

911 & Porsche *World*

993 C2 v C4

Why the 993 is still the ultimate modern air-cooled 911
Is the 993 out of favour? Not a bit of it as we test market misconceptions with a 993 C2/C4 back-to-back shootout



PLUS:

**WORLD'S OLDEST
911 DISCOVERED**
Turbo bodied chassis 005
discovered in US

**PRACTICAL
PORSCHE**
How to, Projects,
Porsche Q&A,
Specialists,
Buyers' guide,
Tried and Tested

August 2015 No.256 £4.60
US\$9.99 CANADA \$12.99
www.911porscheworld.com



ROAD 935

The one-and-only, factory built,
road going 935. We get behind
the wheel of the car built for
TAG's Mansour Ojeh





*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

Contributors

Paul Davies, Kieron Fennelly, Antony Fraser, Jeremy Laird, Ray Northway, Ollie Preston, Per Schroeder, David Sutherland, Mike Taylor, Johnny Tipler, Peter Tognola, Adam Towler

Studio Manager

Peter Simpson

Art Editor

Joel Mitchell

Group Advertisement Manager

James Stainer

james.stainer@chpltd.com

Production

Antonella Menhennet

ant.menhennet@chpltd.com

CHPublications 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

Allie Burns, Sandra Househam

Accounts Bev Brown

Subscriptions Debi Stuart debi.stuart@chpltd.com

Website www.911porsche.world.com

Managing Director

Clive Househam

Worldwide Retail Distribution

For worldwide newsstand availability queries contact Phil Sait, CHP Distribution Manager, Seymour Distribution Ltd.

Tel: 020 7429 4000

e-mail: phil.sait@seymour.co.uk



Printed in England

Garnett Dickinson Print 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, 2015; 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



UP FRONT

OK, it was only a matter of time, but frankly we didn't expect Porsche to win at Le Mans in only the second year of its LMP1 return. Respect due, we say

Well, they only went and did it. "Did what?" You may well ask given the lack of media coverage of a sporting event that attracted a quarter of a million spectators, but I am, of course, talking about Porsche's one-two victory at the Le Mans 24hr race, at last stopping the Audis in their tracks. As is often the case, the race wasn't a nail biter, but that's not the point of endurance racing *per se*. The point is that, in just its second year of trying, the works Porsche team harnessed its high tech, hybrid weaponry to score its first Le Mans win in 17 years. There will be some F1 engine manufacturers looking on in

“ Largely, the world's biggest motor race went unnoticed ”

a state of envy at that achievement, and no doubt a bit of head-hunting going on, too.

From a British perspective, former Carrera Cup winner, Nick Tandy, was part of the winning trio alongside F1 driver Nico Hulkenberg and Earl Bamber. Yet it was only Hulkenberg's F1 credentials that piqued the mainstream press into any sort of coverage whatsoever. Largely, the world's biggest motor race went unnoticed. Not for much longer, though, we suspect. Formula One is imploding, the racing is deadly dull, and the call over the radio to drivers is invariably "coast to save fuel" rather than "push, push, push." The 1000bhp hybrid Porsche 918, meanwhile, set the fastest Le Mans lap since the introduction of the chicanes on the Mulsanne straight.

STEVE BENNETT
PORSCHEWORLD@CHPLTD.COM

FIND US ON
FACEBOOK





FABSPEED
EXOTIC CAR PERFORMANCE SPECIALISTS

PERFORMANCE
YOU CAN FEEL

EXCITEMENT
YOU CAN HEAR

LUXURY
YOU CAN SEE



WHEN ENGINEERING AND ART COEXIST, EVERYONE WINS.

For decades, Fabspeed Motorsport has been elevating the exotic car ownership and driving experience by designing and manufacturing the highest quality, highest performing aftermarket exhaust systems, air intakes, and ECU upgrades for European sports cars. *With Fabspeed, you dont have to settle for "good enough"...*

Elevate your experience today by visiting www.fabspeed.com or calling **1.215.646.4945**



FABSPEED
EXOTIC CAR PERFORMANCE SPECIALISTS

[youtube.com/c/fabspeedmotorsport](https://www.youtube.com/c/fabspeedmotorsport) 

[facebook.com/fabspeedmotorsport](https://www.facebook.com/fabspeedmotorsport) 

[fabspeed_motorsport](https://www.instagram.com/fabspeed_motorsport) 

THIS MONTH



p62

FEATURES

OLDEST 911 DISCOVERED
Owner discovers oldest surviving 911 in his garage under Turbo body kit **24**

YOU AND YOURS
Richard Longman and his 911SC **46**

FULL SPEEDSTER AHEAD
Summer's here! 356, Carrera 3.2 and 964 Speedster trio tested **52**

993 C2/C4 TWIN TEST
911 air-cooled pundits reckon the 993 has fallen out of favour. Not a bit of it as we discover with a 993 C2 and C4 **62**

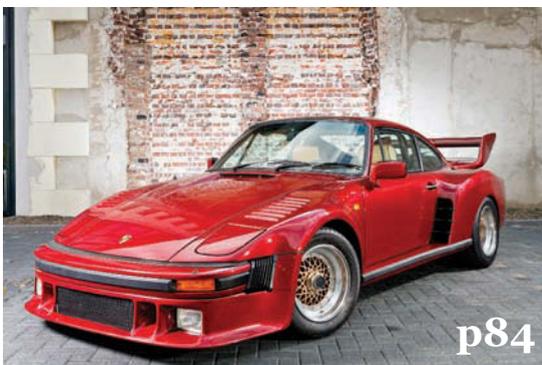
BUILDING A 993 RS REPLICA
Peter Shaw couldn't quite run to a 993 RS, so he built a replica instead **74**

MONSOUR OJJEH'S 935
The only factory built, roadgoing 935 and built for TAG's Monsour Ojeh. We get behind the wheel **84**

ARCHIVE: PORSCHE'S INDYCAR DEBACLE
Porsche's less than successful assault on the '80s Indycar Championship **96**

HOW TO: FUSEBOARD UPGRADE
Classic 911 fuseboard goes modern **102**

SPECIALIST: PATRICK MOTORSPORT
Bespoke builds, racing and more **110**



p84



p96



p74



p52



p110



p30



p10

REGULARS

PORSCHE NEWS

All the latest Porsche news... **10**

PORSCHE PRODUCTS

...and all the latest must have stuff **30**

THE USUAL SUSPECTS

Adam Towler has his say **38**

PORSCHE LETTERS

You tell us **42**

PORSCHE PROJECTS

The latest from the 911&PW fleet **116**

PORSCHE Q&A

Technical problems solved **125**

BUYERS' GUIDE: 911T

The affordable classic Porsche? **134**

TRIED & TESTED

Testing the secondhand market **139**

TIME MACHINE

Journey through the 911&PW past **144**

SUBSCRIBE

PAGE 146

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



JZM are delighted to offer this low mileage 997 GT3 RS 4.0L supplied in superb order throughout. This 4 Litre also benefits from an Armourfend application to forward facing panels protecting the unblemished paintwork beneath.



New in July 1995, this C00-code (German market) Speed Yellow 993 Carrera RS has been impeccably maintained. The service book is a joy, with German service stamps to 32,852 KMs in 1999, when the car was sold by renowned specialist Thomas Schmitz to a dedicated UK enthusiast.



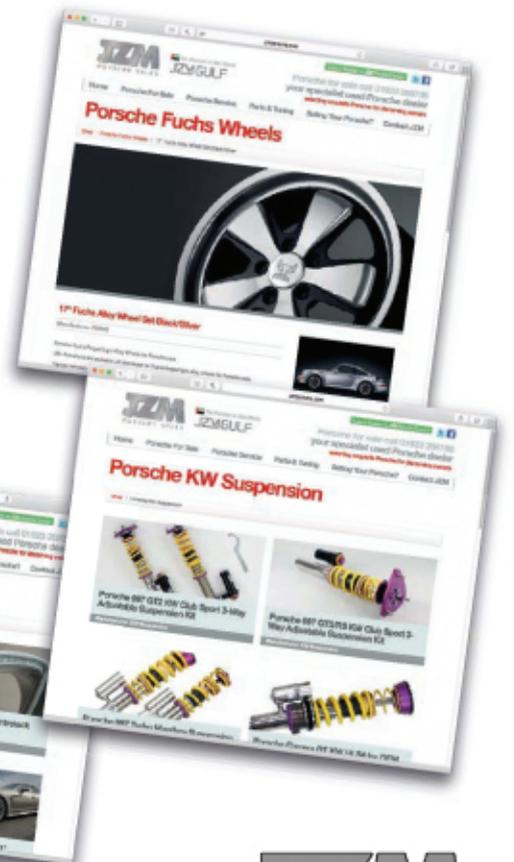
LHD 993 Carrera Cab – This Varioram 993 Cabriolet is no stranger to the team at JZM as we have serviced and looked after this Carrera since 2005. The vehicle benefits from a fully documented history by OPCs and JZM Porsche.



