIONS
AVAILABLE NOW**

Next day delivery or collection


Tel: 01384 410879

email: richard@porscha.co.uk or mick@porscha.co.uk

Park Lane, Halesowen, West Midlands, B63 2RA

LATEST ISSUE ON SALE NOW!

Classic PORSCHE
BACK TO THE '60s
PORSCHE MUSEUM'S VERY OWN 1964 PORSCHE 901



CELEBRATING 70 YEARS OF PORSCHE: 1948-2018
356 CABRIO DRIVEN ● PORSCHE AT GOODWOOD

SPORT UTILITY

Forget the Porsche Cayenne: Paul Kremer's modified Carrera shows you don't need an SUV for the ultimate everyday Porsche experience. Given the choice, we know which we'd rather drive...

"PAUL KREMER RECKONS YOU DON'T NEED AN SUV - AND HE'S RIGHT..."



**NEXT ISSUE ON SALE
26 APRIL (UK)**

11

PORSCHTEK
Specialist Porsche Centre

www.porschtek.co.uk



**PORSCHTEK IS AN INDEPENDENT
PORSCHTEK SPECIALIST CENTRE IN LEEDS.**

WE HAVE THE HIGHEST GRADED PORSCHTEK TECHNICIANS FROM
WITHIN THE PORSCHTEK NETWORK OFFERING MAIN DEALER
QUALITY AT COMPETITIVE PRICES.

FREE SAFETY INSPECTION FOR ALL NEW CUSTOMERS



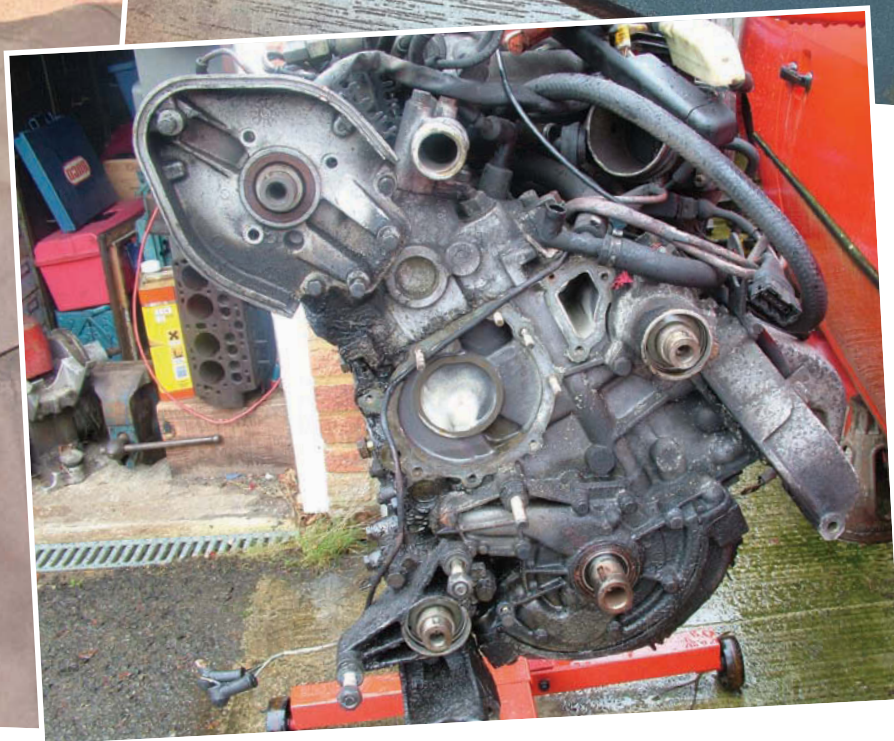
EMAIL: INFO@PORSCHTEK.CO.UK
CALL TONY OR PHIL ON

TEL: 0113 277 3220

Unit 11, Enterprise Park, Moorhouse Avenue, Old Lane, Leeds LS11 8HA

A TOOTH FOR A TOOTH

Replacing the timing belts in Porsche's so-called balance-shaft engines – 924S, 944 and 968 – can seem a rather daunting prospect, with no fewer than four separate shafts to synchronise, and a multiplicity of tensioners and rollers to refit correctly, but as with many such jobs a good basic technique, together with a few tricks of the trade, make it a lot easier than you might expect. Story and photos by Chris Horton



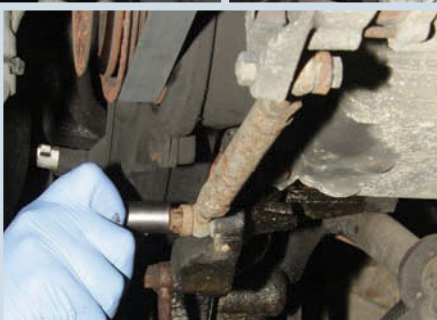
Something slightly different for our how-to story this month. It is based around this writer's own Porsche, for a start – my 1985 924S – and rather than attempting a step-by-step account of a balance-shaft-belt and camshaft-belt change, we shall instead concentrate on those areas which seem to cause most DIY mechanics the most confusion. Even so, we are also taking the unusual step of dividing it into two parts, with the conclusion

either next month or the one after that. There is just too much to squeeze in, otherwise – and to leave it out risks merely clouding the issue rather than clarifying it. The procedures described apply, broadly speaking, to all of the four-cylinder so-called transaxle cars, apart from the 2.0-litre 924 – although that model, too, has a belt-driven overhead camshaft. That is to say: the 924S; all 944s (eight- and 16-valve; naturally aspirated and turbocharged); and the 968. Note, though, that the twin-

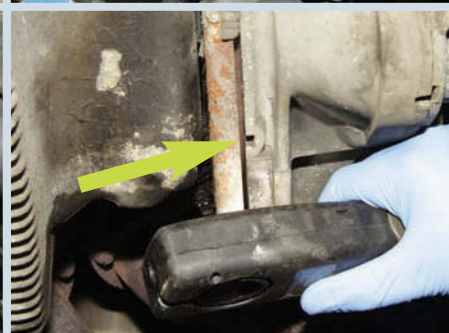
cam, 16-valve engines have the added complication of a short drive-chain between the inlet and exhaust camshafts. Some other time for that. Or, for those with a complete library of *911 & Porsche World* back issues, see the February 2002 edition. I am also assuming that anyone who might follow the story not only knows their way round a toolkit and a transaxle Porsche's engine bay but might also have done the job before. (Four times for me, so far. And on two occasions, in two

Factory method is to lock crankshaft with a toothed bar (top), but it can be done without – although some way of holding the balance shafts is essential. Archive photo above shows front of Horton's previous 924S engine for reference, albeit devoid of sprockets – and water pump

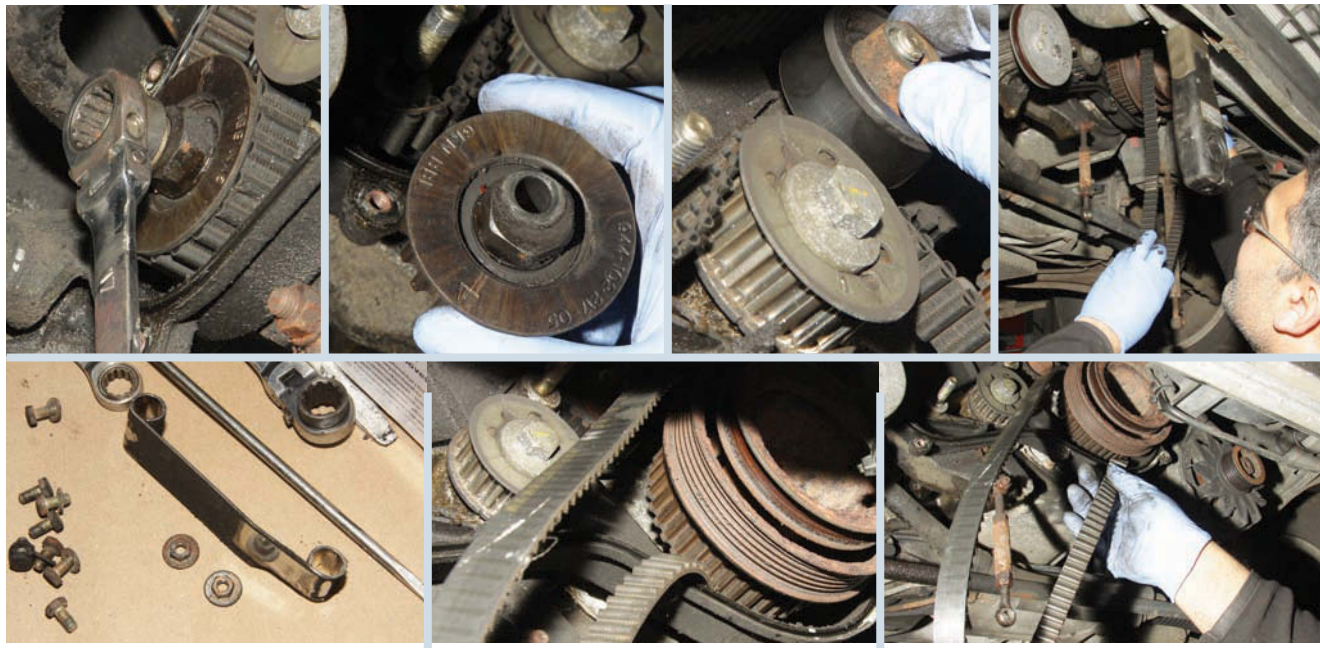
Exterior hardware is all quite easy to remove – apart from distributor-cap fixings. Dust shield behind rotor arm was still present (it helps prevent inside of cap being contaminated with particles etc from the belt), but cracked, so a new one will later be fitted. Inspection hole in upper sprocket cover should also have a rubber plug – another item to source. Adjusting links for alternator and steering pump were corroded – in part because undertray has been missing for years. That will be refitted!



Crucial early step is setting the engine with the crankshaft (and thus, one hopes, the camshaft...) in the correct position to allow the belt to be removed safely, ie without the risk of valves touching piston crowns – and thereafter, of course, to make sure neither moves from that position. Primary marks are on the flywheel, but easiest method is to rotate crank with a suitable socket, and observe mark on camshaft sprocket. That should place crank marks close to where they should be, verifiable from beneath and/or above (light-green arrows). Second of those two images (above, near right) is another archive picture from a previous job, showing inspection hole in bellhousing, next to where crankshaft speed and reference sensors would normally fit. And photo to the right of that shows 'OT' mark on flywheel – the one you need to see through that round aperture. All being well, that should place marks on the two balance-shaft sprockets in their correct positions (light-blue arrows), but that's not always the case, for reasons we shall see next time. They are quite hard to spot, too, so final two photos again show them on an engine removed from the car



TECH: HOW TO



Being sure not to rotate crankshaft, undo and remove the eccentrically mounted combined roller and tensioner for the double-sided balance-shaft belt, and then the smooth-faced vibration-damper roller.

The belt itself can now be eased off the sprockets. It doesn't matter that the balance shafts can subsequently rotate independently of each other, or the crankshaft; they will be lined up again later, when new belt goes on. It's the same principle for the single-sided camshaft belt, here – obviously – making absolutely certain to maintain crank and camshaft in their designated positions. Official method of getting the belt off is to remove

large sprocket, but that would entail locking the crank in order to be able to undo (and later tighten) the central screw securing it and the ribbed pulley, and also risks disturbing the oil pump's driving gear. In fact, belt can be eased out between sprocket and the plastic rear half of the timing-belt case, so not surprisingly that is the way Sid Malik prefers to do it. Rather odd-looking item is the special 'blade' that prevents the toothed faces of the camshaft belt possibly touching each other where they run in very close proximity above the water-pump pulley.

Some wear on it, as here, is inevitable, especially if the belt has been running slightly too loose, but replace if badly damaged. It should be secured by two special shouldered M6 nuts which locate down inside the tubular ends of the blade, but these are two generic flanged items that will have to be replaced with correct Porsche parts

THE KNOWLEDGE

The key to removing and replacing any engine's timing belt is first to ensure that you rotate the crankshaft (and by definition the camshaft and any connected auxiliary shafts) to the manufacturer's designated positions for the task, and thereafter scrupulously to maintain that alignment, if necessary by applying one or more mechanical locking devices. (And camshafts in particular can sometimes rotate spontaneously under the often considerable pressure of the valve springs.) If you fail to observe this precaution you risk bending one or more of the valve stems, and then obviously having to remove the cylinder head to replace them.

In these transaxle Porsches the official 'factory' method is to lock the crankshaft alone in the required position with a special toothed bar bolted across the starter-motor aperture in the bellhousing (after removing the starter itself, of course), and crucially this also allows the crankshaft pulley bolt to be undone and later tightened. On this occasion, however, Sid Malik would not be disturbing the pulley, and so relied instead on simply rotating neither crankshaft nor camshaft independently of each other once the belt was off. Always disconnect the battery, of course, so that you – or someone else – cannot inadvertently operate the starter motor.

There are five timing marks: one, easily visible, on the camshaft sprocket; two on the flywheel (less easy to see, especially the upper one); and one on each of the two balance-shaft sprockets (ditto). The simplest way of aligning them is to rotate the crankshaft with a 24mm socket on the pulley bolt until you see the mark on the camshaft sprocket line up with the shallow cut-out in the adjacent light-alloy cover. Always turn the crankshaft in its normal running direction, that is to say clockwise when viewed from the front of the vehicle – and, undeniably tempting though it might be, under no circumstances rotate the crankshaft by turning the hexagonal section of the camshaft sprocket.

Assuming that your engine was timed more or less correctly in the first place (and that is by no means a given, especially if someone has previously got it even slightly wrong), this should place the marks on the flywheel pretty close to their required positions. The camshaft revolves at precisely half engine speed, however, so remember that if you rely primarily on the mark(s) on the crankshaft you might have to rotate it through a further complete revolution in

order to bring the one on the camshaft round to the required position. Either way, the apertures in the bellhousing are so small that you will need a good torch and keen eyesight to be able to see the marks.

Whether or not this also places the marks on the balance-shaft sprockets anywhere near their intended positions is another matter, but at this stage any discrepancy is not overly serious. In fact, you can run the engine without a balance-shaft belt – and some 944 race-car drivers do just that, supposedly to gain a little more power – but it is not recommended. The engine will most likely vibrate badly, with all manner of undesirable consequences, and in the longer term might even fracture the oil pickup pipe in the sump, leading to a catastrophic loss of pressure. (See also the April 2013 edition for a how-to story on replacing worn-out transaxle engine mounts, unsurprisingly another cause – or perhaps even effect – of balance-shaft timing issues. And, for the record, my car's mounts need to be replaced, too. I shall be back at Porsche-Torque for that very shortly.)

The first of the belts to be removed is the double-sided item driving the two balance shafts. Undo and remove the nut securing the eccentrically mounted tensioner sprocket – situated at the bottom of the timing case, to the left of the crankshaft when viewed from the front – and then the roller itself. Repeat for the smooth-faced roller above the lower balance shaft, and then extract the belt.

It's a similar but slightly more awkward procedure for the camshaft belt. Remove the chrome-plated blade separating the toothed faces of the belt, where they run perilously close to each other (and in opposite directions, of course) just above the water pump, and once again both the eccentrically mounted tensioner sprocket and the smooth-faced vibration-damper roller. (In later cars there is a spring-loaded automatic tensioner, and in the 968 a broadly similar but in detail quite different hydraulic device; more on both of these next time.) Pull the belt off the camshaft sprocket, and then, from below the car, gently ease it out from behind the back of the crankshaft sprocket. It's a bit of a squeeze, but it should come out with a little bit of effort and dexterity.

At this stage you could, in theory, simply fit new belts and rollers and tensioners, and that would be that. It is always sensible to assess the condition of any other now easily accessible components, however, and here it

was clear that, although not leaking badly, the two balance-shaft front oil seals were definitely a bit 'weepy'. It would have been false economy not to deal with them now, especially since any new belt(s) might soon become dangerously weakened by oil contamination. Ideally, of course, you would at this stage change the similar camshaft seal, too, but this car's appeared to be perfectly dry, so no point trying to fix what wasn't broken. I'll take my chances with that.

To access the seals entails removing each balance shaft's drive sprocket, and to do that you need a special tool to hold the latter stationary while you undo the single securing bolt. Sid Malik used the official Porsche device, but for anyone with reasonable fabrication skills it would be relatively easy to make your own, as pictured. In an emergency you could perhaps rely on the balance-shaft belt (assuming that it is still in place, of course, or that you could temporarily refit it) to counter-hold the sprockets, but this is not recommended, not least because you might in the process rotate the crankshaft away from the timing position. And you must certainly not rely on this method when refitting the two bolts.

The seals can be removed and replaced with the rear half of the timing case still in situ, but removing the latter would allow the lower balance-shaft bearing housing to be removed and then cleaned and inspected, and so I was delighted that Sid elected to do just that – and even more so to observe how he did it, without disturbing the crankshaft sprocket. The trick, it seems, is first to remove the stud for the balance-shaft roller, and then simultaneously to rotate and pull the moulding from round the remaining sprocket – which is probably easier done than said. Note, however, that this is not possible in all iterations of these engines, only the earlier models.

Similarly, there followed a certain amount of 'negotiating' to separate the steering pump from the lower balance-shaft housing (more on this next time), such that the latter could be put through the Safety-Kleen tank, but that, and thoroughly degreasing the lower front part of the engine, made reassembly far easier and more satisfying than it would otherwise have been, with the added benefit that the precise source of any subsequent oil leak should quickly become obvious. Again, more on that – and the crucial timing procedure, of course – next time. Carry on...

Sincere thanks to Sid Malik at Uxbridge, Middlesex-based Porsche-Torque for his help with both this and the second instalment of this how-to story, which we shall bring you either next month or the one after that. If you would like Sid to work on your transaxle Porsche – for which range of cars he has a particular knowledge and long-standing passion – call 01895 814446, or go to porsche-torque.co.uk

different cars, because of a broken timing belt, most likely the direct result of oil contamination from leaking balance-shaft seals. But you never stop learning.) And it is certainly aimed at those who understand the general operating principles of toothed rubber drive-belts. It is, after all, a task that Porsche states should be carried out every four years or 48,000 miles – although the belts on the car shown here had been in service for at least the six years since I bought it. And with a long-defunct odometer there was no way of telling how many miles they might have covered. I can but hang my head in shame.

No wonder, then, that having asked Porsche-Torque's Sid Malik to do the job I had my fingers firmly crossed as I drove down to his workshop on the edge of Uxbridge, Middlesex. It would have been just my luck for one or other of the belts to let go at the finishing line, so to speak. And while, perhaps a little surprisingly, a broken balance-shaft belt is not in itself immediately disastrous, the fact is that in flailing around inside the timing case it can often take out the camshaft belt. (Which is. Disastrous, that is.)