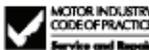
997 Gen II Carrera 2 – A delightful modern drivers car with a good old fashioned manual gearbox for extra smile factor! This Carrera is in great shape, the interior has no nasty nicks, scratches or shiny leather.

NEW TUNING SHOP OPEN

jzmporsche.com



JZM GULF www.jzmgulf.com



[jzmporsche](https://www.facebook.com/jzmporsche)



PORSCHE SALES, SERVICING & TUNING
01923 269 788 www.jzmporsche.com

Have a question?

Email: info@BKauto.com

Phone: 610-867-1401

BREY-KRAUSE
Get Equipped... www.bkauto.com



R-1921
911 B-Pillar Brace System with Harness Truss



MSRP: \$1,785.00

R-9520 & R-9530
Quick-Release Fire Extinguisher Mount



MSRP: \$241.50

R-9540
Universal Fire Extinguisher Mount



MSRP: \$141.75

R-1040
911 Cup Car Passenger Harness Bar



MSRP: \$393.75

Brey-Krause is known for engineering products from start to finish resulting in original designs fabricated entirely in-house using only premium domestically sourced materials. Precision-engineered products that are real world and lab tested keep you safe and make your car the best it can be.

Get Equipped...

PORSCHE SHOP
CELEBRATING OUR 20TH ANNIVERSARY

For ordering information contact one of our distributors.

Performance 9





Porsche Fixed Price Servicing. The quality you'd expect, a price you wouldn't.

No matter which Porsche you drive our fixed price servicing tariffs mean you don't have to choose between quality and cost*.

Porsche accredited Technicians are trained to the highest standards and use the precise tools and genuine parts required to do the job to the standard your car deserves.

We also make it convenient thanks to our courtesy car, collection and delivery or customer drop-off services.**

Get the best of both worlds with fixed price servicing from Porsche.

For more information visit www.porscheownerservices.co.uk



PORSCHE

Porsche Centre Aberdeen
01224 877 778

Porsche Centre Cardiff
02920 350 911

Porsche Centre Glasgow
0141 885 6911

Porsche Centre Mid-Sussex
01444 242 911

Porsche Centre Solihull
0121 745 9911

Porsche Centre Belfast
028 9038 9999

Porsche Centre Chester
0151 373 4899

Porsche Centre Guildford
01483 408 800

Porsche Centre Newcastle
0191 295 1234

Porsche Centre Sutton Coldfield
0121 378 5800

Porsche Centre Bolton
01204 559 911

Porsche Centre Colchester
01206 855 500

Porsche Centre Hatfield
01707 277 911

Porsche Centre Nottingham
0115 986 0911

Porsche Centre Swindon
01793 615 888

Porsche Centre Bournemouth
01202 983 033

Porsche Centre Dublin
+353 (0)1235 3375

Porsche Centre Jersey
01534 497 777

Porsche Centre Portsmouth
02392 212 350

Porsche Centre Tewkesbury
01684 212 911

Porsche Centre Bristol
0117 9002 911

Porsche Centre East London
020 3203 0444

Porsche Centre Kendal
01539 724 331

Porsche Centre Reading
0118 930 3911

Porsche Centre Tonbridge
01732 361 222

Porsche Centre Brooklands
01483 421 911

Porsche Centre Edinburgh
0131 475 5000

Porsche Centre Leeds
0113 389 0600

Porsche Centre Sheffield
0114 256 4455

Porsche Centre West London
020 8742 7000

Porsche Centre Cambridge
01223 872 872

Porsche Centre Exeter
01392 822 800

Porsche Centre Leicester
0116 276 4488

Porsche Centre Silverstone
01327 355 911

Porsche Centre Wilmslow
01625 522 222

* Participating Centres only. Fixed price service tariffs may be withdrawn or varied at any time. Contact participating Centres for full details, terms and conditions.

** Subject to availability.



ALL THE PORSCHE NEWS

NEWS

Porsche win at Le Mans in second year of return to the WEC, return of a back to basics 911, four-cylinder Porsches for 2016, McQueen's 930 Turbo at auction

RESULT!

Porsche's WEC effort comes good as it takes a Le Mans 1-2 victory



It took Porsche 17 years to repeat its Le Mans victory of 1998, in which a pair of prototype-class, GT1 race cars crossed the line for a 1-2 victory. But when Nico Hülkenberg, at the wheel of a 919 Hybrid, took the flag at the French 24 hour race on Sunday 14th June 2015, with a sister 919 in second place, it had been less than 14 months since the carmaker had launched its World Endurance Championship (WEC) comeback as LMP1 contenders.

There had been disappointing unreliability in 2014, resulting in a last place in the WEC championship, but in the final race of the season, the 6 Hours of São Paulo in Brazil in late November, the familiar wooden spoon was exchanged for silverware when Swiss driver Neel Jani found himself the leading driver at the end of the race. Since then the team's form has not only improved, but peaked with impeccable timing, allowing the turbocharged, two-litre V4-engined car producing some 1000bhp to dominate at

the 24 Hours of Le Mans – the world's most famous long distance event, and one with a far higher profile than the eight-race series that it is a part of.

The Porsche team hit the ground running when the three 919s entered (for Spa Francorchamps and Le Mans, Porsche fielded an extra car) secured the first three places on the qualifying grid. Jani set the fastest time in car number 18, which he shared with Romain Dumas and Marc Lieb, his 3m 16.887sec time a new lap record for the 8.5-mile track. Porsche last achieved a three-car grid lock-out in 1988.

However, it was the third fastest qualifier, car no 19, crewed by the more or less Le Mans rookie combination of Nico Hülkenberg, Earl Bamber and Nick Tandy – only Tandy brought previous experience of this race with him – that took the flag. Their car dropped as low as eighth in the race, and car number 17, driven by Mark Webber, Timo Bernhard and Brendon Hartley had led until serving a one-minute

stop-go penalty at a third distance.

But a consistent performance hauled Hülkenberg/Bamber/Tandy back to second place, and by the early hours of Sunday Audi's technical problems allowed them to assume the lead, with Webber/Bernhard/Hartley finishing second. Following an encounter with a tyre wall, the Jani/Dumas/Lieb car had dropped down the order, but finished in fifth place behind the third and fourth-placed Audis.

'I didn't think I would come here and rock 'n' roll this race,' said Hülkenberg, who is the first F1 driver to win Le Mans since Johnny Herbert in 1991. 'This would be silly because there are so many challenges in that race. However, we did it.' Rather stating the obvious, Porsche LMP1 boss Fritz Enzinger, added: "It is an incredible achievement to win Le Mans in only our second attempt since Porsche's return.'

Porsche, on 140 points, leads the WEC manufacturers championship, with Audi on 124, Toyota on 71 and Nissan still on zero

Above: The winning No19 machine of Nico Hülkenberg, Nick Tandy and Earl Bamber. Porsche now has a commanding lead of the WEC in just year two of its return to frontline endurance racing. Right: Scenes from the dream win. Bottom right: Left to right: Tandy, Earl and Hülkenberg



points. The Zuffenhausen team will no doubt attack the next race, the 6 Hours of Nürburgring on 30th August, in buoyed up spirits – but after such a shining Le Mans, Porsche is already the 2015 season's winner, many would say.

However, Porsche's activities have caused concern among one group of Le Mans enthusiasts – the British campers who have traditionally pitched their tents at the Maison Blanche campsite. The construction of a new Porsche Experience Centre at Le Mans, which opened on race weekend, had threatened the site and a favourite grass banking viewing area, but the full impact of the building work had not been clear until campers turned up for the event.

'Most of the banking has gone,' said motoring journalist Sue Baker. 'Word has it that the Porsche contract includes a clause that land must be made available each year as a campsite, but Maison Blanche isn't the same any more. We've had the good times though, so best remember those.'





POSTCARD FROM LE MANS 2015

In the end there were tears, but this time they were tears of joy. After 17 years Porsche had taken their seventeenth victory, and the Audi domination was broken. Adam Towler was there

The clash between these two giants of sports car racing has caught the imagination like nothing else in endurance racing since the Porsche-Jaguar-Mercedes battles of the late 1980s. The official attendance gate according to the ACO was 263,500, with millions more following around the world on TV and social media. Not that you would have known this from traditional broadcasters such as the BBC, who could manage no better than a lame, trite and frankly pathetic "Le Mans: Nico Hülkenberg wins Le Mans from Mark Webber" headline to a footnote story online. It seems the mainstream media's obsession with the snooze-a-thon that is F1 is going to be a hard nut to crack.

After last year's gallant but ultimately unsuccessful effort, this year Porsche got really serious about winning Le Mans. Three cars, as you will have probably seen, each in their own

livery, backed up by an enormous team effort. But it's not just the cars, the drivers, the mechanics and the equipment. To understand the scale of operations when a major manufacturer goes motor racing in a big way you need to see the hospitality areas, the support vehicles and media shuttle buses, the PR squads, the giant drape of a 917 that covered the entire height of the pitlane grandstand. Porsche had separate hospitality areas for 'media' and 'marketing': the former was an area on two levels the size of a large out-of-town furniture retailer; the latter used the Le Mans Experience Centre. Audi went further, with a hospitality 'tower' in the paddock that dwarfed everything else, and they even built their own temporary hotel at the circuit...

Everywhere you looked, even just within the Porsche camp, there were famous faces. When I accidentally stood in front of

the TV screen to watch some of the race, I realised I was blocking the view of one Herr Hans Stuck, reclined in an armchair just behind me. Jacky Ickx strolled past with some lunch plated up, and I grabbed twenty minutes with 1970-winner Richard Attwood: we talked about differences then and now, and inevitably, what it was like to drive the 917 in anger. Attwood has the most piercing of gazes, which drills right through you, as if he's still battling that wayward 917LH in the rain at Le Mans in 1969. In fact, he told me that the experience left him "mentally and physically drained. I was happy we retired (in the 22nd hour, and with a massive lead at the time). I was actually delighted to live."

Attwood's recollection of his greatest triumph a year later is actually a muted one. He was suffering from mumps, and recalls the feeling afterwards of being ill, tired, and that it was 'just another race'. For Nick Tandy, who we now know to be Britain's latest winner along with Hülkenberg and Earl Bamber in the number 19 Porsche 919 Hybrid, the excitement was much more vivid when we chatted the day before the race. "To win would be a career-changing thing", he said, as I

excitedly suggested he was the new 'Michael Delaney' ('Le Mans' the film reference there): "there's so much interest in this race, if you win you'll always be remembered for winning the biggest race in the world."

In the end, just like in the Steve McQueen film, it wasn't the more fancied number 17 and 18 cars with their special red and black colour schemes, but the third-string car of Tandy, Hülkenberg and Bamber in the regular white livery that pulled off a surprise victory. They were simply more consistent than their teammates, and barely put a wheel out of place. I suppose that makes Tandy actually better than Delaney, after all.

Le Mans has achieved its extraordinary prestige by changing with the times, as well as embracing its tradition. The sporting regulations worked out by the ACO and the FIA have been a masterstroke, but some things stay the same. The traffic management around the circuit is still hopeless, the 'facilities' will still make you wince, but there really is nothing else like it. The drive down is fairly dull now with the advent of the new autoroute, and there are gendarmes everywhere, but if you love cars it still feels like a must to be there.

This is what Le Mans is all about. The drive down and camping car-to-car, tent-to-tent, although our man Towler seemed to spend most of his time in hospitality



Left: The view from the ferris wheel is a 'must do' Le Mans experience. Porsche branding was everywhere. All a bit too much for some Le Mans revellers. Amazing who you bump into in hospitality. Ickx, Stuck, Attwood all there for a chat



1995 PORSCHE 993 GT2 STRASSE - LHD

Polar Silver. Navy Full Leather Interior - Hard Back Sport Seats. Air Conditioning. Electric Windows
Graduated Tinted Windscreen. Only 8,750 miles.



1995 PORSCHE 993 3.6 TURBO - RHD
Guards Red. Black full leather interior. 18" Hollow spoke alloys.
Electric Sun Roof. Air conditioning. Only 31,300 miles.



1993 PORSCHE 964 3.6 TURBO - RHD
Midnight Blue. Black full leather interior. Electric Sun Roof. A/C.
18" Speedline for Porsche Alloys. Super Rare. Only 22,300 miles.



1996 PORSCHE 993 3.6 TURBO - RHD
Primrose Yellow. Black full leather interior. X50 PACK (Dealer Fit).
Electric Sun Roof. A/C. Only 31,400 miles.



1992 PORSCHE 964 3.6 CARRERA RS - RHD
Black, Multicolour leather sports seats. One of only 72 RHD cars
built. Alloy wheels. Only 36,850 miles.



1996 PORSCHE 993 3.6 CARRERA VARIORAM - RHD
Arena Red. Grey Full leather interior. Hard Back Seats, Rook
S/S Exhaust system, 18" 5 Spoke Alloys. Only 46,800 miles.



1993 PORSCHE 964 3.6 CARRERA RS - LHD
Black. Tricolour leather sports seats. Alloy wheels.
Only 60,700 miles.



1988 PORSCHE 930 3.3 TURBO CABRIOLET - RHD
Marine Blue. Linen full leather interior. A very rare opportunity -
this car has covered a mere 24,200 miles!



1989 PORSCHE 930 3.3 TURBO CABRIOLET - RHD
Arctic Silver. Burgandy full leather interior. G50 5 speed gear box.
Black roof. Only 35,200 miles.



1983 PORSCHE 911 3.0 SC CABRIOLET - RHD
Metallic Bronze. Linen full leather interior. Totally restored.
Only 35,150 miles.

BESPOKE FINANCE ARRANGED AND PART EXCHANGE WELCOME - WE ARE ALWAYS LOOKING TO BUY CARS OF EXCEPTIONAL QUALITY.

A SIGNIFICANT PROPORTION OF THE CARS WE HAVE SOLD THIS YEAR HAVE BEEN BOUGHT TO ORDER.

IF THERE'S A SPECIFIC PORSCHE YOU REQUIRE THAT'S NOT LISTED ON OUR WEB SITE - PLEASE CALL JONATHAN FRANKLIN: 07522 911 911

Hexagon Modern Classics, 90 Fortis Green, London, N2 9EY | Tel: +44(0)208 3485151 | Mob: +44(0)07522 911911 | Email: jonathan@hexagon.uk.net

WWW.HEXAGONMODERNCLASSICS.COM

OUR TAKE

FAST TRACK

Porsche's swift climb to the top of endurance motorsport must be the envy of car manufacturers struggling for success in Formula 1, observes David Sutherland

Once Porsche finally decided to return to the fray, it took the carmaker just 10 races, and one year, seven weeks and five days to win the glittering prize of the endurance racing world – the Le Mans crown in mid June, 2015. And a 1-2 victory at that, with a third car in fifth place.

It could of course be argued that Le Mans, and the World Endurance Championship (WEC) to which it belongs, is low profile compared to the global reach of Formula 1. It's difficult to follow, and lacks the sex appeal and TV suitability of F1, hence Porsche stands to achieve less exposure than compatriot carmaker Mercedes-Benz, currently enjoying blanket domination of F1.

But it took Mercedes a generation to get there, starting with Sauber in the early 1990s and then becoming McLaren's engine supplier, before making its own car in 2010 and winning back-to-back drivers and constructors championships in 2014 and 2015. We'll never know what it cost Mercedes to climb to the top of F1, but it was certainly an awful lot more than Porsche has spent in WEC.

Save a few hiccups in 2014, which can be excused in a first season, Porsche has come good in 2015, and where better to score its first 1-2 since leaving LMP1 at the end of 1998 than at Le Mans. If the 919 Hybrids don't score another point in 2015 they'd still be the toast of the season – not that null points looks likely.

The beauty is doing it all so quickly. There has been none of the drawn out, damaging failure that is so often the case when manufacturers enter F1 (for example at Mercedes' most recent F1 partner, McLaren), just an announcement, and then results. Once again, Porsche has shown the rest how to do it.

A replica? A full scale model? Difficult to pin-point what a full sized Porsche 919 Hybrid design 'buck' should be called, but of the 13 that Porsche made for various promo duties, one was recently auctioned.

Participants had to pre-book to bid and 54 folk did just that. The winning bid was £68,300. Wonder if they'll stick an engine in it? A flat-six would be good!



WINNING A BUCK

The 919 Hybrid is a Porsche prototype factory racing car design that is never likely to be offered for sale to race teams or the public. But in the lead up to the 24 Hours of Le Mans in June, Porsche came as close as can ever be expected to letting one out of captivity – by selling off the 1:1 scale rolling chassis, the design "buck" on which the actual race car was based.

An auction was held on line, its ending coinciding with the ending of the Le Mans race in which Porsche took a euphoric 1-2 victory. Participants had to pre-register before bidding – and after 54 bids the model was sold for \$106,100 (about £68,300). The sale was organised by Porsche Asia Pacific, in

order to mark Singapore's 50th anniversary, and the proceeds will go to SportCares Foundation and Movement, a sport-based children's charity in Singapore.