The plan, given the engine's unknown history, was at the very least to change the

belts (alternator and steering pump, too, of course), together with any of the various idler and tensioner rollers as deemed necessary – although as it turned out, and in order to avoid possible problems and extra work in this area in the future, that would mean all of them. Even the best of the four rollers, while still serviceable, were not *that* great. Sid had ordered all of those in from Euro Car Parts a few days beforehand.

We would also examine the water pump (which is driven by the smooth rear face of the camshaft belt) for signs of bearing wear or coolant leakage, replacing that, too, if necessary. But at £153 for an after-market item from Euro Car Parts (or £310 for an 'OE-quality' item from ECP), and around £570 from Porsche, we decided to wait and see before ordering that and the gasket – and I am pleased to report that in the event we needed neither. (See pages 126–127 in the October 2015 issue for an overview of the problems you can run into when changing a water pump.) What we *did* require, though, were the two rotary lip seals for the balance shafts, together with their 'top hat' bearing sleeves and 'onion skin' inner seals, but Sid had several of each in stock.

Even with Sid on the spanners, however, this was by no means the easiest of jobs to

observe and thus to photograph. That was in part due to the front of the engine being so close to the radiator and its electric cooling fan, but also because Sid, given his many years of experience, tackles almost all of the work from beneath, without the hassle of disturbing either the induction system or the top radiator hose. And, even with the car on a wheel-free lift, access for a bulky SLR camera and flashgun was pretty limited. Hence a few shots culled from previous forays inside one or other of my cars' engines over the years.

I do believe that we have captured the real-world essence of the procedure, however, and I am pleased to have witnessed and recorded Sid's time- and labour-saving technique, whereby he removes both the camshaft timing belt and the plastic rear half of the timing chest without disturbing either the crankshaft pulley or, as a result of that, the oil-pump drive and its associated 'O'-ring seal. I had no idea that was even possible, and although it does bring with it a few minor drawbacks, it avoids having to remove the starter motor and lock the flywheel ring gear with a special tool – and later to retighten the crankshaft pulley bolt to a hefty 210Nm. Anyway, more on all that next time. **PW**

Sid Malik uses the proper Porsche tool to hold each balance-shaft sprocket stationary while he undoes the central securing bolt, but it is merely a more sophisticated version of the home-made device shown on the lead page of this story. Sprockets are keyed to balance shafts, and should pull off easily. Both upper and lower sprockets are identical, each with two keyways, and this can cause confusion during reassembly, but we shall explain that fully next time. Both oil seals were visibly weeping, so more on those next time, too. Accessing the seals is possible with the rear half of the timing case still in position, but removing that would allow it to be cleaned, and also the lower bearing housing to be removed for inspection and cleaning. In certain engines that alone would necessitate removing the crankshaft pulley/sprocket assembly, but in this earlier unit the plastic moulding can be eased around it, albeit after removal of the stud from the balance-shaft belt's tensioner. Use a proper stud extractor for safety



ZIMM
AUTOTECHNIK
PORSCHE SPECIALISTS

ORDER ONLINE
www.allzim.com

PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING

Kupplung
Clutch
Embrayage

RECHARGER, MOTIVE PRODUCTS POWER BLEEDER, OC 54 Oil-Filter, PERMA LITE, BOSCH

FedEx UNITED STATES POSTAL SERVICE

1804 RELIANCE PKWY. BEDFORD, TX 76021 USA

VISA MasterCard DISCOVER AMERICAN EXPRESS

Fax: 001-817-545-2002
Phone: 001-817-267-4451

Complete Performance Solution for Ignition and Fuel Injection

- EFI Systems
- Turbo
- Throttles
- Carburetors
- Serpentine Belt Conversion Kits
- Spark Plug Wires

Ignition and Engine Management conversion kits for 911, 930, 914, 944
NEW Coil-on-Plug for 911

Clewett Engineering
Innovation & Performance

Visit www.clewett.com or call 310-406-8788 USA

D9 AUTOTECH
AUTOMOTIVE PERFORMANCE ENGINEERING SPECIALISTS

www.d9autotech.co.uk

D9 Autotech
Porsche specialists for south wales & west.
Servicing, rebuilds & restoration, full autologic diagnostics massive discount on parts

AMERICAN EXPRESS Monero MasterCard VISA

F: 01656 746911 E: discount9auto@aol.com www.d9autotech.co.uk
Unit 23 South Cornelly Trading Estate, Bridgend, South Wales CF33 4RE (Junction 37-M4)

PATRICK MOTORSPORTS
PORSCHE® & MID-ENGINE PERFORMANCE SPECIALISTS SINCE 1989

FLYWHEEL & CLUTCH PACKAGES

- OEM / RS / RSR Lightweight / Conversions
- Precision Computer Balancing Standard with all packages!

YOUR CONVERSION EXPERTS!

OIL SYSTEMS
GOODRIDGE Peterson

TRANSAXLE SPECIALISTS
Setrab

ENGINE CONVERSIONS
911 & 914 3.6L DME

TWIN PLUG IGNITION
2.0L-3.6L

602-244-0911 patrickmotorsports.com
Phoenix, AZ USA - Daily Worldwide Shipping

©2017 - All Rights Reserved - JE Patrick Motorsports, LTD. - SSN.0910 | PORSCHE® is a registered trademark of Dr. Ing. h.c. F. Porsche AG. These products are not officially approved by PORSCHE®

SPECIALIST IN ALL THINGS PORSCHE

- Fixed Price Servicing
- Engine & Transmission Rebuilds
- Full Diagnostic Facilities
- Pre-Purchase Inspection
- Restoration

Mobil 1 HP PORSCHE

Tel: 020 8500 2510
Email: info@hpporsche.co.uk
www.hpporsche.co.uk

181 FOREST ROAD, HAINAULT, ESSEX IG6 3HZ



M&A
— 1971 —
COACHWORKS



London's only Porsche Recommended Repair Centre

Established in 1971, specialising in Prestige Body Repairs and restoration.

A reputation built on quality, fine detail and integrity.

London's only recommended Porsche Repair Centre.

Officially approved, recommended and trusted by the leading motor manufacturers of the world.

M&A Coachworks. 135 Highgate Road London NW5 1LE

Call 0203 823 1900

Email customerservice@macoachworks.co.uk



www.macoachworks.co.uk



PORSCHESHOP: SHOP TILL YOU DROP

Globally, Porscheshop is one of the foremost purveyors of OEM service items and branded aftermarket componentry for your favourite marque: that coveted part for your pride and joy is just a click away

Words and photography: Johnny Tipler



Porscheshop and I go back a few years, and I should declare an interest: they sponsored my 914 on La Carrera Panamericana in 2011, and I bought a 996 from them three years ago, the much-pampered Pig Energy (so-called because of its numberplate). So, I have an amiable affinity with the company and its boss, Ian Heward, who founded the business in 1992. As a student, he raced a 911 2.2E (and to think my student wheels was a Citroën Ami Super!) turning a racing hobby into a business, maintaining his own car and helping fellow Porsche competitors run their cars.

The original Porscheshop premises was in a small unit on Forge Trading Estate, Halesowen, eight miles south-west of Birmingham, and after a number of years relocated 'across the road' to bigger premises. 'We started off with 2000 square feet and that grew to 4000, and over a

period of 15 years we expanded to 12,000 square feet. The firm has always been mail order focused: 'We started off with the older cars, racing the 924s and 944s and the early air-cooled 911s, and as the used parts dried up we supported the racing with new parts, like brake discs, pads, service kits, clutches and that sort of thing. In those days Porsche was only making four or five models, so you only really had the air-cooled 911s, 924s, 944s and the 928, so it was quite concentrated though fairly basic kit.'

Porscheshop gradually expanded into more exotic niche market equipment, like the replacement Turbo nose they fitted on my 996. 'The performance and tuning market really grew out of the motor sport, because you were always allowed to fit the next model's spoiler or the next model's bumpers or aero kit of whatever its generation was, so the 944s would get a facelift to 944S2 and the 911s would get a Carrera facelift, and things like that. So,

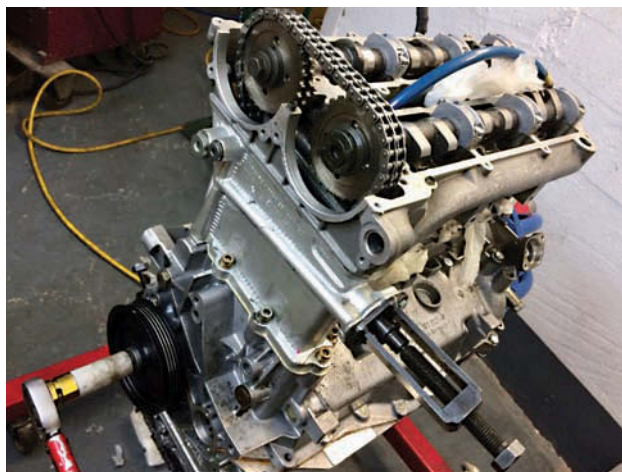
there was always an element of that which grew out of motor sport.'

The introduction of the water-cooled models in 1997 opened fresh possibilities. 'As the modern cars came along, that brought in a whole new generation of owner-enthusiasts, along with a whole new range of cars and parts with interchangeability, because of course the Boxster shares a lot of the 996 generation of 911 parts: all the bumpers are interchangeable, the headlights, the bonnets, the rear spoilers, wheels, brakes, it's almost like a Meccano or Lego situation, and owners and enthusiasts picked up on that, and they realised that you can ape a GT3 with a basic 996 by swapping its suspension and aero and things like that. So, the whole thing's definitely customer driven.'

When Porscheshop operated on a 'print catalogue' mail order basis there was a staff of 15, including van drivers, but now they're predominantly online they don't need

Engine out: Porscheshop's very own GT3 RS endurance racer sports EuroCup GT livery, which is the tuning and modifying side of Porscheshop's business

944S2 engine gets a rebuild. Right: popular kit of front and rear lightweight bumpers and wing gives air-cooled impact bumper 911s the lightweight look



telephone sales operators. 'When it was a catalogue company we had five or six people manning the phones all the time, whereas now we have internet lines serving the website, which is a sign of the times, so we're effectively down to about half that number now. And that includes the guys servicing the cars in the workshop, two to three people on the phones, two in accounts and shipping, and then we have the dispatch department as well. Initially, we were catalogue-based for nearly 15 years, but now with online websites the customer has the login details and the processing is automated, the payment is taken via third parties like PayPal and Visa, and now the website platform itself is outsourced as well. We had a field sales rep for over 10 years who was out on the road and used to do technical customer support as well, but now with the internet there's no such need, as most people who want technical information will go onto forums like RennSport and do their own research about their vehicle and its fitments and applications. The customer is much more informed nowadays, though we do still offer technical support that you can also

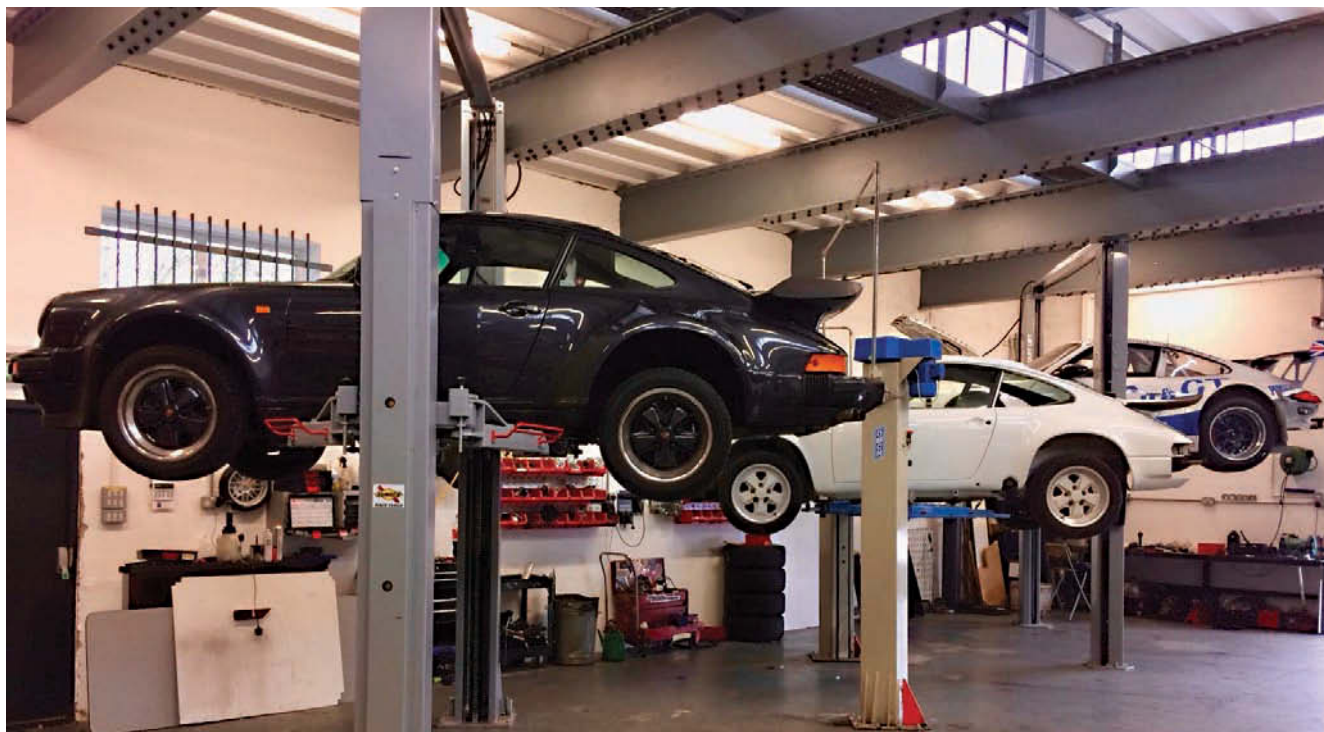
download online. We do still get people calling in person, not just to have their car serviced, but they always want to know what's hot and what's not, and quite often it's the touchy-feely thing, even if it's an exhaust, and even though they'll probably never touch it once it's on the car, people want to pick up an exhaust, look at it, and

modern water-cooled parts quadrupled because they were more affordable and interchangeability made it more cost-effective for Porsche to make a lot more cars using the same parts, and it didn't devalue a Porsche in terms of its prestige, but it broadened the market and enabled four times as many people to own a Porsche as

“ They realised you can ape a GT3 with a basic 996 by swapping parts ”

turn it around in their hands. It's a quality thing, I suppose, as much as anything.' Ian perceived a surge of demand for upgrading parts and equipment from 1997 and '98: 'Without a doubt, the car parts business grew four-fold effectively overnight. Pre-'98, it was predominantly owner-enthusiasts: you owned one Porsche and it was a prestigious race-bred sports car, even though it was quite yuppified at times, once they were widely available from '98, the demand for more

could do a decade previously.' Though 1998 seems to have been the key year, it wasn't an overnight phenomenon. 'It crept up on us, and it probably took another three to four years before we saw real growth, so it wasn't until the early 2000s before those cars came into our domain en-masse, post manufacturer's warranty; the growth was steady from about 2001 onwards because of course it's exponential as those early water-cooled cars are handed on to a second or third owner and the original



Porscheshop can carry out all servicing needs, plus rebuilds and on the road restorations



Tipler introduces the now departed 'Pig Energy' 996. Ian Heward (right, obviously), meanwhile, has clearly just clocked Tipler's strides, left over from the days when JT used to colour coordinate himself with previous 'Peppermint Pig' 964

owners are buying new again.'

Ian reckons the real expansion started around the launch of the 997 in 2005. 'The 997 reverted to a more traditional looking 911 and those cars really took off, because people with older air-cooled 911s decided they'd have a modern Porsche with traditional looks, and things suddenly leaped a generation, and that expanded the market again. All the way through the Noughties this demand for tuning and styling parts continued to be an exciting and affordable part of Porsche ownership.'

Nowadays, Ian perceives three different generations of Porsche owner: 'There's a definite split of the vehicles that we supply

have to bear in mind they probably weren't old enough to drive when those cars were new. But they are buying old '80s 944s that they saw their favourite pop star or footballer in; which they have fond memories of but it's before they were driving themselves. That has brought about a rebirth in the classic parts and servicing kit for those cars as they're being restored back to standard, and that's all OEM quality replacement parts, and the only modification might be something like a K&N filter or a Momo steering wheel, or similar upgrade.' Ian highlights the third generation of Porsche customer he supplies: 'We have another age group, which is aged 50 to 70-

it's not so much a social science thing, it's more a case of relating to the owners and enthusiasts and being part of the Porsche culture. Most of our customers that enjoy Porsche ownership get bitten by the bug like we did, and it's infectious, you love your Porsche and you never want to sell it, or if you do, you buy another one. The car ticks certain boxes from your memories and aspirations, and every single owner will invest as much time and money as they can afford into their car, because that's the nature and the passion for the brand, without a doubt.'

Now that classic Porsche values have risen to such an extent that they have become either unaffordable or impractical as everyday transport I wonder how this has affected the components market. 'As we know, prices of air-cooled 911s have gone through the roof, and over the last ten years we've seen a growth in the sale of restoration and maintenance parts, so that where it was probably 25% of what we supplied, more recently it's become 50/50 with the modern cars. As the classic 911 models have increased in value, people have moved onto something else that's more affordable, like a 924S or a 924 Turbo, or a 944 Turbo, a 968 perhaps, so they've restored the old 911 and sold it on and looked for something else as a new challenge. So now we see it's 50% maintenance, parts and performance tuning on the new water-cooled cars, and 50% in parts, maintenance on the older cars. There isn't a stigma between the water-cooled and the air-cooled cars anymore: they're all part of that perfect Porsche brand.'

Ian is finding that he's needing to

“ Nowadays, Ian sees three different generations of Porsche owner ”

parts for: pre-1997 and post-1997, and an owner who is in their mid-20s to late-30s, say, will most likely own one modern Porsche, of between five to fifteen years old; then the people in the middle are in their early- to mid-40s, and they will probably own a modern Porsche as a daily driver and they'll do all the performance tuning, styling and servicing stuff, but they will quite often also own a classic Porsche as well; typically, a 944, which is a second vehicle. And they'll do all their performance tuning, styling and servicing on the modern car and use that every day, and the classic car they'll use at weekends or for special occasions, like shows and track days. You

plus, who remember the cars in the '60s, '70s and '80s, and they'll probably have a newish Porsche of some denomination, and they'll also have a fairly valuable classic from that era, and they're well maintained and those people are investing in higher-end products for those cars, nice quality OEM suspension, brakes, and that type of stuff. So, we see a direct split of vehicles, pre- and post-1998, and three different generations of passionate owners.' This surely qualifies Ian for a degree in social science, majoring in Porsche ownership, too. 'We've been through all those phases ourselves, and we continue to be part of that generational enthusiast movement, so

Right: Behind the scenes at Porscheshop. Most orders come in directly online these days. Far right: Whatever you require, whether for new or classic Porsche, Porscheshop will almost certainly have it



remanufacture certain parts. 'Porsche have been discontinuing parts for the older cars due to a lack of volume, and some of the front-engined water-cooled cars are lagging behind. A lot of the products that we developed in the '90s, like our fuel-line kits, suspension bracketry, body moulding kits, different products that we developed over the years died off a little bit when the cars became unfashionable over a ten-year period, say from 2002 to 2012, when there was a lot of enthusiasm for the air-cooled 911s and the 996s, and there were too many Porsches around for people to really care about the older ones. So, a lot of those products that we developed and made ourselves that were popular in the '90s we stopped producing, and then over the last four or five years the demand has come back, and we've put those items back into production; we've even had to ask people to come out of retirement to re-engineer and machine parts for us, because the demand is back again.'