The 919 Hybrid had been signed by six Porsche LMP1 drivers, Timo Bernhard, Brendon Hartley, Mark Webber, Romain Dumas, Neel Jani and Marc Lieb (everyone bar the winners of this year's LM 24hr race). Besides taking ownership of the 919 Hybrid – which, alas, is engineless – the winner also received two business class airline tickets to attend 'The Porsche Circuit' event on 23rd and 24th July. It's believed Porsche made 13 of the models, none of the other dozen able to move under their own steam, either.

BACK TO BASICS 911

Porsche is believed to be working on a new "GT" 911 variation whose emphasis will be on driver enjoyment, rather than on ultimate handling and lap times as embodied by the GT3 and GT2 cars. It would add another 911 specification to a range that already stretches to 26 models.

One report says the car would be set up for maximum driver feel, which would mean the return of the manual gearbox for a 911 GT model, and also a narrow body housing skinnier tyres for more "chuckable" handling. It would be shorn of the wings and other aerodynamic aids seen on GTs.

While mainstream 911s will soon switch to turbocharged engines, the same report has

the new GT model retaining a normally aspirated 3.8-litre flat-six as used by the present GT3. The underlying premise of the car is believed to be a recognition that such has been the development of the GT cars since the introduction of the GT3 in 1999, ultimate performance and basic driver enjoyment cannot be offered in the same package.

But if Porsche would face no problems engineering the car, coming up with a suitable title might be more of a challenge, now that "GT4" belongs to the Cayman range. Club Sport is not considered an option, being very much a track-orientated title. A 2016 debut is thought likely.

A back to basics 911? Who wouldn't welcome such a concept, particularly if it meant a return to a manual gearbox for a more involved 911, unlike the GT3, which is PDK only. Said machine would also stick with a normally aspirated engine, when the rest of the 911 range (except for GT3) will be going turbocharged as of later this year





Why compromise when you can have the best?

The best products:

Euro Car Parts has been supplying the highest quality parts for Porsche vehicles for 20 years and Dansk OE quality products have always featured in our range.

The best availability:

Euro Car Parts hold huge stocks of Porsche parts and is proud to be the largest stockist of Dansk products in the UK.

The best advice:

Euro Car Parts' Specialist Porsche sales team are on hand to provide the best possible advice to car owners, independent garages, and bodyshops alike.

The best service:

Euro Car Parts offer an order and collect service through over 190 strategically located branches right across the UK.

Call us now for the best Porsche parts buying experience - 0208 782 2486



CATCHING UP WITH

ALEXANDRE IMPERATORI

Employed by Falken Motorsports in the VLN and N24 series, and also an LMP1 driver in the World Endurance Championship for Rebellion Racing, the Swiss born racer has a busy schedule

How old are you, and where do you live?

I'm 27 and live in Shanghai, China.

Summarise your career

I started karting when I was four and raced in various national and European championships until 2003. I then switched to single-seaters from 2004, and have been in Asia most of my career.

I started racing with Porsche in the Carrera Cup Asia in 2011, and was 2012 Champion. I also came second and third in the Macau Grand Prix in 2012 and 2013, with a Porsche GT3-R. Since 2012, I have competed in selected rounds of the World Endurance Championship in LMP2, including the 24 Hours of Le Mans, and this year made the step up to LMP1.

Are you a petrolhead?

Absolutely, car racing is what drives me at all times. As long as something has four wheels and a steering wheel, I will enjoy driving it.

What was your first car?

My mother's old Toyota Yaris.

What was the first Porsche you ever drove?

A 996-model 911 GT3 Cup car. I can really tell the big steps Porsche has made with the new generation of Cup cars!

Which Porsche past or present do you like best?

As a race driver, I would love to sit at the wheel of the 919 Hybrid Le Mans race car.

What car do you drive?

A 997 911 Carrera S, a great compromise between all-out performance and everyday comfort.

What gets you out of bed in the morning?

Training to be at my best for the next race.



FOUR-POT PORSCHE IN US FOR 2016

Enough has seeped out of Zuffenhausen for it to be known that Porsche has a new four-cylinder engine lined up for the Boxster and Cayman. But a recent interview with CEO Matthias Mueller has revealed not only that the North American market – where anything less than six cylinders is still widely seen as an economy car – will get four-pot Porsches, but that this engine family could be seen in other model lines.

'First of all, we will have it in the Boxster and Cayman successor,' Mueller told the business publication, *Automotive News*. 'And then we will see how it works and how successful it is and how the customers will react on that, and then we will take the next decisions.'

The new unit will be a flat-four – the

same horizontally opposed configuration as Porsche's present sports car engines, except with two less cylinders. It is expected to be offered in 2.0 and 2.5-litre capacities, and turbocharged, and in a different media report Mueller was quoted as saying it could produce 'up to 395 horsepower'.

But precisely what other Porsches could receive four-cylinder engines has yet to emerge. The base-model Macan – so little promoted it is almost invisible – already has an in-line, two-litre petrol engine, and previously Porsche has said this was not intended for the US. But it now seems this decision could be reviewed. The last four-cylinder Porsche Stateside buyers could order was the front-engined 968, in 1995.

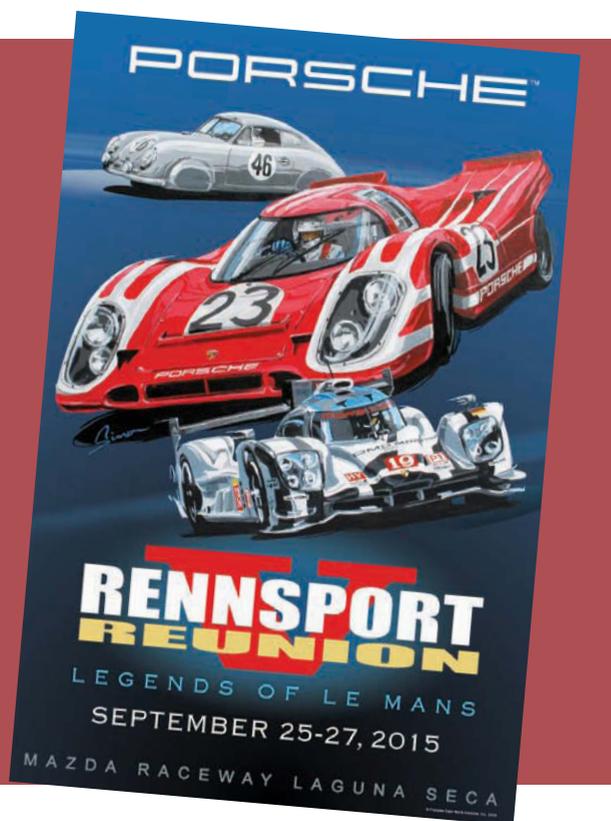
Four-cylinder turbo Porsches are coming, but how far the new engines will penetrate the model range is undecided according to CEO, Matthias Mueller



THE ART OF REUNION

Porsche Cars in North America has unveiled the official poster that will symbolise Rennsport Reunion V, the fifth such gathering of classic and contemporary Porsche race cars in the US. Supported by Porsche, the Rennsport Reunion was first held in 2001, and on September 25th to 27th will be at the Mazda Raceway Laguna Seca circuit in California, the same venue as four years ago.

A special part of the event will be Porsche's Le Mans cars over the decades, appropriate given the 919 Hybrid's whitewash in France in June. The poster depicts three of the most significant cars: the 356 of 1951, the 1970 917 which in the hands of Hans Herrmann and Richard Attwood in 1970 produced Porsche's first overall victory; and the 2015 919 Hybrid LMP1 car. The poster was painted by automotive artist Dennis Simon, who also created three of the previous four Rennsport Reunion posters.





MCQUEEN'S 911 TURBO FOR SALE

The last Porsche that actor Steve McQueen ordered, a slate grey, 1976 911 Turbo, is coming up for sale during the Pebble Beach weekend in Monterey in August. It is one of the last 3.0-litre models before the 930 Turbo rose to 3.3 litres and gained an intercooler along with other improvements, and McQueen's own modifications included eight- and nine-inch front and rear wheels, and a switch on the dash reportedly to turn off just the rear lights when he was being pursued by police, on Mulholland Drive in Los Angeles in particular.

Mecum Auctions, which is offering the car, has not issued a pre-sale estimate, but cars, watches and paraphernalia owned by the 'King of Cool', who died in 1980 aged 50, have tended to achieve very high prices. At Monterey in 2011, the 911S he drove in the 1971 movie 'Le Mans' and which he took home with him to Los Angeles afterwards, sold for nearly \$1.4m (then about £880,000), a record price for a 911 at auction at the time, and the 930 is expected to make a six-figure dollar price even though it lacks the 911S's movie provenance.

McQueen kept the Porsche until 1978, after which it had a series of owners, the mileage presently 150,000. The seller, who wishes to remain anonymous, plans to give part of the proceeds to the Boys Republic, a non-profit treatment community for troubled teenagers in Chino Hills, California, which McQueen attended in 1946, saying later that it had turned his life around. As such, the sale is being supported by the McQueen family. 'The car is rich in history,' said his son Chad. 'This is the last of the McQueen cars.'



Left: Steve McQueen's 930 Turbo will be auctioned at the Pebble Beach weekend at Monterey. Expect a suitably world record breaking price, from which the proceeds will go to charity. Right: Porsche Classic has started to remanufacture dashboards for early 911s



PORSCHE'S DASH FOR PARTS

Demonstrating its increasing commitment to its classic car operations, Porsche has moved beyond the supply of mechanical parts for older cars and has now announced a complete, remanufactured dashboard for 911s made from 1969 to 1974, the last of the pre impact bumper models. The 911's dash is famously prone to cracking, especially around the vents, and general deterioration due to both extreme temperature (in California, for example) and humidity and damp.

Independent supplies do offer fascia panels, but at €952 (about £690, and available from any Porsche Centre) the Porsche item is competitively priced. It is also claimed to be of better quality than the original, the period top surface structure concealing a modern, more durable substructure.

It's said to look identical to the early dash, in its gloss black, and comes with the loudspeaker cover. However, it also shares the same fitting requirements – the front windscreen must first be removed, putting the job beyond the scope of amateurs. Like all Porsche parts, it has been extensively tested, including in harsh climatic conditions.



NEWS IN BRIEF

- **Porsche has extended the contract of its Production and Logistics boss, Dr Oliver Blume, for a further five years. The carmaker said the 46-year-old had given Porsche a 'new strategic and structural orientation and therefore created the prerequisites for building exciting new sports cars.'**
- **Porsche has recalled all 918 Spyders that have been delivered worldwide, including 47 in the UK, until the end of April 2015 following the discovery that the electrical wiring harness for a radiator fan could be damaged by a carbon-fibre component. The harness will be tested and remounted.**
- **Porsche's global sales rose 30 per cent to the end of May, compared to 2014, with some 93,000 cars delivered. The 'Asia Pacific, Africa and Mideast' is the region where most Porsches were sold (36,526).**
- **Porsche has made clear it will not follow the example of BMW and Mercedes-Benz and set up volume manufacturing abroad. 'We will remain a very exclusive manufacturer, and to build a car outside Germany is, from today's perspective, not probably possible, said Bernhard Maier, the firm's sales and marketing director.**
- **On 10th June Porsche sent birthday wishes to one of its notable factory racing drivers, Vic Elford, who turned 80. "Quick Vic" is one of the few drivers to excel in sports cars, rally cars, and Formula 1 at a championship level.**

WRECKS HAVE A BALL

Earlier in 2015, Ohio-based Porsche classic parts specialist Stoddard announced a competition to find the 356 in the worst condition in the US, a venture inspired by so many "barn-find" and even "lake-finds" emerging, due to the fast rising values of old Porsches. The incentive for owners to be publicly named and shamed for their neglected car was the prize of \$7500 (about £4850) worth of body and other parts.

Having encouraged all members of the 356 Registry, including workshops and restorers, to post pictures of, and location information on, the most excessively dilapidated 356s they knew of, a shortlist of 12 was drawn up. The final winner, chosen by Stoddard, was Trevor Gates from San Clemente, California, whose entry better fitted the description "pile of bits" than "Porsche 356".

His entry is the seven-piece collection shown here. A car for whom it was a case of close-but-no-cigar was Rich Ewald's 1957 356A, a once yellow matching-numbers car in yellow, but answering to the name "Cheese Cloth" ever since being rescued from a collapsing barn in Ohio.

Tom Miller's 1952 1500S is referred to as "Woods Find Tree Car", and had racing history in Europe and America before the previous owner, living in Pennsylvania, decided that restricted space in his barn meant it had to live out in a field, above where a tree was about to grow. 'Hopefully it will get back on the road one day', Millar said with impressive optimism. Tom Nelson's 1958 coupe, with sunroof, made it into the last round, despite it being drivable. After bringing it back home to Raleigh in North Carolina he sent it off for shot blasting but notes, 'there wasn't much that came back'.



Photo: Tim Scott



This 2.7 RS lightweight made £728,200 at RM Sotheby's recent Lake Como sale and reflects a slight softening in the market for the RS. Yes, really!

2.7 RS MAKES A MILLION EUROS

Another high profile international classic car auction, and another Porsche 911 2.7 RS making a huge price. This time it was at the RM Sotheby's sale at the glamorous Villa Erba car show on Lake Como in Italy in May, where one of the M471 Sport – or Lightweight, as they are more commonly known – models went under the hammer at €1,008,000 (about £728,200), which was in fact towards the lower end of its pre-sale estimate.

Those of a number crunching persuasion might be interested to learn that this was 125 times the Porsche's new price, although a mere 15 times that price when, using the Bank of England's Inflation Calculator, it is indexed to the present. More importantly, perhaps, the result suggests that the fast growth in original 911 RS prices has levelled off for the time being.

Just 200 Sports were built, and this 67,000km example was the 649th RS built out of a total production run of 1580. The Sport has always been more coveted than the Touring model, because of its weight-

pared construction: thinner steel for much of the bodywork, thinner glass in the windows, and stripped out interior including the sound deadening. Both models' 2.7-litre engines produced 210PS at 6300rpm.

This car, chassis 600649 and completed on 1st February 1973, and one of 160 finished in Light Ivory (paint code 131), was delivered to its first owner via a Porsche dealer in Turin in Italy. Prior to the Villa Erba sale, it had been in the hands of the same owner since 1995, and recently had undergone a full bare metal restoration. It is faithful to the original RS specification, except that it has twin door mirrors, a front suspension strut brace, and a four-spoke leather-bound steering wheel.

At its auction during the Pebble Beach classic car weekend at Monterey in California in mid August, RM Sotheby's will test the values of 959s by selling a 21,100km Komfort model (the higher spec version of the twin-turbo, four-wheel drive supercar). At the same auction in 2014, a 1988 Komfort made \$1,485,000 (about £892,000).

Left: 356s in varying states of dilapidation. Right: The market for 959s will be further tested when this 21,100km Komfort model goes under the hammer at Pebble Beach



Photo: Patrick Ernzen

YORKSHIRE PORSCHE FESTIVAL

19.07.15

**STRASSE**
SPECIALISING IN PORSCHE

WE WILL BE CELEBRATING OUR 21ST YEAR IN
BUSINESS AS WELL AS ALL THIS...

PORSCHE CAR DISPLAYS
MOTORSPORT DISPLAY
REGIONAL CONCOURS COMPETITION
VISITORS CONCOURS COMPETITION
TRADE STANDS
LIVE MUSIC
CHARITY HOG ROAST
BAR
TRADITIONAL HANDMADE ICE CREAM
COFFEE BARISTA
EDWARDIAN COUNTRY HALL & GARDENS
BIRD GARDEN
CHILDREN'S PLAY AREA
ESTATE WALKS
RED DEER PARK
FORMAL LANDSCAPED GARDENS

10.00AM - 4.00PM

LOTHERTON HALL,
LOTHERTON LANE,
ABERFORD,
LEEDS LS25 3EB

STRASSE
BRIDGE RD, HOLBECK,
LEEDS LS11 9UG

TEL | 0113 2340 911
WWW.STRASSE.CO.UK



JASMINE TEA PARTY

They certainly know how to party at Jasmine PorschaLink. Along with a couple of hundred of their clients from the northwest, we attend their open evening for a porker fest that includes a hog roast, writes Johnny Tipler

Aloft in a cherry picker, proprietor Brian Goff welcomes the assembled throng in his cavernous premises and outlines the company's business for the uninitiated: Jasmine's service and repair operation comprises the latest Porsche diagnostics, he tells us, and they service and repair anything from 1965 to present-day models, carrying out MOTs at half price if booked with a service – plus restorations, refurbishment of alloy wheels and, most recently, headlights.