It's not all 911s and Boxsters: 'We find that there are Porsche enthusiasts who own a Cayenne, but will inevitably own another Porsche, so they're brand-loyal and just need a practical 4x4, and so there are enthusiasts that own Cayennes but it's just maintenance and servicing, and they

inevitably own an old 911SC or their wife may drive the Boxster, for example.'

Back to the racing: Ian shows me the Porscheshop 997 GT3 RS race car that they've been running for a few seasons. 'We race because it strengthens our brand, and we test and develop products through

again mainly to keep vehicles on the road or bring back to a nice road-going standard. And there's the thing: Porscheshop specialises in cars that actually get used, which is what should be happening to them. 'That's exactly our ethos: for 15 years, we ran an annual trip to the Nürburgring for

“ For 15-years we ran an annual trip to the 'Ring for customers ”

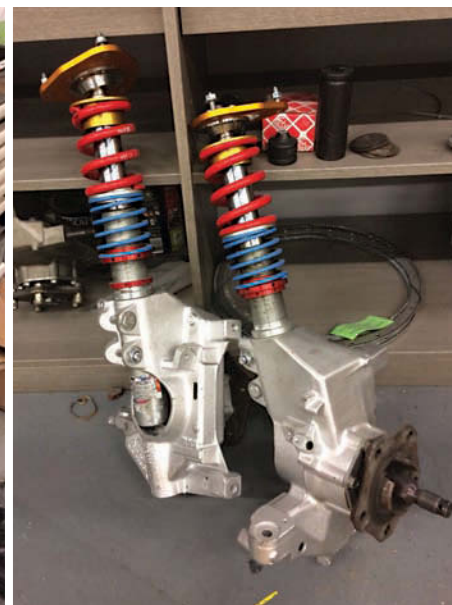
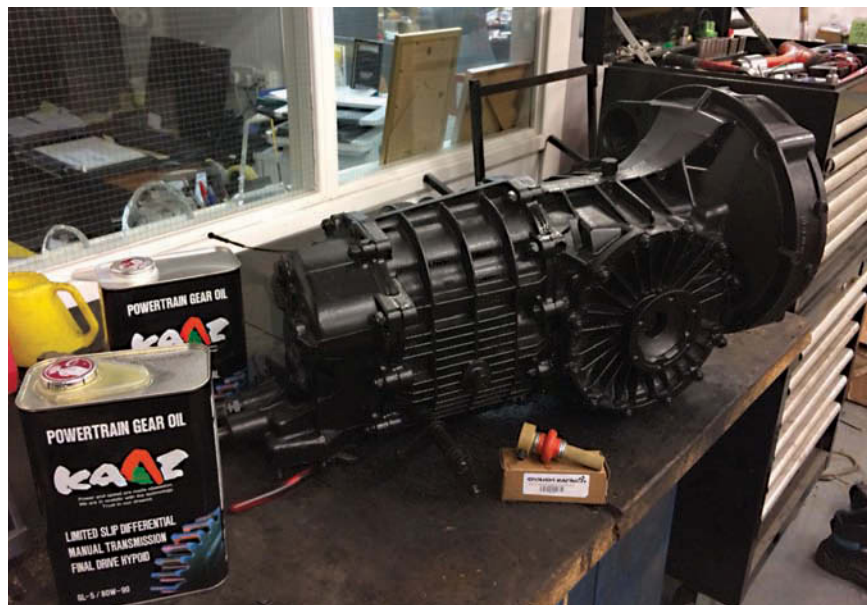
motorsport; we use it as a form of R&D, so we're sure that the product works, things like performance brakes, suspension components, we use them on our own vehicles, and if we sell it, it works, and third-party branded products have to have our seal of approval, too. And then there's the EuroCupGT range, a lot of which is designed, tested and made in-house.' Elements of which I had on my 996.

They do restore racing and road cars, but avoid ground-up and concours rebuilds because that's more specialised. 'We'll do road-going restorations, whether it's air-cooled engine rebuilds, and we'll also do bodywork and interior restoration work,

customers, we regularly attend events like Silverstone Classic, and we continue to run an annual trip to the Isle of Man through Geoff Ives and Porsche Club GB, and we also sponsor Porsche Club Great Britain motorsport department which is run by Steve Kevlin. Our mantra really is, if you own it, you use it, and we're all about owning and using the cars, and that's borne out by our support of events, and we always try to sponsor things that involve people getting out and using their cars, period. Including yourself, Johnny! Yes, indeed; watch out for an ECU upgrade on Tessy the Boxster soon, courtesy of Porscheshop. **PW**

Right: Transaxle rebuild. Far right: For the racer: coilovers, adjustable top mounts and aluminium uprights

CONTACT:
The Porscheshop
293 Oak Drive,
Hartlebury Trading
Estate,
Hartlebury,
Worcestershire,
England,
DY10 4JB
Tel: +44 (0) 121 585
6088
enquiries@porscheshop.co.uk
porscheshop.co.uk





- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.brauntonengineering.co.uk
Tel: 01271 814144



Devon
Porsche



STEVE BULL

SPECIALIST CARS

SERVICING, REPAIRS & SALES

- Numerous Porsche models in stock for sale
- Buyers of all Porsche vehicles – please call
- Factory trained / 15 years dealer experience
- Personal attention / Free advice
- Dealer standards maintained
- Purpose built premises
- Pre-purchase inspection
- Full diagnostic facilities
- All models of Porsche



Tel 01380
725444

Mobile 07767 324542
Sales 07590 822868

www.stevebullspecialistcars.co.uk

PORSCHE SPECIALIST
An established service in Devizes Wilts

AUTOUMBAU PORSCHE

SERVICE, REPAIR AND RESTORATION



PRE-OWNED PORSCHE BOUGHT & SOLD
We now have a selection of Porsche vehicles for sale.
Call for details of our current stock.

Call us on **01525 861182**

www.autoumbauporsche.com

WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

Mobil 1 SERVICE CENTRE



Sales * Restoration * Servicing



Engine rebuilds and 911 & 356 upgrades

Your Lifestyle, Our Profession

01295 812002

www.greatworthclassics.com



HENDON WAY MOTORS



2011 PORSCHE 997 GT3 RS 4.0L - £325,000



1980 PORSCHE 930 TURBO
COUPE 3.3L ENGINE - £ 84,950



1998 PORSCHE 993 TURBO
S COUPE - £324,950



2002 PORSCHE 996 TURBO COUPE
TIPTRONIC S - £41,950



1994 PORSCHE 993 CARRERA
COUPE (BLACK) - £42,950



1996 PORSCHE 993 C4S COUPE 3.8 LITRE
MANUAL - SPECIAL FACTORY ORDER



1995 PORSCHE 993 CARRERA
COUPE TIPTRONIC - £44,950

See our selection at www.hendonwaymotors.com

393-395 Hendon Way London NW4 3LP tel +44(0)20 82028011 email sales@hendonwaymotors.com

PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

STEVE BENNETT



996 C2

I'm not ashamed to admit it, but I've barely driven my 996 since December. The roads in my neck of the woods have been white with salt, so really, what's the point. Spring is nearly sprung, though...



KEITH SEUME



CAYMAN 981

So this is what modern Porsche motoring is all about... I can just jump in and go. Recent trips include Race Retro, Bicester Heritage and right now I'm in Essen for the Techno Classica Show.



CHRIS HORTON



924S, 944

New belts for the 924S – see this month's how-to – should have made no difference to the way it drives, but perhaps it's just the added driver confidence that comes from knowing I can really give it the beans



PETER SIMPSON



356C

Not much to add this month. Still waiting for some much needed welding to start but the weather has put the projects under strain. Although I might have a Mk1 Golf GTi on the road very soon!



BRETT FRASER



BOXSTER 3.2S

My car is now booked in at PIE Performance to try sorting out the incredibly stiff gearchange, when it's cold. And the heavy clutch. I'm really hoping that it's just a matter of adjustment. That'd be nice...



JOHNNY TIPLER



BOXSTER 3.2S

Tessy the Boxster never missed a beat on the long haul to Monaco last month, in pursuit of the Monte Carlo Rally. Given the Alpine snows, we couldn't have done it without the sure-footed Vredestein winter tyres.



JEREMY LAIRD



CAYMAN S

After piling the miles on and on, the plan for 2018 is to go easy – well, easier at least. I anticipate 12,000 miles, which is still big mileage compared to what most Porsches manage. Here's to 2018...



DRIVEN TO DISTRACTION

To drive or not to drive? That is the question. My response is usually unequivocal. Drive it 'til you drop. Worry about the petrol costs, depreciation, stone chips and speeding points when you're dead



JEREMY LAIRD

CAYMAN 3.4 S

Occupation: Freelance writer
Previous Porsches: One
Current Porsche: Cayman S
Mods/options: Standard
Contact: jeremy.laird@gmail.com
This month: Continuing to enjoy the Cayman, but reining in the miles a tad

Sadly, the evidence suggests only a small proportion of Porsche owners agree. By way of example, the classifieds are rammed with low-mile Porsches. What a massive turn off. As I write these words over three quarters of the 991 GT3s for sale on Pistonheads have less than 5000 miles on the clock. Only a tiny handful have accrued more than 10,000 miles. Quite a few of these cars are getting on for four years old. The reality is that hardly anybody actually drives these things. They're mostly static display trophies. That's a pity, because one day we might not be able to drive them on public roads much, if at all. And that day might be sooner than any of us expects.

It's with that in mind that I find myself

pondering the year ahead and planning to drive fewer miles, not more miles. That's right, I'm a big, fat, HID-illuminated hypocrite. Or am I? As I detailed in a recent issue of 911&PW, the last three years has seen me averaging around 20,000 miles and £7000 on fuel annually. Throw in the other costs, including insurance, maintenance, garage rental, swamp indemnity, window tax and dog biscuits and I really don't want to know what the overall bill is.

It's been huge fun, but it doesn't feel sustainable. The plan, therefore, is to peel back on the mileage to around 12,000 and also occasionally drive without the throttle pedal welded to the bulkhead. Of course, it's all relative and 12,000 miles is still far more than most Porsche owners rack up. Rest assured there will be plenty of WOT



Laird's Cayman in a rare moment of rest. On a 55 plate, it's an early one and hard to believe it's getting on for 13-years old. Still, with 100,000+miles on the clock, he's certainly enjoyed driving it



action. Le Croc Sportif is not about to become a garage queen.

Anyway, I guesstimate all this will save me roughly 50 per cent on fuel costs and probably the same in consumables. It probably won't cut overall costs in half, but somewhere in the 35 to 40 per cent range should be achievable. In a similar vein, I've also decided to jack in the track days with the Croc. What with the M97 engine's various frailties, I've never been particularly wild about wringing the snot out of it on track days. And if you're not going to absolutely, positively pin it on a track day, what's the point?

I probably enjoy a good B road more than the rather aimless orbiting of a non-competitive track day, in any case. They're fun, track days. But given a limited budget, not a huge priority. In fact, the new regime has already been instigated. I did not, for example, take the Croc out to the Alps this

winter. My winter tyres were shot, so I calculated that the immediate cost of driving was going to be in the region of £1500 including new boots, fuel and tunnel ticket. Pulling the trigger on Easy Jet for £120, albeit with the addition of the typically rapey airport parking fee, has already saved me a four-figure sum.

Arguably more important are the changes to my day-to-day driving. I used to take the Croc out at least once a week for a 45-minute-to-an-hour thrash on my favourite local Tarmac. That was probably £30 a pop and quite often I'd do it a couple of times a week. A month into 2018 and I've only done it once. I've been taking it easier on the throttle pedal, too. Well, a little easier. The Croc's computer has crept up from just under 17mpg to just over 19mpg. Let's just say I haven't exactly been hypermiling.

In a similar vein, there are no real plans

for further mods in 2018. Sure, there are plenty of changes I'd like to make. Some 997 GT3 buckets would be lovely, ditto quality dampers, new shift cables, firmer bushes, the list goes on. But it's also true to say I really enjoy the Croc as it is on its dinky little 17s, the flawed but fun suspension tweaks and the bigger-bore brake MC. I wouldn't be heartbroken if the Croc essentially remained as is in perpetuity. I adore driving it.

If all goes to plan, over the next couple of years the money saved will cover the bulk of the inevitable engine rebuild bill and in so doing kick into touch the single source of ownership stress. With the Croc having recently clocked up 100,000 miles, it's the next 100,000 I'm planning for. I am, in other words, playing the long game. The Croc is a keeper and all this is my way of making it sustainable. **PW**

And there will be done of this sort of abuse! Jeremy has decided to pack in doing track days

The Croc enjoying the company of other Porsches, including our recent Boxster back-to-back featuring 718 GTS v 987 GTS at Silverstone





PORTIACRAFT
INDEPENDENT
PORSCHE
SPECIALISTS
ESTABLISHED 1982

Sales, servicing & everything Porsche
We usually hold 20-25 cars in stock prepared to a high level & competitively priced.

All cars we sell are fully serviced prior to sale with a new MOT & warranty included in the price.

PHONE: 020 8959 1604
email: sales@portiacraft.com

www.portiacraft.com

GT ONE LTD

PORSCHE SPECIALISTS est. 19 years
Serving London, Surrey, Berkshire and beyond
www.gt-one.co.uk

- All your Porsche requirements covered
- Servicing, mechanical and bodywork repairs
- Porsche and RUF trained technicians
- Tyres, parts, and accessories
- Loan vehicles available
- Collection and delivery by arrangement

**Buying or Selling?
Best prices achieved!**



Follow us on facebook and twitter for current offers
01932 569 911/944 or info@gt-one.co.uk



DAVE THE TRIMMER
FULL RE-TRIMS • CARPETS • HOODS • SMALL REPAIRS
Classic & Modern

Highly skilled coach trimming
SPECIALISING IN PORSCHE
SINCE 1998

Interiors and more

BESPOKE AND AFTERMARKET HOODS, TONNEAU COVERS, CARPET SETS, FOOTWELL MATS, HEADLININGS, TORN OR WORN SEATS, TAILOR-MADE SIDE SCREENS AND HOOD BAGS, HAND-STITCHED STEERING WHEELS, RETROFIT HEATED SEATS, EMBROIDERY, BROKEN SEAT FRAMES, CIGARETTE BURNS, WORN SEAT PIPING, TORN OR WORN SEATS, DOOR PANELS

see even more  

01908 585 039 | 07825 873 535
dave@davethetrimmer.com
davethetrimmer.com

HILLCREST SPECIALIST CARS
SPECIALIST IN PORSCHE



Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com 01491 642911
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB

YORKSHIRE CLASSIC PORSCHE

Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on 01937 574052
YCP Service Centre 01347 878425



Yorkshire Classic Porsche are a used Porsche dealer in Leeds. Our well established family business has been built on passion and a wealth of experience in the Porsche brand. Whether you are an enthusiast looking for your next collectors item, or a first time Porsche buyer finally fulfilling your dream of owning a Porsche, we can give you what you are looking for, with a personal, caring service and a competitive price.

We now offer service, repair and diagnostics at our new Sales and Service Centre in York

www.yorkshireclassicporsche.co.uk
Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA
also at Unit 31, Alan Farnaby Way, Sheriff Hutton YO60 6PG

A MAN OF THE HOUR DIES EVERY HOUR

Join us in the fight against prostate cancer.
prostatecanceruk.org/menunited



PROSTATE CANCER UK

Prostate Cancer UK is a registered charity in England and Wales (1005541) and in Scotland (SC039332). Registered company number 02653887.

3872



DOVE HOUSE MOTOR COMPANY

"the difference is our commitment to exceptional service"

Porsche & Prestige Sports Specialists



2012 911 (991) 3.4 Carrera Convertible PDK Silver, 2012/12, Automatic, 23,800 miles, Yachting Blue Leather, PCM - Sat Nav with Bluetooth, Heated Seats, Sport Design Steering Wheel, Automatic Bi-Xenon Lights, 20" Carrera S Alloys with Porsche Crests. **£54,900**



2008 911 (997) 3.8 Carrera S Coupe PDK Basalt Black, 2008/58, Automatic, 74,200 miles, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth, Sport Chrono Pack Plus, BOSE, Sports Seats, Xenon Lights with Wash, 19" Turbo Alloys with Porsche Crests, Aluminium Dials. **£35,900**



2010 Cayman (987) S 3.4 PDK Gen II Aqua Blue, 2010/59, Automatic, 76,100 miles, Ocean Blue Leather, Heated Seats, Bluetooth, Multifunction Steering Wheel, Porsche Embossed Headrests, 19" Turbo Alloys with Porsche Crests, Aluminium Dials, PSM, Sports Tailpipes. **£22,900**



2001 911 (996) 3.6 Carrera Coupe Arena Red, 2001/51, 85,400 miles, Grey Leather, PCM - Sat Nav, Bose, PSM, Sports Heated Seats, Aluminium Handbrake and Gearlever, CD Multichanger, 18" Carrera Alloys with Porsche Crests, On-Board Computer. **£17,900**

PORSCHE STOCK WANTED

All models of Generation 2 987 Boxsters & Caymans

All models of Generation 2 997 911's

All models of 981 Boxsters & Caymans

All models of 991 911's

BEST PRICES PAID FOR GOOD EXAMPLES

DOVE HOUSE SERVICE CENTRE



www.dovehousecars.com

Crown Way, Rushden, Northampton, NN10 6BS

Telephone: 01933 354144 Fax: 01933 314402

Email: sales@dovehousecars.com



TEASING TESSY

Who knows what manner of gems and baubles will be applied, easy-like-Sunday-morning, to Johnny Tipler's Boxster S in the course of the year? He has one or two trinkets lined up for her, that's for sure



The regular reader will have possibly noticed that I decided to call my Boxster 986 S after a village in Normandy which has romantic associations (*Too much info!* Ed) for me and Mrs T, namely Tessa-sur-Vire. So, Tessa, for it is she, will undoubtedly be on the receiving end of all manner of adjustments and alterations during the course of the year, some subtle, others not so subtle, and they'll doubtless be written up periodically for your amusement.

We kicked off the year with a run down to East Sussex to visit Paragon Porsche to borrow a 996 Turbo for a feature in this very organ, and Tessa performed admirably. On jaunts of this nature I tend to leave home at 3.00am to beat the rush hour traffic and be on site for whatever shoot it happens to be as the working day kicks in. This usually means I arrive at a rendezvous such as the Channel Tunnel with a couple of hours to spare, enabling a kip in the car till my somnolent colleague shows up. A 986 cockpit is less conducive to this than a 996, whose seats can be reclined almost to the horizontal. So, to enjoy forty winks in a Boxster requires a bit of imagination, plus a quilted anorak or two, and is best achieved by sprawling across the central tunnel over into the passenger seat. I have yet to find out how this works if the passenger also requires a kip. Bit of an intimate situation on the cards there, I imagine.

So, by the time you see this I'll have covered the Monte Carlo Rallye Historique

again, for the seventh or eighth time, and we'll know how well Tessa served as a media chariot. My snapping companion Alex Denham will have been shooting Monte runners out of the open-top cockpit, both on the special regularity stages (where they tend to crawl by, unless it's snowy in which case, paradoxically, they need to get a move on to make the bogy time), and more likely on the transit sections where everyone's on a charge and you see the cars being driven like they're meant to be driven. And travelling through spectacular Alpine scenery, especially along the Route Napoleon, is the snapper's nirvana, with amazing roadside rock formations as the two-lane highway carves its way along the river valleys, burrowing through escarpments and climbing up and over the Alpes Maritimes. The historic version of the main FIA rally attracts around 350 entries, of which 40 or 50 are inevitably Porsches of one sort or another, built within the cut-offs of 1950 and 1980. That's why this year we find Porsche gods Jürgen Barth and Roland Kussmaul paired in a 924 Turbo, and I'll let you know how they got on in a future feature. Every year I've followed the rally we've hit snow; in Germany when Fran Newman and I started in Copenhagen, then always in the Ardèche where there are three days of stages this year, and in order to snap the cars on the stages they give you a Media plaque that entitles you to drive out and get amongst the rally cars – in a few inches of snow, likely as not, and woe betide you if you hold up a competitor. To that end I always go shod with

winter tyres, whichever the car (and Pep Pig's done it most), so now Tessa sports a set of Vredestein Snowtrac 5 Giugiaros, cladding her newly powder-coated "S" wheels. Their tread pattern is quite aggressive in order to cut through the white stuff, and the brand does have a great reputation for winter tyres. I should add that Tessa wears Vreds the rest of the year on her splendid five-spoke 996 Carrera wheels and they are peerless in that guise, too. Anyway, you'll get to see the results in due course.

Looking further ahead, I'm keen to complete her exhaust upgrade with a set of Cargraphic headers, and I've always planned to have the ECU uprated. To that end, I shall revisit Porscheshop at Halesowen in the Midlands, where my erstwhile 996 "Pig Energy" hailed from, complete with a similar ECU tweak, and I would like Tessa to have some of what Pig Energy had. I'm more than happy with the ride and handling with the MO30 suspension set-up, plus we have the perfect wheel and tyre ratio, so after addressing the performance angle what's left to say? Aha! Yes, the bodywork! Where to take that? Some less than subtle wrapping, maybe? Call me shameless, but I always fancied a pair of super red flashes atop the rear wings, redolent of James Dean's 550 Spyder; not that Tessa suffers from any quirks that might incur the illegitimacy label, but it would be quite amusing – for a while, anyway. And what about a red soft-top to match? Could be tricky though, what with her flesh-tone hide upholstery. **PW**

JOHNNY TIPLER

BOXSTER 986 S

Occupation: Freelance writer, author
Previous Porsches: Carrera 3.2, 964 C2, 996 C2
Current Porsches: Boxster 986 S
Mods/options: Largely standard save for Cargraphic exhaust
Contact: john.tipler@paston.co.uk
 johntipler.co.uk
This month: Winter rubber fitted and it's off to follow the Historic Monte Carlo Rally

The obligatory 'at Reims' snap. Bloomin' cold at this time of the year, so roof down is just for show



New winter rubber courtesy of Vredestein will be put to good use following the Historic Monte Carlo Rally. It might snow!

CONTACT

Porscheshop
 porscheshop.co.uk

Cargraphic
 part-
 uk.co.uk/cargraphic/



IMS Bearing Upgrade Kit



Control Arm



Rear Main Bearing Seal and Housing



Drive Shaft Bearing Support Mount

Foursquare.

European Parts Solution. Characterized by a firm and unwavering conviction, without compromise. It is what we stand for and how our products are made because our goal is not simply to replace your defective parts but to improve them.

EPS parts are available at vertexauto.com (Dealer inquiries welcomed)

Visit www.europeanpartssolution.com or see all of our product videos on [www.vimeo.com/epsfix.com](http://www.vimeo.com/epsfix)



EVERY PART FOR every PORSCHE

Call our Sales Team on
+44 (0) 20 8500 8811

Visit our Online Catalogue at
www.design911.com

E-mail us on
sales@design911.com

DESIGN 911

Centre for Porsche

- SERVICE PARTS
- BODY STYLING & CONVERSIONS
- WHEEL & TYRE
- DAMAGE REPAIR PARTS
- RESTORATION PARTS
- ENGINE & GEARBOX REBUILDS
- SUSPENSION & EXHAUST UPGRADES
- PERFORMANCE UPGRADES
- WORLDWIDE DELIVERIES



WAYS TO BUY



We are stockists of major brands including: Akrapovic, Bilstein, BMC Air Filter, Boge, Brembo, Continental, Contitech, Dansk, DesignTek, Eibach, EBC Brakes, Fabspeed, GiroDisc, H&R, IPD, K&N, Milltek, Ohlins, Pagid, PFC Brakes, Powerflex, Recaro, Remus, Rennline, RSS, Sachs, SmartTop, Spax and more ...



PARTS FOR: 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 to 2015, Boxster, Cayman, Cayenne, Panamera & Macan

DESIGN 911

Centre for Porsche



SERVICE CENTRE PARTS DEPARTMENT TUNING, RESTORATION & BODYSHOP

» WORKSHOP

Servicing, Repairs, Diagnostics, Inspection
Engine & gearbox rebuilds, Suspension
Brakes, Exhaust, Tuning & MOT

» BODYSHOP

Paint work, Body styling, Restoration &
Welding, bespoke modifications and back
dates.



51 TALLON ROAD
BRENTWOOD
ESSEX CM13 1TG



T: +44 (0) 20 8500 8811
F: +44 (0) 12 7721 6634



design911.com
sales@design911.com



Sponsored by



AFTER THE FIRE: A SILVER LINING?

A post-Christmas visit to Auto Umbau to give my 944 (which is currently 'resting' over there) a brief but energetic workout also provided – as usual – plenty of material for this column, not least the sorry saga of a partially fire-damaged 993. The last of the air-cooled 911s were, as some of you will know from experience, others from urban legend, prone to engine-bay fires due to a faulty wiring harness, although in truth it was usually only the earlier, pre-Varioram models that were affected.

The precise cause of the problem is hotly debated (no pun intended), but it was most likely the result of the engine section of the wiring harness being fractionally too short for its allotted path, and chafing on the adjacent metalwork. Porsche issued a recall notice back in the day, and many cars will have been safely rectified before any incident took place, but a number – like this one – were damaged, and it is fair to assume that

quite a few would have been completely destroyed.

This car – an early Varioram model, as it happens – had survived the initial conflagration, probably thanks to some quick action with an extinguisher, but whoever had subsequently 'repaired' it no less plainly had absolutely no idea what they were up against. Or doing. Or simply didn't care. And whoever had, later still, carried out a pre-purchase inspection on it surely needs their eyes examining. And, since they apparently made no mention of it in their not exactly inexpensive report, perhaps their business model, as well.

It was, as Auto Umbau technician Terry Parker ruefully observed, a mess. 'Luckily the fire must have been put out pretty quickly,' he suggested, 'but the brief but intense heat had visibly discoloured the paint around the engine-compartment aperture. How could any buyer's report fail to mention something as obvious as that?

And at least as much damage again had eventually been caused by the residue from the extinguisher that must have been used.'

And the more Terry stripped out, on behalf of a current owner determined to right previous wrongs, the worse it became. Fortunately, the engine itself is undamaged and still runs perfectly, but removing it for access to the universally singed and partially melted insulation material revealed unsightly surface corrosion on the crankcases that was going to take much painstaking work to eliminate. The reservoir for the power-steering fluid was badly charred, too, and more worrying still the damage to the fuel and hydraulic lines across the front of the engine bay. Needless to say, all were scheduled for replacement.

Meanwhile AU proprietor Robin McKenzie had been busying himself with the wiring – frustrated because not all of the correct insulation colours are still available,

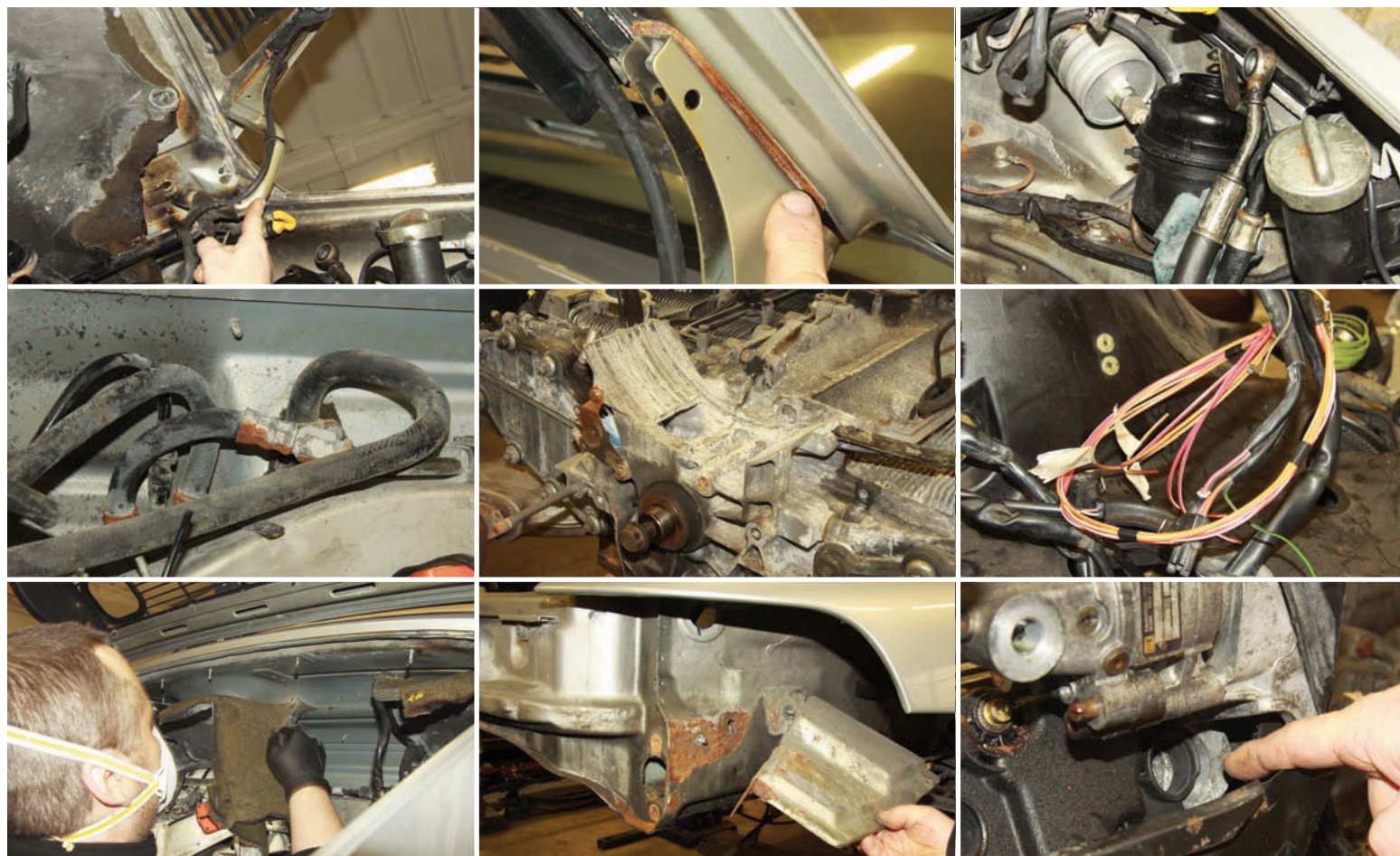
but at the same time consoled by the fact that, when his new 'loom' is finished (to replace the lash-up that got the car going again after the fire), all of the individual cables will be concealed inside black-plastic sleeving material. 'I shall also be using the appropriate permanent marker pens to show the correct trace colours at the ends of the new wires, as well as the right types of connector, so the repair will be effectively undetectable.'

Goodness knows what the total cost will be, and in truth it's a figure that someone, somewhere along the line, was going to have to bear. (I'll let you know how much in due course.) But it should certainly not have been the responsibility of an owner who, advised by a so-called expert, later paid top money for the vehicle, believing it to be entirely 'unmolested', and I hope that by taking note of the accompanying photos you might be able to avoid the same thing happening to you.

Arguably the only good

thing to come out of all this was the ease with which the six spark-plugs could now be replaced – even in the 993 it is by no means a quick job to extract them through those deep rocker covers and camshaft housings with the engine in situ in the car – and Terry is also going to use the opportunity to repair the now increasingly typical corrosion above the exhaust heat-shield inside the right-hand rear wheelarch. But that is surely a very marginal benefit of a long, complex and expensive job, and hardly the proverbial silver lining.

● *Porsche Cars GB – or the importer in your own country – should be able to tell you, with the help of the car's Vehicle Identification Number, or VIN, whether your own 993 (or an intended purchase, of course) falls within the affected batch; or, indeed, if it has already been rectified, always assuming that the work was carried out by the manufacturer.*



It wasn't hard to spot signs of an earlier conflagration in this 993's engine compartment – the not uncommon result of a faulty wiring loom that should have been replaced under a recall programme – but a pre-purchase inspection had seemingly failed to mention it. Crankcase corrosion caused by fire-extinguisher residue, but engine itself was fine: just needed a clean-up. Wiring will be fully refurbished. Exhaust heat-shield in each wing revealed rust to be repaired. Engine out was a good chance to change spark plugs



Porsche Club Great Britain is the only official Porsche Club in the UK and belongs to the worldwide community of Porsche Clubs recognised by Porsche AG.

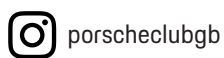
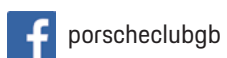
Founded in 1961, the Club operates for the benefit of its 20,000 members and warmly embraces every model of Porsche.



Porsche Club
Great Britain



Join online at porscheclubgb.com or call 01608 652911



The Cotswold Rally,
May 2017



Sponsored by



996 OIL LEAK COULD HAVE A SIMPLE SOLUTION

Got a relatively minor but at the same time messy and persistent oil leak from the left-hand rear corner of your 996? Ultimately there could be any one of a number of sources, of course, but if you are lucky it will be the same as in this Carrera 4S (below).

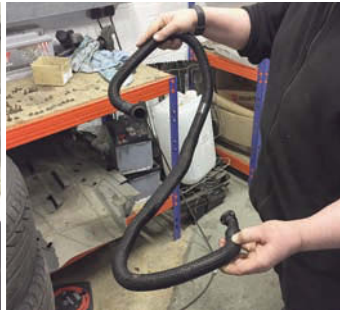
There is a roughly metre-long corrugated-wall plastic hose running from the oil separator, situated at the left-hand front corner of the power unit, up to the induction system, and if not routed and secured correctly – or perhaps even when it is – this can

chafe against the metalwork (a bit like that 993 wiring; see previous page), and eventually perforate. And then, obviously, a proportion of any oil within the mist from the crankcase – especially as the separator loses its efficiency; see also the next item – will gradually

condense in the pipe and seep out, dripping down behind the adjacent road wheel.

The best way to check is safely to raise the car, take off the wheel, and feel with your hand for any wetness between the chassis rail and the coil-pack heat-shield – although

whether you will then want to have a go at replacing it yourself is another matter. The hose itself costs around £40 from Porsche, and it should take a good technician no more than about two hours to fit it – so that is perhaps £230 all in, including VAT.



Ominous-looking oil leak from the left-hand rear corner of your 996, between the chassis rail and the ignition-coil heat-shield, might well be just that, of course, but equally it could be simply a perforated breather hose, running from the air/oil separator back up to the induction system. Worth a look, anyway, before condemning anything else

FORTUNE FAVOURS THE BRAVE

Speaking, as we were, of potential disasters and then oil separators, the owner of the 987-model Cayman from which I temporarily salvaged this device (right) had a very lucky escape, too.

The exhaust of his recently acquired car had suddenly begun to smoke quite markedly, after the engine had been standing for a while and was then restarted, and not surprisingly a trawl of various internet forums – and at least one local garage that ought to have known better – had convinced him that he would most likely need a complete brand-new engine.

To me, though, it sounded more like a problem with the oil separator, designed to, well, separate the liquid oil out of the fumes emanating from the crankcase breathing system, and return it whence it came – rather than back into the combustion chambers where, of course, it will inevitably generate the

forementioned smoke in the exhaust. (And throw up all sorts of emissions issues come MOT-test time.)

Now I have to be honest here, and confess that I don't fully understand how these clever little gadgets actually work. But I do know that they are important, and I also know that eventually they lose their effectiveness. I had a very similar problem with my E39 BMW 528i last year, but a brand-new separator appears to have restored the engine to full health – or as near to that as I have a right to expect after more than 200,000 miles.

Either way, at £53 plus VAT for the part (and that's from Porsche; after-market items are likely to be a false economy), plus perhaps two hours to fit, via the handily placed access panel over the engine, it had to be worth a try – and I suggested as much to the independent specialist who asked me if

I had any experience in this area. And luckily for all concerned – and not least my reputation – I was correct.

Unfortunately, the job will not be nearly as quick or as easy in either a 996 or a 997 Carrera. Here the orientation

of the engine places the device – as we have seen in the story above this one – at the front left-hand corner rather than the right-hand rear, and that might even necessitate physically removing the entire power

unit. But even that has to be one of the very few instances in which diagnosis by substitution, so often the route to financial ruin when attempting to solve awkward car problems, has to be by far the better course of action.



Cayman owner was understandably worried when the car's exhaust began to smoke badly, but we suggested it might be the result of a failed oil/air separator (see also story above). Its modest cost – and in the mid-engined cars its accessibility – makes it a good candidate for diagnosis by substitution



The Ultimate Cooling Solution

Tested and Approved by Porsche Specialists...