The site is packed as guests casually inspect each other's cars outside and the immaculate trio within – a limited edition 1980 Le Mans 924, a 997 Sport Classic and 356 historic rally car. Antony and I admire the three resto projects centre stage: a Carrera 3 that's having wide arch "964 Turbo" treatment, minus the whaletail but complete with a rebuilt 3.0-litre engine; a ground-up back-to-bare-metal 2.2 911E restoration, which is Jasmine's own project, and a Lamborghini Diablo with its amazingly flimsy square-tube spaceframe and some corroded aluminium panels undergoing refurbishment. 'That belongs to a good Porsche customer – normally we wouldn't take in anything other than a Porsche,' says Brian. The 2.2E restoration is going to be a protracted affair because the market for restoration and repair has gone ballistic in the last year, and Brian perceives this is because values have gone up. 'All of a sudden the 964 which has sat in the barn for ten years, which was worth £6- or £7000 and is now worth £25–£30,000, and they're thinking, if I spend a bit of money on it then



Above: Jasmine's workshop is packed with projects, prominent of which is a Carrera 3 that's being converted to 964 Turbo widebody look. Right: The 997 Sport Classic still looks the business and attracts much attention, with its retro 'ducktail' and modern slant on the Fuchs theme. Boxster race car nestles under awning. Jasmine has been involved with the Boxster race series since its inception





'I'll sell it and get the value, and we're seeing that every day of the week now, and we can only do so much.' Jasmine employs a bodyshop locally, but everything else including upholstery and mechanical work happens on site. 'I think we do a good job, and people come back year after year. We've got a database of over a thousand customers within an hour of here who bring their cars back regularly and I'm very happy with that.'

Jasmine's parts stock covers most early Porsches as well as newer models, stacked in boxes on the lofty shelves. They also carry out race preparation, exemplified by the liveried Boxster by the entrance, a contender in the BRSCC Porsche Boxster championship. A dab hand at rallying, with a vast array of trophies to prove it, Brian also specialises in rally preparation. He won the British Rally championship three years running in a Ford Escort RS co-driving for Chris Mellors, who now runs the Proton Satria rally team, and he still does historic rallies. 'In 1991-'92 I was one of the first people to take a '65 rally car and do the FIA historic championship,' Brian recalls, 'and we did things like the 1000 Lakes, the Viking rally in Norway and the RAC rally. And then in '93 and '94 we drove a 964 RS in the Carrera Cup and it nearly bankrupted me!' Clearly motor sport has been an important part of Brian's life, which is why the Boxster racecar is prominent. 'We've sponsored the Boxster championship for six or seven years, the 3.2 late 986 S and the 987 S, and it's good for the business because we prepare cars and we've built a couple of cars for people, and we're at every race meeting with the van carrying loads of spares, so people rely on us now because if they have a problem we've got front wings, bumpers, brakes and suspension parts all ready in the van.'

Business in general? 'We're very busy, booked up almost a month in advance for service and repair and restoration work, so we've got enough on, and it's nice having an event like this, where everybody can see what we do. People have come from all over the region this evening,' he says; 'Blackpool, Manchester and Harrogate, for instance, and it's a really good turnout. We've got 90 cars parked up outside, from a '63 356 to a 991 GTS from 2015, and we've about 200 people here. There's a charity raffle and mini auction, and all the money will go to the local hospice. Sue, my co-director, and Emma, our office manager, have worked tirelessly over the last few months to put on this event. So go on, help yourselves to the hog roast and a drink! We certainly don't need asking twice. **PW**



CONTACT:

Brian Goff
Jasmine PorschaLink
UK
The Porscha Centre
3A Pendleside
Lomeshaye Industrial
Estate
Nelson
Lancashire BB9 6RY
Tel: 01282 697171
jasmine.motorsport@virgin.net
jasmine-porschalink.co.uk



Top: Jasmine's open evening attracts over 200 people from all over the North West, with all proceeds going to a local hospice. Above: GT3 RSs in both 997 and 996 variants. Below: A 991 GTS represented the current 911 generation, while recently restored 924 'Le Mans' represented the front-engined machines from another lifetime. Oldest car present was a 1963 356. Such enthusiasm on a Wednesday evening in May surely represents the healthy state of the UK's Porsche scene. "We're booked up to a month ahead," says Jasmine's Brian Goff

WEBUYPORSCHE.TODAY

The UK's favourite Porsche buying service



THE FOUR EASY STEPS TO SELLING YOUR PORSCHE:

1. FILL IN THE FORM ON OUR ONLINE PORTAL:
WWW.WEBUYPORSCHE.TODAY
2. A MEMBER OF OUR SALES TEAM WILL CONTACT YOU.
3. AN APPRAISAL & ASSESSMENT OF YOUR PORSCHE IS CARRIED OUT AT OUR WORKSHOP IN TRING, HERTFORDSHIRE.
4. ON A SUCCESSFUL INSPECTION, TRANSACTION IS CONCLUDED SAME DAY.



OUR NEW ONLINE PORTAL IS NOW LIVE!

WWW.WEBUYPORSCHE.TODAY

01296 663 824
SALES@RPMTECHNIK.CO.UK / WWW.RPMTECHNIK.CO.UK

UNITS 6 & 7, OLD AIRFIELD INDUSTRIAL ESTATE, CHEDDINGTON LANE,
LONG MARSTON, HERTFORDSHIRE, HP23 4QR

CSF Race-Spec Porsche Radiators

		996/986 CSF#	997/987 CSF#
911 Carrera	Left	7044	7047
	Right	7044	7048
	Center	7057	7049
911 Turbo	Left	7056	7056
	Right	7055	7055
	Center	7053	7054
911 GT2	Left	7056	7056
	Right	7055	7055
	Center	7053	7053
911 GT3	Left	7044	7047
	Right	7044	7048
	Center	7057	7053
Boxster	Left	7044	7047
	Right	7044	7048
	Center	7057	7049
Cayman	Left	991/981 center radiator now available #7060	7047
	Right		7048
	Center		7049

#COOLIsTheNewHOT

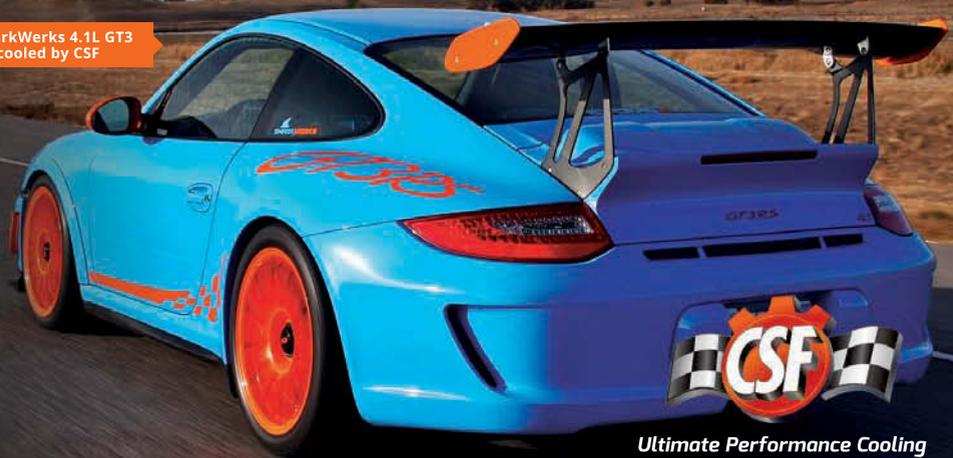
- All-aluminum 100% TIG welded
- CNC machined brackets, mounting pins and "Quick-Connect" inlet/outlet pipes
- Drop-in fit requiring no modifications
- 2 row core with B-Tube technology (+20%)
- 1 hour hand polished
- Track Tested & Proven in 110°F

CSF COOLS PORSCHE

THE BEST PORSCHE TUNERS USE CSF



SharkWerks 4.1L GT3 RS cooled by CSF



Ultimate Performance Cooling

Find more at CSFrace.com: [News](#) • [Blogs](#) • [Features](#)

European & International distributors/dealers wanted! inquire: info@csfrace.com

Proudly distributed by:



International Distributors



Exclusive Dealers





ADVANCED SUSPENSION TECHNOLOGY



- DFV (DUAL FLOW VALVE)
- REBUILDABLE
- CORROSION SALT SPRAY TESTED (ISO 9227)
- 2 YEAR LIMITED WARRANTY
- HEIGHT ADJUSTABLE
- 20 MM LOWER THAN STANDARD



Having long been regarded as the benchmark in high-performance road and track suspension across a wide range of performance and tuner cars, the Road and Track range brings Öhlins unparalleled competition knowledge and peerless build quality to the Porsche marque. Owners of the 996 Carrera and GT3 models, as well as the much vaunted 997 Carrera already know a thing or two about handling finesse, but the Öhlins kit allows dedicated drivers and true enthusiasts to really test the limits of these capable cars – as well as finally solving the puzzle of how to achieve a truly comfortable ride from competition-quality units.