Used by & available from **RPMTECHNIK**
To find your nearest stockist visit www.evanscoolants.co.uk



**PASSION.
EXPERTISE.
QUALITY.**



www.jazweb.co.uk • St Albans • 01727 866075



INDEPENDENT SERVICING, REPAIR AND RESTORATION SPECIALISTS FOR CLASSIC & MODERN PORSCHE

DESIGN911
CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911 1967 2.0L Coupe
Manual Gearbox, LHD, Ivory White
6604 with Red interior



Porsche 912 1969 Coupe
Manual Gearbox, LHD, Champagne
Yellow 6822 with Black interior



Porsche 911T 1973 Coupe 2.4
Manual Gearbox, LHD, Sepia Brown
with a Dark Brown interior.



Porsche 912 1967 Coupe
Manual Gearbox, LHD, Bahama
Yellow with Black interior



Porsche 930 Turbo Carrera 3.0
1977, Manual Gearbox, LHD, Sahara
Desert with Cork leather interior

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

STRASSE
SPECIALISING IN PORSCHE
EXPERIENCE OUR EXPERIENCE

ATTRACTIVE SERVICING

TELEPHONE 0113 2340 911 STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG WWW.STRASSE.CO.UK



TRIP TO THE LE MANS 24 HOURS!

15-17 June 2018

The 2018 Le Mans grid looks set to have the largest entry of LMP1 cars (the top class) since 2015, and with more privateer teams than for many years the race has all the potential to be an absolute classic. In the GTs, Porsche are going flat-out for a win with a four-car entry including a pair of mid-engined 911 RSRs, but with entries from Aston Martin, Ferrari, Ford, BMW and Chevrolet this is going to be tough. Add to the mix F1 legend Fernando Alonso behind the wheel of the top rated Toyota Hybrid and the world's oldest sport car race is going to be epic.

Once again 911&PW has joined forces with motorsport tour operator Wildside to offer a unique Le Mans hospitality and tented basecamp HQ, close to the track and on the infield, providing a free bar and freshly-cooked food for the whole 24 hours. Plus optional grandstand seats, a splendid hotel and a special Wildside back-road route taking in some great driving roads and avoiding traffic. Le Mans is much more than the greatest endurance race in the world.

It has its own ambience and atmosphere and an electricity and excitement that you can almost touch. Quite apart from the racing don't forget the live rock bands and stage acts plus of course the 'circuit village' with its bars, cafes, Champagne tents and giant screen TVs with live coverage of the race.

The Wildside/911 & Porsche World Le Mans 24 Hours Tour (Friday 15 June - Sunday 17 June) includes all of the following:

- * Return ferry crossings Dover-Calais for car and passengers
- * Friday night hotel with swimming pool and secure parking
 - * Back road route with exclusive road books
- * Four course pre-race dinner on Friday night with wine
 - * Breakfast on the Saturday morning
- * Wildside HQ base with double awnings, seating and tables
- * Circuit location for the Wildside HQ base - two minute walk from the track
- * Pre-erected tents in the Wildside base - just bring a sleeping bag and move in!
 - * Twin 'leisure marquees' at the base
- * Exclusive Wildside night coach transfers to the Arnage corner
- * All beer, wine, soft drinks, snacks and freshly-cooked food included for the whole weekend
 - * Secure parking for 911 & Porsche World readers at the Wildside HQ base
 - * Optional general admission tickets
 - * Optional grandstand tickets
- * Trip is fully escorted by Wildside throughout

SPECIAL PRICES FOR 911 & PORSCHE WORLD READERS

The price based on two people sharing a car/hotel room is £445 per person for those requiring the ferry.

For European readers not requiring the ferry, the price based on two people sharing a car/hotel room is £345 per person.

For readers making their own way to Le Mans a 'Hospitality Only' package is also available from Saturday morning to Sunday afternoon for £219 per person.

(A deposit of 50% of the tour price is required to confirm your booking. Personal travel and cancellation insurance, incidentals and general admission tickets are not included in the price but these can be arranged by Wildside and paid for separately. Remember when you phone to quote ref: 911&PW24)

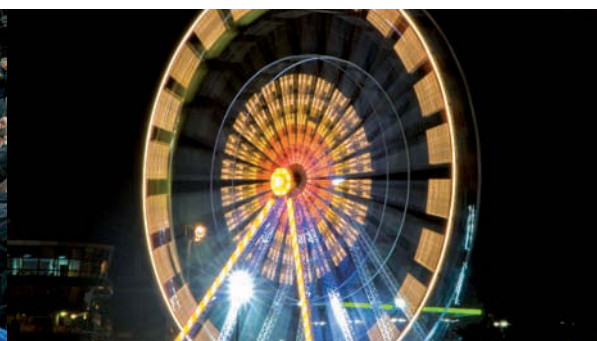
TO BOOK AND FOR FURTHER QUERIES

Please contact Wildside if you have any questions - they will be delighted to help.

And remember to say that you are a 911 & Porsche World reader and quote ref number: 911&PW24

Call: +44 (0) 118 947 5200

Or email: wildside@adren-a-line.com



READER OFFER READER OFFER READER OFFER READER OFFER

READER OFFER READER OFFER READER OFFER READER OFFER

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

356

9 - Apart

Parts specialists for 356
01706 824 053



Classic Car Insurance
0800 093 2953

www.KARMANN KONNECTION.com
Porsche 356 & Early 911 Specialists



Great selection of Cars and a huge selection of O.E. and Top Quality parts for all 356's and 911's 65-73.

01702 340613

info@karmannkonnection.com

ROGER BRAY RESTORATION

Milestone Business Park, London Road
Whimble, Exeter, Devon EX5 2QB

SHOP ONLINE AND GET 15% OFF SELECTED PARTS ON THE WEBSITE



CLASSIC PARTS FOR PORSCHE
356 • 911 • 912 • 914

We stock the largest selection of new parts for the 356, 911, 912 and 914, including mechanical, engine, body & interior - we also have a large selection of used parts. In fact, we stock everything you need to keep your classic Porsche on the road!

www.rogerbrayrestoration.com

Tel: 01404 822005 Fax: 01404 822007

parts@rogerbrayrestoration.com

911

9 - Apart

Parts specialists for 911
01706 824 053



"OLD SCHOOL" PORSCHE MECHANICS FOR THE 21ST CENTURY
Hutton, Essex

www.dsdmotorwerks.co.uk

CALL US ON

01376 583075

OR

07774 854418

CURRENTLY OFFERED AT

PATRICK MOTORSPORTS

1968 911S



916 Tribute



2015 PCA WERKS REUNION WINNER

1992 America Roadster



1989 3.2 Club Sport



9,311 MILES THE SOLE EXAMPLE IN IRISH GREEN

914-6 GT Vintage Racer



See these and other cars for sale at:
PatrickMotorsports.com/listings

602.244.0911

sales@patrickmotorsports.com

911



2006 Porsche 911 (997) Carrera 2S Convertible

3.8, Tiptronic, genuine 43,000 miles with full service history, metallic Basalt Black with contrasting black leather, climate control, absolutely stunning condition throughout, only £27,995. Tel: Graham at Renaissance Classics, 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade).

£27,995

P0518/032

Air Cooled Porsche

PROJECTS

BOUGHT & SOLD

Nationwide Collection
Worldwide Delivery



01326 617110

07725 860116

www.acclassics.co.uk

911



1971 911T 2.2, LHD, sitting >32 years

German car with German registration, original colour orange, not used since 1986. S-options incl five Fuchs 6 x 15 of 1971 etc, car will be supplied with lot of additional new and used spares, sound basis, additional pictures available, please feel free for any other questions, car is located close to Munich airport, interested in trade with Ultima GTR or similar. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).

£44,440

P0518/022

911

2005 911 Turbo S Cabriolet
450bhp, 52K miles, Cobalt Blue, Metropole leather seats with Porsche crest, full interior alloy pack and telephone module for PCM. Porsche factory warranty and European Assistance until June 2019, 4 w-drive and ceramic brakes, factory hard top, this car is totally unmarked inside and out, find another like this!! Serious enquiries only.
Offers over £60K P0518/005

911 Carrera 3.2, 62,000 miles
Black with black leather interior, 12 months' MOT, lots of history and documentation, same owner for last 18 years, a very original car with overall good bodywork but does need some minor work to the body (photos available), the car is an original right hand drive/UK registered car and located in the UK. Tel: 0041 7874 54223. Email: croftsp@gmail.com.
£42,000 P0518/048



2003 Porsche 911 (996) Turbo
3.6, Tiptronic, genuine 48,000 miles with FSH, metallic Arctic Silver with contrasting black leather memory seats, climate control, Bose, sunroof, Xenons, Turbo alloys, absolutely stunning condition throughout, only £41,995. Tel: Graham at Renaissance Classics, 01483 225878 or 07801 235272. Email: graham.beeson@renaissance-classics.co.uk (Trade).

£41,995

P0518/033

911virgin.com



Porsche wanted
Payment
Call
Speak to

urgently
immediate
today
Terry or Tom

Porsches bought & sold

01895 255222

info@911virgin.com

THE POWER OF FOUR

The two-wheel drive purists may scoff, but there's no arguing with the sales figures, which say that the wide-body, four-wheel drive Porsche 911 models are popular with the punters. It's no different with the 996 Carrera 4S, which is both sought after and holds its value remarkably well. Here's what to look for...

Is the Porsche 911 driver better served by two-wheel-drive or four? The debate began in 1989 when Zuffenhausen introduced the Carrera 4 version of the 964-model 911, its permanent four-wheel-drive transmission delivering a 31/69 front/rear torque split, and has continued ever since. The extra transmission hardware provides extra traction in wet and dry, but it also adds mass – 18 per cent more in the case of the 964 Carrera 4 – and, many feel, it takes the edge off the 911's finely tuned handling.

Presently the 1997–2004 996-model is the most accessible 911 generation, with prices starting at around £10,000, and here we look at what the market judges to be the most desirable all-wheel-drive model (bar the Turbo), the Carrera 4S coupe. You'll pay up to double the price of a basic 996

Carrera – so is it worth the extra, and if so, what should you be looking for when buying one?

DESIGN, EVOLUTION

The Carrera 4 joined the range in autumn 1998, a year after the launch of the 996, the model that, along with the Boxster, brought water-cooled flat-sixes and modernised, component-sharing production to Zuffenhausen. Its transmission was devised to minimise the weight penalty of 4WD, and the extra componentry placed to best benefit weight distribution, which in the rear-engined 911 is as far forward as possible. Hence a viscous coupling clutch varying engine torque to the front and rear wheels depending on surface conditions, was mounted within the front differential. It delivered between five and 40 per cent of

engine torque to the front wheels, the minimum of 60 per cent to the rear axle ensuring the C4 retained normal rear-drive handling characteristics.

The steadying effect of 4WD was complemented by the C4's standard fitment of Porsche Stability Management (PSM) that intervened in the engine management and brakes to maintain stability in bends; this could be switched off, though would kick back in if your driving style became extreme. The installation of 4WD required modifications to the front suspension, wheel bearings and the fuel tank, although it retained almost all of its capacity; there was a slight loss of space in the front boot.

The 996 range was facelifted in autumn 2001, the major change being the new, 3.6-litre engine, good for 320bhp, at the same 6800rpm, and 273lb ft torque occurring at a slightly lower engine speed than before,



Widebody Turbo looks were introduced with the Carrera C4S

Possibly one of the 996's more challenging interior colours, albeit lifted with optional silver alloy style trim. Interiors can suffer from neglect, but stand up if well looked after



4250rpm. The flat six's valve gear was uprated, now regulated by VarioCam Plus, and fuel consumption was improved. As before, transmission could be a manual six-speed gearbox or the five-speed Tiptronic S. The nose of the 996 came in for attention, with the front section's air intakes substantially altered for better airflow and less lift, while the headlamps from the by now launched 911 Turbo were fitted.

It was at this point that the subject of this Buyers' Guide, the 911 Carrera 4S, was introduced, essentially a Turbo lookalike with the normally aspirated flat-six, and a recipe dating back to the 911 Carrera Super Sport of the mid 1980s. While the Carrera 4 used the regular "narrow" 911 body, the C4S featured the 60mm wider Turbo body minus the rear wing (a retractable item served) and side cooling intakes. The brakes, with enlarged discs and calipers, the 10mm lowered suspension, and the the 18-inch wheels (with 225/40 front and 295/30 rear tyres) were from the Turbo. A full-length lamp strip connecting the two rear lamp clusters was a cosmetic feature not seen on the Carrera or Carrera 4.

There was a small weight increase, at 1495kg the C4S 125kg heavier than the Carrera and 65kg more than the C4. This resulted in a loss of performance so slight as to make no practical difference, but which we quote here for completeness: according to Porsche the C4S's 0-62mph rose by 0.1 second over the C4 to 5.1 seconds and the 0-100mph by 0.2sec to 11.3sec (Carrera and C4 figures are identical), while top speed fell 2mph to 175mph.

The Carrera 4S went on sale in the UK in 2002, priced at £62,260 in manual form, Tiptronic S adding £2000. Production of the 996 Carrera ceased in July 2004 to make way for the 997, but the 4S (along with the Cabriolet variant) continued for a short period.

DRIVING THE 911 CARRERA 4S

The arrival of the 996 generation brought a new level of refinement and usability to the 911. Now, it was not only a sports car, but a decent long distance cruiser, too. Not

everyone liked this added softness, so if you prefer your Porsches pure, a 993 or 964 will suit better.

The addition of drive shafts at the front end inevitably robs the 996 of some of its tactility – 4WD always did in those days. Whether you'd actually notice it is a different matter. Only a back-to-back drive with your senses on full alert would highlight the less crisp cornering turn in or the miniscule loss of performance. And be aware of what the benefits of 4WD truly are: it gives greater traction – in other words power is more effectively deployed on low grip surfaces – but it doesn't, contrary to widespread belief, increase roadholding through corners.

WHAT YOU'LL PAY

As the 996 eases towards classic status, prices and advertising mediums reflect the gradual transformation. For example, in the UK, Auto Trader and eBay carry them in their mainstream categories, but the Car and Classic website also has a selection, tending to be the more expensive, lower

SPECIFICATIONS

Porsche 911 Carrera 4S (manual/Tiptronic S)

Engine	3596cc flat-six, four cams, 32 valves
Power	320bhp@6800rpm
Torque	273lb ft@4250rpm
Brakes	330mm vented discs, 4-piston calipers
Wheels	8Jx18-inch front, 11Jx18-inch rear
Tyres	225/40 ZR18 front, 295/30 ZR18 rear
0-62mph	5.1/5.6sec
0-100mph	11.3/12.3sec
0-125mph	18.3/21.4sec
Max mph	175/172mph
Average fuel economy	24.8/23.3mpg
Co2 emissions	277/294g/km
Weight	1495/1550kg
Built	2001-2005

All figures from Porsche

Maintenance costs (guide price, including fitting and VAT)

Minor/major service £270/£345

Intermediate bearing replacement £2000

Front brake discs and pads £544

Replace a manual clutch £2000

Replace twin coolant radiators £1500

Replace air-conditioning condensers and re-gas £800

Four premium brand tyres (225/40 ZR18, 295/30 ZR18 rear) £715

Parts and servicing prices supplied by Auto Umbau, 01525 861182, autoumbauporsche.com

TIMELINE

October 1998

911 Carrera 4 joins the 996 range

October 2001

911 Carrera 4S added to the line up

July 2004

Production of most 996 ceases, but the Carrera 4S continues for a short period

WHAT YOU'LL PAY

£15,000–£20,000: Lowest price for a C4S, high mileage and maybe a catch such as insurance "Cat D" status

£20,000–£25,000: Most common price range for average condition cars under **100,000 miles**

£25,000–£30,000: Presentable cars under 50,000 miles

£30,000–£40,000: Must be low mileage, top condition and with a full Porsche history

£40,000–£50,000: "Time capsule" cars with under 20,000 miles, and pristine

mileage examples.

The GT versions apart, the Carrera 4S appears to be the most sought after 996, and while you can find a basic Carrera for £10,000, a C4S in good order is going to start at £20,000. We did spot one at £14,000, and which boasted a full Porsche Centre history – but it bore the "Cat D" label, revealing it to be a rebuilt insurance write-off.

There's no doubt that even though the Tiptronic S auto gearbox and the Cabriolet configuration bumped up the new cost, what enthusiasts value most is the manual coupe, and this combination probably accounts for a little under half the cars for sale. From what we can see, most C4Ss have been regarded as more special than the regular models and have covered less mileage – between 60,000 and 90,000 miles, mostly. If you want a car with under 50,000 miles, be prepared to pay upwards of £25,000, tidier examples advertised for up to £30,000, while £35,000 is usually the maximum for C4Ss not being offered as collector level examples.

But when dealers acquire something little used and well preserved, the asking price heads skyward. Prestige car outlet John Holland in Sheffield (which had 18 Porsches for sale) wanted £49,995 for a 2004 silver, manual car in "unmarked" condition and with 15,800 miles.

WHAT TO LOOK FOR ENGINE

The 4S was fitted with the "M96" engine, and suffers from the same well known

problems as the standard Carrera: cylinder bore wear, and thus heavy smoking, and intermediate shaft (IMS) bearing failure, both of which can cause total engine failure.

On the first issue, Robin McKenzie of Bedford-based Porsche specialist Auto Umbau explains: 'Corrosion in the engine internals reduces the heat transfer, causing the materials to expand more than they normally would, and this is the root cause of bore scoring and cylinder liners cracking.' But he adds that a lack of proper maintenance kicks the deterioration off: 'There does not seem to be a prescribed coolant life schedule from Porsche, but the M96 engine needs to have its coolant changed every five years, or preferably sooner. Corrosion inhibitors die off in the coolant, and after that corrosion starts to form within the engine.' But by no means all cars suffer extreme bore wear, one school of thought being that cars used hard and regularly are less prone to it than little used ones.

On the IMS issue, Robin says the damage is usually caused by worn seals in the intermediate shaft end cap. 'This allows oil to come out of the engine, which then gets contaminated by clutch dust and dirt, and capillary action drags it back into the engine. This ends up in the bearing, causing it to fail, which then destroys the bearing seat in the engine casing.' Unlike with the bore scoring issue, an owner can take preventative action, having the seals replaced by factory items or one of the various independently made upgraded bearing kits that are available, although

WHAT THE PRESS SAID

'It might be heavier, bulkier and very slightly slower than the rear-drive C4, but it's arguably the most surefooted normally aspirated 996 built to date. The fact is, for anyone in the market for one, the latest variation on the current 996-model 911 theme is a great deal of car for the money. Indeed, it calls into question the logic of buying both the least expensive mainstream 911 Carrera, the £55,950 rear-drive coupe, and even the most expensive, the £87,250 Turbo.'

911 & Porsche World, 911 Carrera 4S new car description, January 2002

'Life with the 911 was bliss until 3688 miles. The radio was reported dead, but maybe it never worked, since most drivers preferred the flat-six's sweet melodies to anything on the airwaves. It was replaced at no cost under the four-year/50,000-mile warranty. Porsche says 911s only have to be serviced every 15,000 miles. We're not sure that makes up for the pricey fact that the tyres didn't make it that distance: by 13,302 miles, the rears were shot. So we swapped the Pirelli P Zero Asimmetricos for four Yokohama AVS Sport tyres.'

Car and Driver, May 2005, 911 Carrera 4S long term test

What Porsche said:

'The driver wishing to really experience the car's "natural" lateral dynamics on the race track has the option to temporarily deactivate "Porsche Stability Management" (PSM) by means of a switch in the instrument panel. But even then, the driver need not run an unlimited risk: whenever the car's drift angle becomes excessive, all the driver has to do is put his foot on the brake pedal in order to reactivate PSM. Which means that in principle the system pushes the limits of physics a bit further to the extreme.'

Press release, 17th September 2004

Robin insists on sticking with Porsche parts: 'The standard steel IMS bearing is more than good enough for the job.'

TRANSMISSION

The C4S uses a Porsche six-speed manual gearbox or a switchable automatic gearbox made by Mercedes Benz, and in both cases the front differential is the weakest part of the transmission, Robin

There's no question that the 996 C4S is rather more imposing than the standard narrow body C2 and C4 models



Right: The M96 engine issues have largely been ironed out now. It's rare to find a car that hasn't had any remedial work



USEFUL CONTACTS

Auto Umbau Porsche classicporsche repairs.co.uk
A Bedfordshire "modern classic" Porsche specialist for a number of years, and with extensive experience of 996s. Offers sales and servicing/repairs; our consultant for this Buyers' Guide.

Northway Porsche northwayporsche ltd.co.uk
Thorough expertise and experience with various Porsches. Has a specially developed cure for the IMS problem.

Design911 design911.co.uk
Noted for its wide range of servicing and tuning parts for "real world" priced Porsches

Porscheshop porscheshop.co.uk
A Midlands-based supplier of mechanical and styling parts for classic and modern Porsches

insists. 'Bearings within the diff can crack their races, and these have to be replaced.'

The auto's front mount often fails. 'They can also suffer from oil leaks from the bottom plate, and the transmission cables can seize making it hard to shift the gear selector,' Robin tells us. 'Manual boxes also have problems with the cables, and wear out the socket part of the bearing release lever.' If the car judders when you drive off, it is a sure sign that the flywheel needs changing, while the ABS ring on the drive shafts can crack due to corrosion.

SUSPENSION

The "coffin arms", or lower wishbones, are a common cause of a squeaking noise from the front suspension, and top mounts and control arms can fail. The rear suspension is pretty sound, however. 'Look at the tyre treads to see if the car is wearing the tyres badly – if the wear is uneven, a proper four wheel alignment which takes up to three hours is advised,' says Robin.

BRAKES

The C4S has a Brembo braking system. 'Many will have problems with seized shims in the caliper piston, or the shims may have

been left out all together,' Robin warns. 'Also, brake pipes rust badly, and to make things worse the right rear line routes over the engine, and can only be changed properly when the engine is out.'

BODYWORK, INTERIOR

A 996 resists body corrosion well, but after over a decade weak spots are emerging. 'Porsche did not spray underseal over the whole underneath,' Robin claims, 'and rust is likely to be present, especially around welded areas and grommets where dirt has acted like sand paper between the grommet and body. The wheel arches are prone to gravel rash, but the corrosion should be surface only.'

Air conditioning condensers and radiators are prone to corrode through due to a dirt build-up in the lower outer corners. 'Fitting grilles to stop the influx of dirt is a good idea, but the real solution is to take off the front bumper cover and to separate the radiator and condenser and clean them out,' Robin reveals. As on the base Carrera, driver door locks fail, as do window regulators, and a common failing inside is the vanity mirror on the driver's sun visor, the mirror's cover hanging down when the visor is lowered.

ELECTRICS

Robin knows of no major issues, but points out these minor niggles. 'The switch on the back of the ignition barrel fails, as do ballast resistors on the cooling fans. Rear lights crack where the screws have been over tightened, because it is a weak design.'

VERDICT

If you can avoid a 996 with the well publicised engine problems, then the first 'modern' 911 makes an excellent affordable Porsche. It's old enough to have a period aura, yet young enough to be a good everyday driver. The Carrera 4S being the model most buyers want means they cost proportionately a lot more than the Carrera or Carrera 4, but their extra investment potential easily justifies the premium. Buy now before they rise out of reach, we'd say. **PW**

SPOTTED FOR SALE

Private seller
2004/54 911 Carrera 4S manual, black, black leather, re-upholstered interior, 84,000 miles, £23,495, Gloucestershire

Prestige car dealer
2004/53 911 Carrera 4S Tiptronic S, silver, blue leather, Porsche sports exhaust, Sunderland, £25,595
arccarsne.co.uk

Porsche specialist
2003/03 911 Carrera 4S manual, silver, red leather, Porsche sports exhaust, 55,000 miles, £28,995, Killearn, Scotland
themodernclassiccargo.com

BUYERS' CHECKLIST

- Severe smoking indicates the classic M96 engine bore wear issue
- Intermediate shaft is prone to sudden failure, and will damage the engine
- Judders on take off means the flywheel needs changing
- A poor gearchange is often due to worn bushes in the shift linkage
- The Tiptronic S auto gearbox shifts better if its oil has been changed
- Check the inner side of the brake calipers for corrosion
- Front mounted radiators and condensers are prone to corrosion and then leaks

DEALER TALK: AUTOSTORE

His original business was prestige vehicle storage, but with clients regularly wanting to sell their cars, and the local Porsche Centre having older cars to dispose of, it made sense for Jonathan Sturges to extend his Cambridgeshire-based company into Porsche sales, David Sutherland explains



How long have you been in the Porsche business?

The business is divided between car storage, which has been running for 25 plus years, and car sales and servicing, which I started around 18 years ago due to requests from storage clients to sell cars. Due to the proximity of Porsche Centre Cambridge, with whom we have very close working relations, 15 years ago we began to concentrate on Porsche sales and maintenance. Since then we have invested in Porsche maintenance equipment, plug-in diagnostics, Hunter Hawkeye tracking and MOT test equipment to ensure that we can fully prepare and service all the cars we sell to the highest level, as well as performing routine maintenance for both storage and other customers.

What Porsches do you specialise in?

Generally water-cooled models, and more limited production cars such as the 911 Turbo and GT3. We also get the odd rarity such as the Carrera GT and 918 Spyder in from our storage side.

What's your cheapest, and most expensive Porsche presently in stock?

Our Porsche range begins with a 2002 996 C4S at £24,995 and at the far end of the scale we have a 911R at £385,995 – last month we sold a 918 Spyder for comfortably over £1m and a Carrera GT for an undisclosed price.

What would you recommend as the best “first Porsche” to buy?

We are big fans of the 996 C4S and try to always have one in stock. As soon as we buy them in they go into our workshop for a replacement IMS bearing and clutch, along with anything else they need to give peace of mind when we sell them. If you can up the budget, the 996 and 997 Turbos offer everything you need.

Where do you get your stock from?

We are offered vehicles from storage and repeat customers as they upgrade, and also from main dealers disposing of cars too old for them to retail. We also have extensive UK and European contacts for the rarer collector's pieces, which are often not advertised. We never buy from auction, as there is generally a reason for the cars being there in the first place.

What warranty do you give, or sell?

We provide a fully comprehensive six-month warranty which covers all aspects of the car, provided by a third-party company. We do it this way to make it easy for the customer to sort any problems – many of our cars are sold to people who live a long way away and it would be unfair to expect them to come back to us for repairs. We do, however, ask the buyer to call us first with any problems, and often assist with issues even if they are not usually covered.

What's “hot” at the moment?

996 C4S and 997 GTS models never hang around. “Gen 2” 997 911 Turbo and Turbo S models

often sell before we can advertise them.

What's best value at the moment?

I think that gen 2 997s make a superb every day car, and are not going to hit you with a big depreciation bill come resale.

Name a car that you recently sold, that you would happily have kept for yourself

A beautiful, low mileage 997 GTS finished in Aqua Blue which I could have happily used all year.

What car do you drive every day?

I thoroughly road test all the cars we buy for stock and also use a Cayenne Turbo, which is fantastic for all purposes.

What are your plans for the future?

We have just expanded our storage area with a new high security building so we can now store over 450 cars, though most of this extra capacity is already pre-booked, and so this summer we will expedite a further planned capacity increase to accommodate over 500 cars with an internal mezzanine floor expansion. We will also then have space to extend our showroom facilities later in the year.

Contact
Autostore
+44 (0)1223 82879 or +44 (0)1223 612052
autostoresales.co.uk

HELPING YOU BUY YOUR PORSCHE

DIESELS: STILL A GOOD IDEA?

Porsche never liked building diesels, doing so only because the market demanded them. So now it doesn't, Zuffenhausen has canned them at least for the time being, dropping the oil burning Macan and Panamera (diesel may return with the next Cayenne, however).

So, does it make sense to buy a used diesel Porsche, or will its maker's recent action condemn its future used value? It depends which one you buy. Any Panamera or Cayenne diesel from 2015 is Euro 6 compliant, currently the most stringent emissions standard and hence won't be penalised in current or forthcoming clean air zones. These cars' values might slip a little, due to diesel's bad rap, but they're unlikely to go through the floor.

It will almost certainly be different for the older, Euro 5 Porsche diesels, though. Come 2021 and you'll be hit for a big penalty charge for driving within six miles of central London, and as that deadline nears and the public becomes more aware of it, diesels are bound to be much harder to sell and that will be reflected in their value.



LOOKING AFTER YOUR PORSCHE IMPROVE YOUR DRIVING, TO BE KINDER ON YOUR CAR

It's one thing attempting to impersonate Lewis Hamilton away from the lights, but driving skill comes in different forms, and the Institute of Advanced Motorists is offering to make you a more rounded driver at its IAM RoadSmart's Skills Days, to be held at the Thruxton race circuit (pictured) in Hampshire in May and September. You'll be taught on track – in your own car – how to drive safely and with precision. For example, many drivers will never have had to do an emergency stop, so instructors will explain when and how to brake in this situation. Basic stuff like choosing appropriate gears for the speed is covered – you may think you know this, but you could be surprised at how a few expert tips on basic technique can transform your everyday driving. The Skill Days cost £135, more details at iamroadsmart.com



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

OCTANE GARAGE

Independent Porsche Specialist

Servicing, MOTs, mechanical repairs/restorations, engine and gearbox re-builds, four wheel alignment, performance upgrades. Special projects undertaken.

Tel: 01892 652994 Email: info@octanegarage.co.uk

www: octanegarage.co.uk

Unit 6 Lexden Lodge Industrial Est. Crowborough, East Sussex, TN6 2NQ

911



1970 911E 2.2 for sale

A rare opportunity to acquire a matching numbers 911E 2.2 MFI Sportomatic restored to its original specification, originally delivered to the USA in January 1970 where it spent the first 40 years. Matching numbers car in stunning Ivory White with a black basketweave interior. Just completed a full Porsche specialist nut and bolt restoration back to original specification, just over 22K miles on the odometer, contact for full details/spec. Tel: 07939 064289. Email: spindesign.ahawley@gmail.com (Oxford).

£109,950 P0518/037



911 (996) Carrera 4

T-reg, silver with blue leather trim, Tiptronic S gearbox, 38,000 miles, large history file, IMS Guardian, MOT July '18, 2 keys. Tel: 07541 310419 (Lincs).

£22,500 ono P0518/034

944

944 2.7 Coupe

Produced for 1 year only, this is an iconic 944 2.7 in cool Alpine White, excellent bodywork and unmarked Marine Blue pinstripe velour. Just over 56,000 miles, only 4 owners from new, last owner since 2006. Retains its original teledial wheels with all new Firestone Firehawk 215/60/15 94V tyres, recent service work includes new clutch and all cam and balance belts done at 55,130 miles. Extensive service records right back to 1993 by mainly Porsche OPC documents its well cared for life, hard to find in this condition, it's not perfect but a nice honest example with room to improve. Rare 2.7 interim model, detachable sunroof with storage cover, MOTs going back to its first MOT in 1992, will come with fresh MOT, HPI clear, Porsche COA. Tel: 07768 938967. Email: thedjobinson@icloud.com (Beds).

£13,500 P0518/038

944

9-Apart

Parts specialists for 944

01706 824 053

Classic Car Insurance
CAROLE NASH
The care it deserves
0800 093 2953



944 Turbo

1988, black with black electric leather seats, 220bhp. Just undergone a restoration, including full inner and outer sills using Porsche panels and front and rear lower wings, it is now solid and as original, bodywork is in great condition for year, interior is in very good condition with very little wear, engine runs and drives well, boost is amazing and pushes you back in your seat. Original D90 alloys with 4 good named brand tyres, on the whole a good straight car. We have the original service book and manuals with a large wad of service paperwork, every MOT from new, just passed new MOT. Comes complete with private plate, these are fast appreciating classic cars, very desirable in this colour combination. Could do with a couple of bits and pieces finishing: tracking, small part of roof trim sagging, rear parcel shelf attaching correctly, small plastic dash trim replacing, call to arrange a viewing. Tel: 07973 550257. Email: c.p.s@hotmail.co.uk (Derbyshire).

£12,500 P0518/049



944

1986, 2479cc, 2 keys, all original, full service history, removable roof, vgc, stored for 5 years in dry, this car runs and drives very well. Tel: 07715 386213.

Best offer P0518/004

968



968 Convertible 6 spd man

1993, RHD, 95,300 mls, black/violet leather, airbag, original UK spec, 6 speed man, 17" w new tyres Dunlop Sport, power door lock, mirrors, seats, roof, windows, 4 seats. Hood, compressor, tools and invoices from 2005 up (about £10,000) available, full service history with all stamps, timing belt/rollers/radiator 6000 mls ago. Trade TVR or Ultima possible. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).

£14,200 P0518/020

BOXSTER

986 Boxster 550 Spyder Anniversary

1069 of 1950, 73K miles, full service history with 7 stamps, many receipts, MOT until July (no advisories), GT Silver, Cocoa interior/roof, Litronics, Bose, heated seats, sports exhaust, 2 keys, non sat nav model, lovely original condition, exterior pristine aside from usual minor stonechips on front bumper, interior also excellent, drives superbly, superb limited edition appreciating analogue car. Tel: 07973 362476. Email: benhugill@yahoo.co.uk (East Sussex).

£11,750 P0518/029

Boxster S Type 987

Model 2006, 3.2, 6 speed manual gearbox, Cobalt Blue metallic with Metropole Blue roof and Ocean Blue full leather interior. Very high spec car with low mileage, climate control air con, PCM Porsche sat nav, rear Park Assist, Sport heated seats, 19" Sport Design alloys with colour crested centres, Bi-Xenon headlamps, multi-function 3 spoke steering wheel, PASM, CDC-4 CD autochanger (6 disc), Bose surround sound system with wind deflector, cruise control, top tinted windscreen. Full Porsche service history, first registered in September 2005 on a 55 plate, new tyres have covered 1500 miles, wheels unmarked, current mileage 27,295. Two owners, MOT until September 2018, next service due August 2019, road tax per year £305, I have been the owner for the last 10 years. Email: Mandy, downs lodge@tiscali.co.uk.

£18,500 P0518/014

CAYMAN



Cayman 3.4 S Design Ltd Edition

(No. 99 of 700), Tiptronic, black, black hide, only 2 owners, 55K, PASM, Bose, 19" alloys, FSH with recent service, www.hassop.net. Tel: 07785 574088.

£20,000 P0518/006

REGISTRATIONS

PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

P911 SCH	964 GC
POR 911Y	RSR 911K
WAG 944S	RSR 911T
S918 POR	RUF 911T
A911 DPG	WBZ 911
RS15 ACE	RED 911H
P993 POR	911 HDL
VOP 911S	911 WVS
CAB 911X	911 SCR
911 ADS	911 FEG
REG 911E	911 MSD
S911 LER	CAR232A
TON 997X	930 FF
POR 997T	XXX 911C
POR 911K	991 PD
993 POR	911 RWS
993 RUF	B911 RSR
X993 POR	A993 XXX
VNZ 911	D911 POR
964 MC	E944 POR

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694

EMAIL: erha300@aol.com



Number plate

'F4C ME' is offered for sale. Tel: 07881 788616.

Offers invited P0518/002

GT03 DKT

'GT03 DKT'

On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.

£350 P0518/047



'BOX 533R' number plate for sale

Ideal Porsche Boxster registration number for sale, plate is currently on retention. Tel: 07736 773776. Email: nicholahutson@btinternet.com.

Offers above £2500 P0518/024

VGS 911S

Number plate 'VGS 911S' offers invited

Nice Porsche number plate, 'VGS 911S', offers over £1000? Tel: 07768 938967.

Email: thedjobinson@icloud.com. P0518/018

AUCTION/SHOWROOM/CLASSIFIED

MARKET WATCH

Car manufacturers used to leave classic cars – and all their issues – to independent specialists. But now that the classic market is on a seemingly never ending upward spiral, Porsche is getting in on the act and selling its 30-year-olds all over again, David Sutherland reports



911 Turbo, Porsche Centre Swindon, big bucks at £134,850

Car manufacturers spare no effort to convince buyers that their products are the best things since sliced bread, providing years of faithful reliability and pleasurable motoring. Later on, though, it's a different matter, because franchised dealers are generally reluctant to include anything over five years old in their used car stocklists and the reason is obvious: they are more likely to be troublesome, and therefore hard if not impossible to sell at a profit once proper remedial work has been carried out.

Step forward Porsche, then, as a notable exception, which at the time of writing was offering over 20 of them, the oldest the 37-year-old 924 Turbo pictured here. Porsche is not unique in selling these "modern classic" models, Mercedes-Benz, for example, doing the same, but in special classic showrooms in its Mercedes-Benz Classic Centers in California and Germany rather than in

official dealer showrooms.

Clearly, Porsche had been looking covetously at the prices its veterans were beginning to achieve at international auctions when in 2014 it announced that 100 "Porsche Classic Partners" would be established within Porsche Centres worldwide to sell and restore cars. Presently there are four in the UK, in Glasgow, Hatfield, Leeds and Swindon.

However any PC can sell a classic Porsche, and if it's under 15 years old will carry the normal comprehensive Porsche Approved Warranty.

The carmaker claims the operation is more than a mercenary exploitation of the demand for classic Porsches, the marque that in 2017 Classic Trader, Europe's leading classic car trading site, estimated to be the most dominant in the classic market. 'It's not so much a question of taking advantage of rising values, but an integral part of looking after the cars – there are 170,000 Porsches in the UK, and 75 per cent of all Porsches made are still on the road,'

the firm pointed out.