COMPLETE
SUSPENSION KITS FROM
£1115.83 + vat

PORSCHE | BMW | MINI | MAZDA | LEXUS
LOTUS | HONDA | MITSUBISHI | SEAT
VAUXHALL | NISSAN | SKODA | SUBARU
SUZUKI | TOYOTA | VOLKSWAGEN

DESIGN 911
Centre for Porsche

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

UNIT 5 | BRACKEN IND EST | 185 FOREST RD | HAINAULT | ESSEX IG6 3HX

PPCGB.com
PERFORMANCE CAR PARTS

+44 (0) 208 900 0900
www.ppcgb.com

THE OLDEST 911 IN THE WORLD?

American Jay Sottile has uncovered a sensational piece of Porsche history – in his own garage! Turns out his beloved 911 is in fact a 901 from the earliest days of production, used first as a press car and then sold to become a rally car. He went to Germany to meet its original driver

Words: Jan-Henrik Muche



THE STORY OF THIS CAR

On 21st September 1964, our Porsche leaves the factory with chassis number 300 005 and by 20th November is in use by the factory as a press and test car. The signal red 901 comes with optional extras: Blaupunkt 'Frankfurt' radio, aerial, speaker and black 'houndstooth' seats. On 31st March 1965 the 901 is bought by racing driver Günter Wallrabenstein and he uses it in races and rallies until February 1967. Frankfurt Porsche dealer Glöckler looked after the car for Wallrabenstein but can't confirm what happened to it next, the trail went dead and the vehicle next appeared in the United States 18 years later. What happens to the car in this time or how it came to be in the US no one knows. In May 1985, Jay Sottile buys the Porsche – now fitted with various non-standard parts – drives it for 15 years and lays it up in his garage. He discovered 15 years later when disassembling the car for restoration the chassis number 300 005. Porsche assumes that it is genuine.



Hard to believe, but under that Turbo bodywork, lies what could well be the world's oldest surviving Porsche. Right: Owner of thirty years, Jay Sottile, with Günter Wallrabenstein, the car's '60s rally driving owner, together with the original steering wheel, which Günter still retains as a memento of a nose-breaking crash!

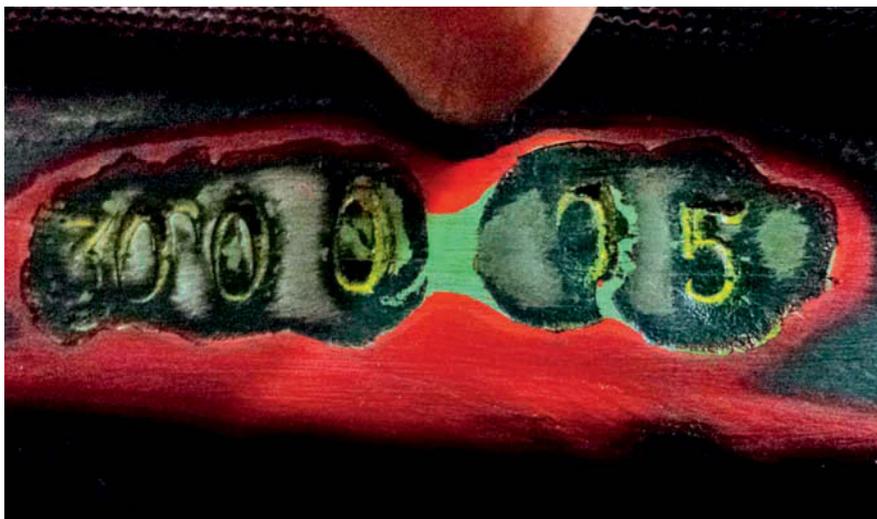
It's the steering wheel that, quite literally, lets you hold history in your hands' says Jay Sottile. As he holds the scuffed, broken and partly chipped helm it would seem that the past has quite a grasp on him, too.

Sottile, 52, has travelled from Milwaukee in the State of Wisconsin to meet Günter Wallrabenstein, 82, in Limburg, Hesse, Germany. Günter hands Jay the steering wheel then starts to tell the story. "The 1966 Castrol Rally in Bucharest was interesting. On one stage the course took us through a hole in a wall, after which there was a hard right. Except that didn't quite happen and

instead I hit a tree and my head slammed into the steering wheel – breaking the wheel and my nose! Ever since then it's sat here on my shelf. Part of number 5."

Number 300 005 was Wallrabenstein's old car. In 1965 he bought the used Porsche press 911 and set out with it in motorsport. They knew him well in Stuttgart: he had become German rally and GT champion in a 356, which helped open doors. "It was far from cheap, however, when it came to money Hushcke von Hanstein was no longer your friend...". (von Hanstein was head of the racing department at the time).

But compared to the old 356, the new





That such an original, early 901/911 should suffer such a wide-bodied transformation/indignity is telling of the Porsche market back in the '70s/early '80s, when this crime against a Porsche presumably occurred. Quite simply they really weren't worth a great deal, and making old cars look like newer versions was the big thing

over my walls, it was my dream car, so I drove it and drove it." Then in 2000 he parked it up and then didn't drive it for the next 15 years.

Finally getting around to bringing the car back into service, it suddenly struck Jay that the chassis number was unusual: 300 005. 'Could this be the oldest 911 in the US?' he asked the internet. The answer was not long in coming: no, it was likely to be the oldest 911 in the world and actually a 901! He then set about finding photos and newspaper articles which featured the car. He then, through a highly convoluted route, discovers that Wallrabenstein has mentioned the car in the German mag *Auto Bild Klassik*, calls the office to arrange the

THE FIRST 82 911S

In the first year of 911 production only 232 units were built. 82 of them had a type number of '901', the last of these was completed on 15th November. Then Peugeot intervened stating that they had three-digit numbers with a '0' in the middle as a registered trademark which it had been using since 1929. Therefore from that November the 911 nomenclature was born with 10 appearing that month and 150 during the rest of the somewhat chaotic year. The first 901 leaves the production line on 14th September 1964 with the somewhat illogical serial number 300 007. In keeping with the process then in place, the VIN numbers are hand-stamped or even hand engraved. Which may explain the odd sequencing: 003 was completed on 15th September, 001 and 002 were built on the 17th and 18th September respectively. By the 21st production is ramped up to two cars per day: Hello 004 and 005! The planned three cars per day is not achieved – Technical Director Hans Tomala pays with his job for this. The first new Porsche is delivered to its owner on 27th October.

In the middle of the prize-giving ceremony a hotel porter brings him to the phone: "It was Ferry Porsche congratulating me on the victory." He won the Kienzle clock that

owner in Frankfurt, then moved on to a 911T. He ended up driving for the BMW factory team in 1970 and eventually his career totalled 400 rallies. Of Porsche number 5 nothing remained apart from the steering wheel and the memories.

So what will Jay do with his now rather illustrious and very rare car? He himself doesn't know "Keep it, restore it, sell it? I am not rich, I am not a collector. But who would appreciate the car as much as I do? It is, after all, *my* Porsche. A huge part of my life!"

He would have liked to add the steering wheel to that history but it seems fair that this part of the story stays on Günter Wallrabenstein's shelf. **PW**

“ With No5 we scored the very first motorsport victory for a 911 ”

Below: The Kienzle clock awarded to Wallrabenstein for the first major rally victory with Porsche 300 005. The clock is running happily 50 years on, unlike the car! Jay and Günter, with that steering wheel

meeting and jumps on a plane to Germany. "With number 5 we scored the very first motorsport victory for a 911 in the Roland rally in Bremen," recounts Wallrabenstein.

is today still ticking on the wall in amongst the cups, plates and trophies won during his career.

Wallrabenstein sold the car to a new





RSJ SPORTS CARS

Specialising in Porsche Cars



911 (997) "4S" pdk 3.8 (60 - 2010)
Meteor grey with grey leather, PDK,
Sat Nav, 46,000 miles..... **£50,000**



911 (997) "2S" pdk 3.8 (09 - 2009)
White with black leather, PDK,
Sat Nav, 43,000 miles..... **£45,000**



911 (997) "2S" 3.8 pdk (58 - 2008)
Aqua blue with black leather, PDK,
Sat Nav, 39,000 miles..... **£43,000**



911 (997) "4S" 3.8 (08 - 2008)
Basalt black with black leather,
Sat Nav, 48,000 miles..... **£36,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 45,000 miles..... **£34,000**



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



911 (997) "2S" 3.8 (09 - 2009)
Red with black leather,
Sat Nav, 33,000 miles..... **£34,000**



Porsche (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 45,000 miles..... **£34,000**



911 (997) "4S" 3.8 cab (06 - 2006)
Silver with black leather, Sat Nav,
42,000 miles..... **£34,000**



911 (997) "4S" 3.8 (56 - 2006)
Basalt black with black leather,
Sat Nav, 39,000 miles..... **£34,000**



911 (997) "4S" 3.8 (56 - 2006)
Basalt black with grey leather,
Sat Nav, 45,000 miles..... **£33,000**