So what is a modern classic going to cost you at a Porsche Centre? Obviously you won't be finding 924s for £2500, but you will find them if you have ten times that to spend. Porsche Centre Bristol was offering a six-owner, 78,200-mile 924 from 1982 for £24,990, while Bolton had the forementioned 1981 seven-owner, 99,500-mile 924 Turbo for £29,991 – the oldest car listed on the Porsche used car locator (although some PCs offer older classics on a less formal basis). Colchester was asking £39,995 for the last of the line, 2.5-litre 924S, an eight-owner, 120,000-mile car it had restored even although not a Porsche Classic Partner.

These prices are at least on a par with those achieved at classic auctions. But in a different league was the two-owner, 1995 968 Clubsport offered by Porsche Centre Cardiff at £59,990, a car the dealership had entered into Porsche Cars GB's "40 Years At The Front" Classic Transaxle Restoration Project

in 2016. A sole example of the larger transaxle Porsche was on sale, a 928S, the five-litre V8 car in green priced at £52,000 at Porsche Centre Newcastle.

A trio of 1980s 911s lined up, the lowest priced one described as a 911 Carrera but which to us looked like the Super Sport model wearing the 930 Turbo's wider body and big rear wing, priced at £79,000 at Porsche Centre Newcastle. £6000 more bought the Carrera 3.2 in classic Guards Red and with just 60,400 miles at Porsche Centre Leeds, while Porsche Centre Swindon had stickered its 1987 six-owner 1987, 48,231-mile 911 Turbo at £134,850.

You'll also see 964-, 993- and 996-model 911s in PCs, especially the limited run GT versions that have been making huge prices at auctions hosted by the likes of RM Sotheby's and Gooding & Company. A 2002 996 GT2 with 35,400 miles was on sale at Porsche Centre Portsmouth for £139,900, and 996 GT3s were at Aberdeen for £72,000 and Exeter for £88,850. And 1990s 993 Turbos were well into six figures, a Speed Yellow, 32,300-mile example at Porsche Centre Swindon for £149,950, and 59,000-mile cars at Nottingham and Hatfield at £124,999 and £129,900 respectively. But a 993 doesn't have to be a Turbo to be big ticket, Porsche Centre Tewkesbury asking £69,993 for a 911 Carrera, with the less desired automatic transmission.

These prices are surely the maximum you could presently expect to achieve for 911s of these eras, but selling cars

over three decades old does present challenges for a Porsche Centre, as every car that goes out carries the Porsche reputation. 'We have to be very careful about what we buy,' said one PC salesman. 'It has to have the correct history and provenance, and then it has to go through the workshop to ensure it is what the customer expects in a Porsche.' And being well outside the 15-year Porsche warranty cut-off, these cars have to be sold with a normal insurance backed independent used car warranty.

The original Boxster now comes under the Porsche Classic banner, meaning that obsolete parts are once again available, and interest in the 986-model is now picking up and prices rising commensurately. But for an old Boxster to be worth a significant amount it has to be immaculate, and that was what was promised by Porsche Centre Leeds, the one PC with a first generation example Boxster, a late car from 2004 and therefore with the glass rather than the plastic, crack-prone rear screen. The 2900-miler was from the Boxster S Anniversary Edition limited edition and priced at £24,000.

Porsche is upping the emphasis on classics this year in the UK, with the four UK Porsche Classic Partners jointly building a handful of Boxsters to race in the Porsche Cup series. But Porsche must be hoping that the sight of all these wonderful old "analogue" Porsches in PCs doesn't start making customers think twice about buying new ones! **PW**



PC Bolton, 924 Turbo, £29,991



PC Portsmouth, 996 GT2, £139,900



PC Tewkesbury, 993 Carrera, £69,993



PC Leeds, Carrera 3.2, £85,000



PC Colchester, 924S, £39,995

TRIED & TESTED

With *911* & *Porsche World's* international Porsche adventurer, Johnny Tipler

PORSCHE 997 CARRERA S GEN 1 2005 '54-PLATE' MANUAL 77,080 MILES £19,995



So the day of the £20k 997 S has arrived. Here is an interesting and almost entirely original 997: it has clean HPI and cylinder bore reports, an advisory-free MOT and has been prepared almost to dealer standards by its private seller. Considering this is a thirteen year old which has had eight owners, initial impressions are very favourable. The service book suggests they were all relatively conscientious and the mileage pattern is typical: the 997 did most of its work with its first few proprietors; subsequent owners purchased and sold on this 911 having used it little.

Silver grey metallic suits the 997 and is largely unmarked; respraying on the rear valance has left (barely noticeable) bubbling around the light fitting which the seller was quick to point out, adding that he thought (probably rightly) that such imperfections were small enough to leave to the next owner to decide on. The attractive slotted wheels which helped to define the first 997 and which are becoming rare today have a couple of kerb scrapes, again hardly visible, but are otherwise unmarked and behind them the rear brakes are new and the front discs though displaying some rust in the drill holes have negligible 'lip.' The tyres are new Bridgestones.

The cabin shows modest signs of use, but the leather of the seats is unmarked, kickplates and other plastic surfaces are worn though unscuffed;

the unblemished top of the dash and lack of discolouration around the windowseals suggest the car has spent much of its life under cover. The dark blue carpeting has plenty of pile and is perfectly serviceable; a fastidious owner might want to improve it with a thorough clean. An iPhone connection has replaced the original sat nav, though this remains with the car and is easily re-installed. When fired up, the 'S' sounds quite roty – this, says the seller, is the effect of a proprietary bypass valve in the exhaust system.

Underway this 911 feels taut and rattle free. The clutch is firm and feels meaty, taking up at mid travel and the gearshift is light, but precise as if the cable has been renewed at some point. Local specialists, GT1, recently renewed the trackrod arms and thanks to this and other suspension work, the steering feels spot-on. The roads around Epsom Downs offer little opportunity for outright speed, but do allow this 911 to demonstrate its ability to bumble along amiably within the confines of local speed limits in third or fourth. Brief investigation of full throttle in second gear produces prodigious, factory spec acceleration and the flat-six hits the rev limiter before third can be snatched. The brakes with plenty of pad material pull up authoritatively and dead straight.

Last of the analogue 911s, 997s are unlikely to get any cheaper. This example is good to drive and something of a bargain. **PW**

CHECKLIST

BACKGROUND

The 997 appeared in 2004, basically a comprehensive re-shelling of the 996 chassis, particularly noticeable in the frontal treatment, which recalled the 993. The 997 also turned the 'S' into a more powerful version, the Carrera carrying over the 996's 3.6 while the new S was bored out to 99mm to make 3.8 and 30 more horsepower. The new 911's lines met universal approval, as did the updated cabin with its notably better and tidier fascia. *Autocar* commented that the new 911 was more comfortable and "so easy to drive even BSM will be ordering them." The troublesome intermediate shaft of the M96-7 remained, though, now supported by a larger bearing. Anecdotally, the incidence of failure was lower; over 100,000 of the gen 1 997 were built.

WHERE IS IT?

Epsom-domiciled Cliff Jordan is a motorcyclist and an unashamed Porsche enthusiast: since 2002, he has owned more than 20 and in has raced a 944 Turbo as well as Aprilias. He has often bought his Porsches from friends, as he did with his everyday 2010 Panamera and also with this 997 S. "It belonged to a pal who wasn't using it so I made him a modest offer; I bought it to go racing, but when I had a proper look at it I decided the body and interior were too good to spoil, so I invested in new tyres and brakes and GT1 Chertsey replaced the coil packs and plugs. Their boroscope investigation also revealed no scoring. I also had the a/c pipework and the cooling rads replaced. It's a reluctant sale on my part, but my plan is to spend the proceeds on a "wild" engine for my 993 GT2 replica. I advertised in *911&PW* because I'd like this 997 to go to a good home." If you're keen then contact Cliff on: **07801 559997**

FOR

Attractive gen 1 997, full service record, moderate mileage, keen price.

AGAINST

Some buyers might prefer dealer facilities.

VERDICT

Desirable manual S with ostensibly clean bill of health.

VALUE AT A GLANCE

Condition	●●●●●●○○
Price	●●●●●●●●
Performance	●●●●●●○○
Overall	●●●●●●○○



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

REGISTRATIONS

BA02 BOX

'BA02 BOX'
Nice Boxster registration for sale, immediate transfer, held on retention certificate. Tel: 07920 721956. Email: billyarmitage@virginmedia.com.
£375 P0518/021

JCZ 4911

Registration 'JCZ 4911' for sale
Number is on retention certificate and ready for immediate transfer, price includes all transfer costs. Tel: 07889 359184. Email: eddie.fry@talk21.com.
£1150 P0518/028

L911 BAD

Porsche cherished number
'L911 BAD', complementary number for a special 911. Tel: 07415 252911. Email: keithnicko@aol.com.
£3850 P0518/025

LES 190

'LES 190' registration for sale
Until recently on my 964 but have now decided to sell the registration, on retention certificate, no VAT or other charges to pay. Telephone with offers. Tel: 07425 153194. Email: lezdawes@gmail.com.
£3500 P0518/008



Boxster 987 owners!!!
The finishing touch for your first or second generation Boxster 987! A dateless registration number that can only increase in value, on retention. Tel: 07763 719646. Email: pbeb@freeuk.com.
£1750 P0518/015

REGISTRATIONS

N26 POR

Great plate for any Porsche
For sale is my Porsche registration 'N26 POR', on retention certificate, great plate on any Porsche after 1994, price to include new plates and fixings, DVLA fee payable. Tel: 07491 666163. Email: sbeazer911@gmail.com.
£495 P0518/030

IRZ 996

'IRZ 996' car registration on retention
I have available on a retention certificate so available immediately to transfer onto your 996, 'IRZ 996', an ideal number plate at a great price for your Porsche 996, please feel free to contact me if you have any questions. Tel: 07856 687137. Email: colin.fettes@azamour-solutions.co.uk.
£1200 P0518/013



Reg number for twin turbo
Private plate 'TT02 OWN', ideal for twin turbo car, complete with pair of new undrilled plates. On retention certificate so £80 transfer fee already paid but £25 extra to DVLA to swap into your name. Text: 07799 064911 as phone on silent most of the day.
£499 P0518/007



Your initials on your 911?
911 registration number available for immediate transfer. Tel: 07813 343013. Email: markwhite1403@gmail.com.
£499 P0518/010

REGISTRATIONS

P911 AFC



Porsche 911 Arsenal plate
Great plate for any Porsche 911, lovely plate for any Arsenal fan, the *ultimate* plate for any Gooner, player or fan with a Porsche 911, 'P 911 AFC', it doesn't get any better. It is on a retention certificate, so very easy process to become yours, imagine this rolling up at the Emirates! If you want it, get in touch now. Tel: 07779 767605. Email: ticktock88@ymail.com.
£3500 P0518/001

PARTS



Right fender with lamp for Porsche 911
In good condition except for slight scratches, price does not include transportation, email for more details. Tel: +49 1716 753621. Email: smbeschommer2002@yahoo.de (Germany).
£420 P0518/027

PARTS



MFI Bosch fuel injection 010 rebuilt
Original Bosch MFI mechanical fuel pump for Porsche 911, not used for >30 years, freshly checked and adjusted to actual fuel, deviation <1cm³ for each cylinder. You receive with the pump also full set of documents: test report, copy of owner's manual with description etc, worldwide shipping possible, other parts of private collection clearance available 911-for-sale.de. Tel: 0049 15151 829774. Email: cmr2000@web.de (Germany).
£3600 P0518/023

Gold BBS RS 16" rare and immaculate
Rare gold BBS RS 16" for classic 911, fronts - 7J ET 24, rears - 8J ET 11, all four centre waffles and removal tool included. In excellent original condition with no damage to them at all and currently the only set available in the UK, contact for high resolution photos. Tel: 07769 163548. Email: matthewsmichael@hotmail.com (London).
£2000 P0518/009

cmsporsche.co.uk EST: 1997

INDEPENDENT PORSCHE SPECIALISTS
IN TELFORD, WEST MIDLANDS - 01952 608-911

Over 20 years experience

Fixed Price Porsche Servicing (Please see our website for details), mechanical & bodywork repairs & factory P.I.W.I.S diagnostics
Labour rates from only £58.99/hour

Specialists in the supply of New & Used Parts that we have in stock for Porsches from: 1984 onwards

Porsches bought & sold in any condition: the GOOD, the BAD or the UGLY!!

01952 608-911 | www.cmsporsche.co.uk | cmsporsche@aol.com | 07831 711609

PORSCHESHOP.CO.UK

NEW MOBILE-FRIENDLY WEBSITE

SHOP BY MODEL

911 964 993 996 997 991 924 944 968 928 BOXSTER CAYMAN CAYENNE MACAN PANAMERA CLASSICS



TRIED & TESTED

With *911 & Porsche World's* international Porsche adventurer, Johnny Tipler

996 GT3 2001 'X' 31,800 MILES £67,000



First registered on December 8 2000, this was one of the last of the first batch of GT3s built. It spent 16 years in New Zealand before being imported and re-registered in the UK. Part of this involved converting the kph digital speedometer and mileometer to mph. The service records are complete from 2009 and show expenditure of £9500 over the last eight years and indicate that this GT3 covered a mere 48,000km in New Zealand, which corresponds with the 31,800 miles now indicated. In Basalt Black metallic, the GT3's paintwork is unmarked, the plastic light covers as translucent as the day they left the factory and the split-rim 18 inch BBS alloy wheels are similarly immaculate. Continental SportContacts all show little discernable wear. Externally the GT3 is entirely standard except for a recently fitted Fabspeed exhaust; the original system will be included in the sale. The cabin is dominated by a pair of Recaro buckets which adjust for height and reach, but with fixed backrests. Their leather is uncreased and the cabin's overall condition also suggests relatively little use; a rear roll cage, installed in 2015, does not affect access to the cockpit and driver and passenger are barely aware of it. Conventional three-point seat belts are fitted. Besides the Recaros, other extras include aluminium instrument finish, tyre pressure monitor and a Porsche CDR 220 radio.

The GT3 fires and settles into a gruff idle. The

clutch is moderately weighted, biting at mid-travel and the precise gearshift lighter than later GT3s. The ride is firm, but far from bone-shaking, and those uncompromising-looking seats prove surprisingly comfortable. Steering and throttle response are everything you would hope from a properly honed Porsche and the controls all feel taut. The GT3 does not hide its light under a bushel: despite relatively high gearing, the feel imparted by the steering, the sense of intimacy with the road and that instant, encouraging bark each time the flat six is solicited mean that it is quite possible to enjoy this (relatively) modern 911 even at quite low speeds, but what this Mk1 really wants to do is fly and the enthusiasm with which it piles on revs and turns into bends are a constant reminder of its real vocation, yet it does this entirely with the complicity of the driver: today's premium cars have ever more powerful engines, yet paradoxically their dynamics and handling are circumscribed by ever more potent software and less and less is expected of their drivers. This analogue 360bhp GT3 is the antithesis and if its asking price is double what it might have been ten years ago, that is a measure of how the market is waking up to driving qualities lost to environmental politics.

A comprehensive Peter Morgan report dated October 2016 finds no significant faults and the readout of engine hours corresponds with other signs of limited use: this is a sports car to be bought and driven! **PW**

CHECKLIST

BACKGROUND

Introduced two years after the launch of the new water cooled 996, the GT3 was the Porsche the diehards had been waiting for. Initial disappointment that it was no lighter (indeed 30kg heavier) than the 996, was soon forgotten as it became clear that the GT3 with its 100bhp/litre 'Mezger' dry sump engine and similarly bespoke suspension was unquestionably a car for road and track. At £11,000 more than the £65,000 Carrera 2 it was something of a bargain, too, but you had to move fast as Porsche built barely 1900 examples before Euro 3 came into force in January 2001 and without further work on emissions (which Porsche did not undertake until the gen 2 GT3 in 2003) the car could no longer be sold. Because the first GT3 also fell short of EPA emissions standards, it did not reach the US.

WHERE IS IT?

Eporsch is just off the A322 at Bisley, ten miles north of Guildford. Proprietor and Porsche enthusiast Roly Baldwin left a career in IT to run his own sales and service operation in 2003. He began in Chertsey and subcontracted servicing to local specialist GT1 before establishing himself at Bisley where he has two sites – workshop and separate sales premises. Eporsch turns over 70–80 cars per year and usually stocks about 15. These are largely Porsches, but the odd BMW or Audi adds variety at the cheaper end; 996s, 997s and 998s predominate and the stock intermittently features air cooled 911s and transaxle models. Roly describes current business as 'steady,' but thinks the Brexit-induced 6% drop in new cars sales in 2017 is already making itself felt in the used trade. eporsch.co.uk 01483 799245

FOR

Matching numbers GT3 with few signs of wear; detailed, reassuring Peter Morgan report.

AGAINST

Maintenance history largely New Zealand based.

VERDICT

Wonderful analogue 911 in exceptional shape; price reflects market's high opinion.

VALUE AT A GLANCE

Condition	●●●●●●●●○
Price	●●●●●●○○○
Performance	●●●●●●●●●
Overall	●●●●●●●○



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

PARTS



Boxster hard top for sale
To fit a 987 model in Seal Grey, collection only from Brackley, perfect condition. Tel: 07711 182888. Email: pr@trade-events.co.uk.
£995 P0518/036



Eisemann exhaust tips for Porsche 911
Eisemann EP4120 exhaust tips for Porsche 911 Carrera 996, new, in good condition, price does not include transportation, email for more details. Tel: +49 1716 753621. Email: smbeschommer2002@yahoo.de (Germany).
£200 P0518/026

964 RS America door cards

Elasticated pockets let in, black vinyl, complete with RS leather covered door pulls, red webbing pull releases and all rosettes. Used but as new, with screw attachment holes at outer edges, £400 new, asking £250. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£250 P0518/011

Cayenne spare wheel

Genuine Porsche Cayenne alloy wheel with Continental Sport Contact 255/55R18 tyre, no damage or repairs, 4 - 2.5mm tread, used as full size spare, pictures available. Tel: 07766 160594. Email: mawarman@supanet.com (Derbyshire).
£65 P0518/012

Porsche Boxster (987) alloy wheels

4 OE alloy wheels with tyres, excellent condition, fronts 6.5x17, rears 8x17, tyres Michelin Pilot Sport NO, buyer collects or plus carriage. Tel: 07960 170380. Email: nigel2@btinternet.com (south Manchester).
£400 P0518/039

Porsche 993

Transmission housing bracket: 933.375.313. Tel: 07354 324021.
£20 plus p&p P0518/040

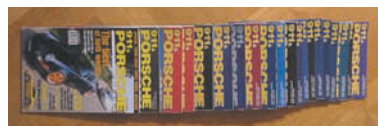
PARTS

Original Porsche steering wheel for Tiptronic 986, 996 or 993 with paddles
Original Porsche steering wheel (996.347.804.538) in black leather for 996, 986 and 993(?), professionally fitted with paddles for Tiptronic gearbox, as new condition. Tel: +31 651 622105. Email: yimex@hotmail.com (Holland).
£750 P0518/041

1977 Porsche 911 parts for sale

911 parts, bonnet, boot lid, bumpers, various instruments/ sundries. Tel: 07879 466740. Email: keith@seatown.co.uk.
P0518/031

MISCELLANEOUS



911 & Porsche World magazines
911 & Porsche World magazines, issues August 2002 - January 2004, issues September 2004 + November 2005. All in good condition, buyer collects preferred. Tel: 0043 6802 148324. Email: carmania77@gmail.com (Austria).
£45 P0518/050



911 & Porsche World magazines 1991-2018

911 & Porsche World magazines from issue 4 (Spring 1991) to current issue (2018), missing 1993 and 1994 years. Total 911 magazines from issue 1 (June 2005) to current issue (2018), missing only issue 53. GT Porsche magazines full set from issue 1 (Nov 2003) to current issue (2018), missing only 2 issues. Classic Porsche magazines full set, only missing issue 1, all in boxes, buyer collect. Tel: 07791 865302. Email: markjordan964@gmail.com (Leics).
£400 P0518/035

NO MORE CAR DRYING - EVER!

Filter out all dissolved minerals for NO water spots

- ★ watermarks even when your car is left to dry in bright sunlight
- ★ 7 litre filter produces 400 litres, 14 litre filter produces 1100 litres of pure water
- ★ Eliminate drying swirls, save time for driving
- ★ Refillable & reusable filter saves money long term
- ★ Standard 7 litre filter will typically last a year

RACEGLAZE

Race Glaze Ltd / +44(0)1780 65 40 65 / www.raceglaze.co.uk

MISCELLANEOUS

Porsche Design original 5621

'Exclusive' sunglasses
I have only worn these a few times back when I initially purchased them from an official Porsche Centre back in 1985 and they have been stored since. They are in close to mint condition, they come with: bronze graduated tint lenses, dark solid lenses, ID card, case and cardboard box. Tel: 07392 372297. Email: thomashumber1867@gmail.com (Norfolk).
£195 P0518/042

911 & Porsche World magazines 2003-2012

Collection of your favourite Porsche magazine totalling over 100 issues, from early 2003 until early 2013 and nearly 100% continuous order, buyer collects or can arrange to deliver mainland UK. Tel: 07906 152911. Email: countryporsche@btinternet.com (N.Ireland).
£160 P0518/043

Porsche Post magazines 2003-2014

Porsche Club monthly magazines in good order, can split to send single copies, buyer collects or can arrange to deliver to mainland UK. Tel: 07906 152911. Email: countryporsche@btinternet.com (N.Ireland).
£200 P0518/044

Porsche Cayman all weather car cover

Cayman all weather 4 layer car cover, only used a couple of times, cost over £100 new, buyer collects or pays shipping. Tel: 07870 625360. Email: nigelwinna@aol.com.
£40 ono P0518/045

WANTED



Porsche 911/930 wanted!!!
We urgently require your Porsche 911/930 Turbo! Professionally buying and selling Porsche for over 30 years! For best price and polite old fashioned service call Paul on 07836 617916. Email: paul@theporsche911buyer.co.uk.
P0518/016

Wanted early 911 literature

Early 911 literature wanted (especially 2.4), eg driver's hand book, document wallet, sales brochure, anything of the period, service records etc. Tel: 07545 234505. Email: richard@uplandsorchard.co.uk (Herefordshire).
P0518/046

Toro WANTED

Wanted all Porsche models pre 2005!
All conditions wanted, from restoration projects to concours, right and left-hand drive. Complete collections purchased, cash buyer, discretion assured. Please contact me if you are interested in selling your Porsche and are looking for a prompt hassle free cash buyer! I am especially interested in the following models: 911, 911SC, 911 3.2, 964, 993, and low mileage 996 and 997. Tel: 07787 528131. Email: sales@torosportscars.com.
P0518/017

YOU CAN UPLOAD YOUR PRIVATE ADVERT AT: www.911porscheworld.com

OR YOU CAN EMAIL: classifieds@chpltd.com

ADVERTS ARE FREE! YOU MAY INCLUDE A PHOTOGRAPH AND UP TO 400 CHARACTERS OF TEXT. Copy can be submitted online or by email, fax (+44 (0)1883 740361) or post, to: 911&PW Private Classifieds, CHP, 1 The Alma Building, Brewerstreet Dairy Business Park, Brewer Street, Bletchingley, Surrey RH1 4QP, United Kingdom.

Don't forget your contact details!

Deadline for inclusion in the June issue is 12th April (July issue deadline 16th May).

All advertising is accepted in good faith and the publisher accepts no responsibility from any effects arising therefrom. Potential buyers are advised to verify the validity of the advertiser and not to pay for goods until confirmation of such.

Advertisers: Be aware of offers higher than the advertised price. This is likely to be fraudulent activity and we strongly advise you not to proceed with the transaction.

PORSCHE INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classicline*
INSURANCE

Free and Simple Agreed Value
PCGB 15% Discount
Free Club Track Day/Event Cover*
Free UK & EU Breakdown Recovery
Free Legal Cover

All Modifications Accepted
Laid Up/Restoration Project Cover
Multi-Vehicle Policy
Salvage Retention
Your Choice of Repairer

01455 639 000
www.classiclineinsurance.co.uk

Authorised and regulated by the FCA. * Terms and Conditions Apply.

Adding class to your journey

Well formed Classic Porsche Insurance



The All Inclusive Carole Nash Difference



UK & European breakdown and accident recovery, including Homestart - worth over £100 when compared to other providers



You could also save 33% with a Multi-Classic Vehicle policy*



Choose your own specialist repairer



Agreed Value

CALL NOW

0800 093 2953

carolenash.com/classic-car



CAROLE NASH
The care it deserves

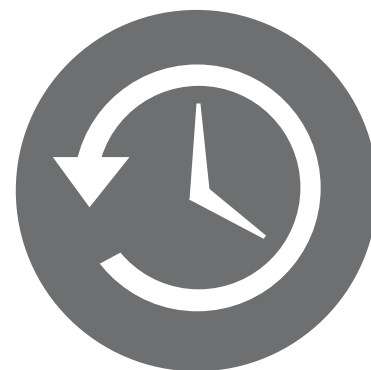
91% of customers would recommend Carole Nash
Based on reviews from July 2017 - December 2017

UK opening hours: Mon - Fri 8am - 8pm, Sat 9am - 5pm.

As with all Insurances, terms and conditions apply. †Based on an average customer saving 33% compared to buying three separate Carole Nash policies. Average customer = 51 year old male driving a 1972 MG B; a 1971 MG B and a 1972 MG Midget. Savings accurate as of 18 September 2017. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

TIME MACHINE

Editor Bennett peruses the archives of *911 & Porsche World* from days gone by. What's changed? That will be everything and nothing...



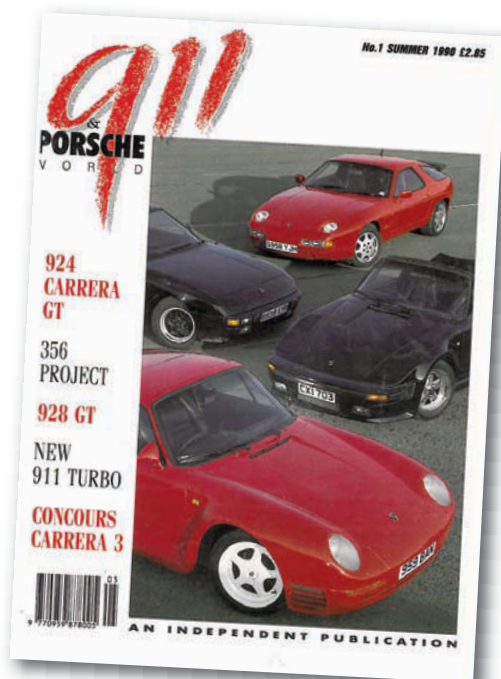
ISSUE No1 1990

Now this really is time travel as we return to the very genesis of *911&PW* and the very first issue, no less, which hit the newstands in April 1990. The magazine's founding father, Clive Househam, was the man with the plan born from a hunch that a Porsche mag might do quite well, given the worldwide enthusiasm for the marque and his background in motoring journalism and publishing. Even so, it was still a brave move to essentially go it alone and launch a singular title at a time when single make publications were quite rare. And 28-years on the rest, as they say, is history. Ah, but indulge us a little as we explore that history.

Remember 1990? Remember Porsche in 1990? The 964 had just been launched, the 944 and 928 were still soldiering on and the news pages previewed the 964 Turbo, which was really just a rehash of the previous 930 Turbo.

Different times, for sure, and no guarantee that there would even be a second issue of *911&PW*. Magazine marketing has always been something of a suck it and see exercise and, back in the olden days, the only way to really test an idea was to put it out there. No Facebook, no viral digital marketing or data gathering, just the shelves of good old WHSmith and your local newsagent.

It never ceases to amaze us how often folk tell us that they've still got the very first issue of *911&PW* and it very clearly hit the spot, with its well remembered front cover. Content wise it set the blueprint for the future *911&PW* and that is to say eclectic with its mix of old, new and left field, a reflection of Clive's hot rod roots.



Now, nearly 30-years and heading towards 300 issues, we've spawned sister title *Classic Porsche* and remain fiercely independent in a publishing world that has changed out of all recognition. A bit like Porsche itself. We've got competition, too, which is always quite flattering. But for us and the *911&PW* readership, the car is the star.

MAY 2015 (ISSUE 254)

More celebrations and why not. Back in May 2015, we were celebrating 25-years of *911&PW* in typically ambitious style. How so? Well, we decided to canvas the movers, shakers and influencers of the Porsche world and come up with a definitive Top 25 all time greatest Porsches. That was the easy bit. The hard bit was getting together the actual Top 10, but thanks to the folk at the Porsche Museum, we managed it and created a memorable front cover in the process, shot in the museum's underground car park.

We haven't got room for the full Top 25 here, but the Top 10 went like this: 10: 911S 2.2, 9: 996 GT3, 8: Boxster 986, 7: Carrera Abarth 356, 6: 997 Turbo, 5: Carrera 3.2, 4: 993 Turbo, 3: 356 Coupe, 2: 2.7 Carrera RS, 1: Type 917. OK, so the top three were kind of predictable, but the rest of the list wasn't quite so, which we're still quite pleased about.

Elsewhere – and to illustrate the passage of time and technology – we pitched a 1991 964 Turbo against the latest 991 Turbo. Wow, now that was an eye opener. You can't halt progress!



MAY 2002 (ISSUE 98)

Enough of the back-slapping anniversary issues, here's a bog-standard issue from 2002. Starting with the news pages and Porsche's march to vast wealth and manufacturing expansion is much in evidence, as we report on the sharp rise in Porsche AG's share price, an award for 'Dynamic leadership' for CEO, Wendelin Wiedeking and expansion of the Leipzig plant.

Elsewhere in the mag, and in a timely nod to this very issue, serial modifier, Keith Seume, argues the case for 'customising' in his 'Carte Blanche' column. But as we now know, Keith has finally grown up and has bought a Cayman, which of course he's going to fit 19in Fuchs to...

In a move against all the principles of hardcore motoring journalism, we came out in favour of Tiptronic transmission in a Boxster manual v Tip face off. Well, OK, perhaps not quite in favour, but more of a tacit admission to the fact that it wasn't that bad, as demonstrated by its huge popularity with real buyers. That said it should be acknowledged that no *911&PW* operative is known to have had a Tiptronic transmitted Porsche, but Keith's new Cayman is PDK equipped...

We haven't taken a stroll through the classified pages in recent instalments of 'Time Machine' but predictably these were the best of times for air-cooled 911 fans on a budget, with Carrera 3.2s, SCs and many pre '74 cars at highly tempting sub £10k prices. Happy days.



SUBSCRIBE & SAVE!

PAY JUST £4.00* PER ISSUE INSTEAD OF THE £4.95 NEWSSTAND PRICE

GUARANTEE YOUR COPY OF *911 & PORSCHE WORLD*, DELIVERED DIRECT FROM THE PRINTER TO YOUR DOOR - BEFORE THE OFFICIAL ON-SALE DATE!**

*BASED ON UK ONE YEAR SUBSCRIPTION

**UK ONLY



FIND US ON FACEBOOK

**SUBSCRIBE ONLINE:
911PORSCHEWORLD.COM**

	SIX ISSUES	12 ISSUES
UK	£26.00	£48.00
EUROPE	£36.00	£67.00
REST OF WORLD	£46.00	£85.00

CALL TODAY 01883 731150

PORSCHE AT 70

STARTING IN NEXT MONTH'S ISSUE:
WE CELEBRATE 70-YEARS OF PORSCHE



PLUS: OUR CARS, YOU AND YOURS, HOW TO, TECH TOPICS, TRIED AND TESTED, MARKET WATCH AND CLASSIFIEDS

JUNE 2018 ISSUE OUT: MAY 3

OVERSEAS (APPROXIMATELY): EUROPE MAY 10 USA/CAN JUNE 7 AUS/NZ JULY 5
FOR YOUR NEAREST STOCKIST WORLDWIDE SEE PAGE 3

ADVERT INDEX

Addspeed Performance	50	Early 911S	77	Ohlins (Design 911)	13	Strasse	9, 113
Ashgood Classic & Sportscar	8	Elephant Racing	45	Paintshield	81	STR of Norwich	74
Automobilia Ladenburg	17	Elite Garages	21	Paragon	51	Tarett Engineering	44
Auto Umbau	100	Elite Motor Tune	88	Parr/Cargraphic	131	Tech9	132
AW Motorsport	30	EPS/Vertex	107	Patrick Motorsports	94	The Porscheshop	15
Beverly Hills Car Club	65	ES Motor	57	PMO	64	The Wheel Restorer	64
Braunton Garage	100	Euro Cup GT (Porscheshop)	50	Porsche Cars GB (Classic)	5	Twinspark Racing & Engineering	74
Brey Krause	4	Evans Cooling Systems	112	Porsche Club GB	111	Van Zweeden	31
Car Bone	64	FVD GmbH	2	Porsche Torque	76	Westwood Cylinder Liners	24
Carole Nash Insurance	127	Greatworth Classics	100	Porschtek	89	Yorkshire Classic Porsche	104
Cavendish Porscha	44	GTOne	104	Portiacraft	104	Zims Autotechnik	94
Classicline Insurance	127	Hartech Automotive	30	Precision Porsche	70		
Classic Retrofit	76	Hendon Way Motors	101	Rebel S Racing Products	56	CLASSIFIEDS	
Clewett Engineering	94	Heritage Parts Centre	37	Renaissance Classics	35	Aircooled Classics	
Club Autosport	88	Hillcrest Specialist Cars	104	Rennline	23	CMS Porsche	
CSF Inc	87	HP Porsche	94	RGA	70	DSD Motorwerks	
D9 Autotech	94	Jasmine Porschalink	50	Roger Bray Restoration	71	Eric Hall	
Dansk (Design 911)	25	Jaz Porsche	113	Rotiform Wheels	43	Karmann Konnection	
Dave The Trimmer	104	K&N Filters (Europe)	56	RPM Technik	64	Octane Garage	
Demon Tweaks	74	Le Mans Reader Offer	114	RSJ Sportscars	19	Patrick Motorsports	
Design 911	108, 113	LN Engineering	36	Specialist Cars of Malton	76	Prestige & Performance Cars	
Design 911 Service Centre	109	M&A Coachworks	95	Sportwagen Eckert	75	Raceglaze	
Douglas Valley Breakers	36	Nine Excellence	56	Steve Bull Sportscars	100	Roger Bray Restoration	
Dove House Motor Co	105	Ninemeister	4	Stoddard Parts	27		
Dura	24	Northway	24	Stomski Racing	8		



THE SALES SPECIALISTS

PARR only offer Porsche for sale that have passed our detailed pre-sale inspection. All our used Porsche benefit from years of maintenance and preparation knowledge, giving customers peace of mind. Additionally, our approved Porsche come with a generous **bespoke PARR warranty** that can be extended - guaranteeing trouble-free motoring.

For all your approved used Porsche requirements, whether you're buying or selling your cherished vehicle - talk to PARR. Specialists in Porsche.



+44 (0)1293 537 911

service@parr-uk.co.uk

PARR, 5 Faraday Centre, Faraday Road, Crawley, West Sussex RH10 9PX

www.parr-uk.co.uk

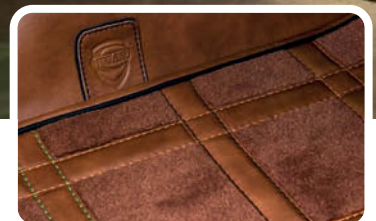
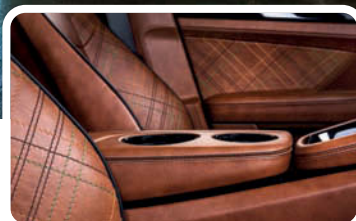
Operating from a modern facility near Gatwick in West Sussex, Parr is one of the UK's largest independent Porsche specialists. With over 30 years of sole Porsche experience we offer customers unrivalled Porsche knowledge - from simple tuning and upgrades to bespoke modifications, performance engineering to custom styling options, we have the solution to suit you.

cargraphic CARGRAPHICTS.COM

Official importer of CARGRAPHIC Tuning Products to the UK.


Superiority in every respect.

TECHART GrandGT for the Sport Turismo models.



TECHART for the Panamera Sport Turismo is a unique combination of sporty individualism and luxury. From the outside: the new TECHART GrandGT body styling package for the Sport Turismo models, 22-inch TECHART Formula IV wheels and a TECHART sport exhaust system with titanium/carbon exhaust tips, surrounded by the distinctive rear diffusor. Superior performance is assured by the TECHART powerkit, raising the power output of the Panamera Turbo to 640 horsepower.

On the inside: the new GrandGT »Supreme« Interior. Matchless soft hand and natural leather of the highest quality. Manually processed to cover the entire interior of the Panamera Sport Turismo. Accompanied by artisan stitching, a custom TECHART sport steering wheel as well as a perfect colour match of trims, surfaces and instrument dials.

 **Premium Refinement for your Porsche. Closer to you.**
TECHART is available in the UK through our authorised partners:



Tech 9
Hale Garage, Hale Road, Hale, Liverpool L24 5RB.
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>



Parr
5 The Faraday Centre, Faraday Road, Crawley RH10 9PX.
Tel: +44 (0)1293 537 911, Email: performance@parr-uk.co.uk
<http://www.parr-uk.co.uk>

Learn more:
www.techart.de/panamera



TECHART Global Brand HQ
Roentgenstr. 47, 71229 Leonberg, Germany.
Tel: +49 (0)7152 9339 0, Email: info@techart.de
<http://www.techart.de>