911 (997) "2S" 3.8 (07 - 2007)
Meteor grey with red leather, Sat Nav,
40,000 miles..... **£33,000**



911 (997) "2S" 3.8 (07 - 2007)
Polar Silver with ocean blue leather,
Sat Nav, 47,000 miles..... **£33,000**



911 (997) "2S" 3.8 (07 - 2007)
Basalt black with grey leather,
Sat Nav, 41,000 miles..... **£33,000**



911 (997) "4S" 3.8 (06 - 2006)
Silver with black leather,
Sat Nav, 41,000 miles..... **£31,000**



911 (997) "2S" 3.8 (05 - 2005)
Midnight blue with black leather,
Sat Nav, 44,000 miles..... **£29,000**



911 (997) "2S" 3.8 (55 - 2005)
Silver with black leather, Sat Nav,
59,000 miles..... **£27,000**



Cayman "R" 3.4 pdk (12 - 2012)
Aqua blue with black leather,
Sat Nav, 19,000 miles..... **£43,000**

**ALL CARS SOLD
WITH 1 YEAR
IN HOUSE RSJ
WARRANTY**

**STS HOUSE
BRISTOL WAY
SLOUGH
BERKSHIRE
SL1 3QE
T: 01753 553 969**

PORSCHE WANTED (2003 TO 2012)

DAVE'S IN HEAVEN.
He's uploading **NEW, USED,**
and **REBUILT** Porsche® parts
everyday into our online store
at www.partsheaven.com.

Sign up online
to get our
Monthly Wrecks
email
bulletins!

Porsche® enthusiasts have been relying on us for over 26 years to keep their vehicles performing at their very best. From complete engines to the most obscure bolt, we've got the exact part you're looking for and can ship right to your door. Shop anytime online at partsheaven.com, call us at **1.800.767.7250**, or come by and see us. Whichever way, you'll get friendly, knowledgeable customer service to answer any question.

Follow us on Facebook and Twitter.



23694 Bernhardt St., Hayward, CA 94545 • Tel: 510.782.0354 • Fax: 510.782.0358 • info@partsheaven.com • Porsche is a trademark of Porsche AG

Porsche Classics At The Castle

SUNDAY 6 SEPTEMBER 2015



COYS, a long term leader in the sale of historic Porsche motor cars are delighted to announce the expansion of 'The Excellence of Porsche'. The series will now feature an exclusive sale of pre-1974 Porsche in the spectacular grounds of Hedingham Castle, during Classics at the Castle, one of the most important events on the classic Porsche calendar.

ENTRIES ARE INVITED



For further information or a free market valuation, please contact:

COYS AUCTION DEPARTMENT

Guy Newton
Manor Court
Lower Mortlake Road
Richmond TW9 2LL
United Kingdom
Tel: +44 (0) 20 8614 7888
Fax: +44 (0) 20 8614 7889
guy.newton@coys.co.uk
www.coys.co.uk

COYS EUROPE

Michael Haag
Elisabethstr. 4
D-68165 Mannheim
Germany
Tel: +49 (0) 621 412004
Fax: +49 (0) 621 415551
coyseurope@web.de

COYS ITALIA

Giuliano Fazi
Tel: +39 335 148 8303
giuliano.fazi@coys.co.uk

COYS

SPECIALISTS IN FINE HISTORIC AUTOMOBILES
VALUERS AND AUCTIONEERS

PRODUCT BRIEFING

ESSENTIALS

The tempting trinkets that enhance Porsche ownership



READY TO RACE

Want to prep your Cayman for track days or club motorsport events but don't know where to start? Specialist Vehicle Preparations in Droitwich, Worcestershire, has the answer, having made the task a one-stop-shop with its Porsche Cayman SV Sport Interior Kit.

The kit comprises a rear-mounted

half roll cage, two competition approved race seats with six-point harnesses, seat rails and runners, Alcantara-bound steering wheel (with boss kit) and an Alcantara gear knob. The price is £4200 including VAT, plus delivery. 'All of our Cayman SV builds (see last month's *911&PW* for our SVP Cayman three-car test) are road

legal, but most owners also like to use their Cayman SVs in weekend competition and on track days,' said SVP managing director, Dominic Delaney. 'No suitable roll cage package was available to meet our standards, so we used our motorsport network to produce our own cage with harness bar, matched to our own

seats and belts.'

Accompanying SVP upgrades for Caymans include KW coilover suspension, a limited slip differential, replacement ECU with traction control, turbocharging and engine capacity increases. For more details call SVP on 01299 251152 or go to specialistvehiclepreparations.com

BIG TIME

Racing seats hold you in securely and maximise your control over the steering, gearbox and pedals. But many seats on the market are shaped for the lean Young Turks at the start of their career and in fine physical shape, and thus unsuitable for those drivers, perhaps of more mature years, whose waistband will never report a 28-inch measurement again.

Competition seat specialist Cobra Seats has the answer in the form of the Cobra Players Classic Sports Seat, designed on request from Jay McToldridge, who runs the Players car shows and wanted something suitable for 1970s cars. What emerged from the firm's Telford workshop was a hand finished, tubular framed chair, but Cobra's key words here are 'generously proportioned and carefully bolstered', allowing drivers incompatible with skinny jeans to cruise to distant shows and track events in comfort.

The seat will fit 911s from 1973 up to and including the 993-series. However, Cobra does say that in view of the seat's broadness at shoulder level it is advisable to measure the cabin at that point to compare with the seat to ensure you would be happy with the fit. Prices start from £349 per seat including VAT, to which a set of runners at £109 must be added, but if you want the ultimate, a combination of leather and period houndstooth fabric is available at £1109. For more information call Cobra Seats on 01952 684020 or visit cobraseats.co.uk



ACTIVE ROLE

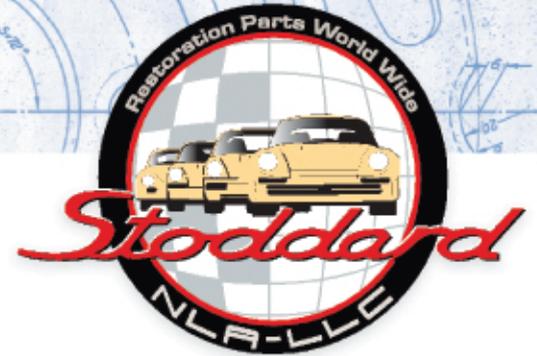
DSG Sport, based in Baltimore in the US and specialising in active suspension, has introduced an easy-fit electronic black box that it says enhances chassis control on Gen 1 and 2 997-series 911s, and 987 Boxsters (2004–2012 in both cases). The DSC Sport Electronic Suspension Control Module replaces Porsche's factory PASM (Porsche Active Suspension Management) unit which lives under the glovebox.

A 'plug and play' module that can be installed in minutes, it continuously controls the damping value of each individual shock absorber, based on data sourced from the car's CAN data system. This provides information on G-forces, speed, acceleration, brake pressure and steering angle.

There are three driver-selectable modes, toggled from the original PASM button. 'Mode 1' (its engagement indicated by a solid light) is a comfort set up with limited damper stiffness; 'Mode 2' (the light continuously blinks twice) is best described as a 'sport' setting employing faster acting and stiffer shock absorbers; 'Mode 3' (continuously blinks three times) is for track use, having the stiffest shock absorber setting and the fastest damper response rate.

The module, IMSA-approved for the Porsche GT3 Cup Challenge in the USA, costs \$1190 (about £775), with UK shipping of \$100–\$150, and not of course forgetting UK import duties and VAT. More information is available at

dscsport.com



Authentic. Always.

The original classic steel wheels—pressed from the original German tooling—are back. These new wheels are made in the United States with modern high-strength steel and they are DOT approved. The disc-brake wheels are available in three sizes, including 15x4.5, 15x5.5 and 15x6-inches and they come in concours-quality chrome or silver finishes.

Shipping worldwide now from our Ohio facility, European Distribution—Classic Parts +49 (0)681 / 85 15 50 www.classic-parts.com

The Source - Stoddard NLA-LLC

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89431 USA 800 438 8119



Steel Lug Nut
Fits All Steel Wheels 1950-1976
N-020-112-1
37mm Wheel Stud
As Original
NLA-34-132



Baby Moon Hubcap
Correct for "Normal" 356
1950-1963 Drum Brake
Wheels
NLA-361-002-00



Enamel Crest Hubcap
1964-1965 356, Early 911
Includes Cloisonné® Crest for
Disc Brake Steel Wheels
NLA-361-031-00
Crest Only: 644-559-801-00



7mm Wheel Spacer
1965-1969 911/912
Factory Aluminum Spacer
As Original
901-352-413-00



Small Tire Valve/Retainer Kit
Includes .453" Dia Tire Valve,
Cap and Support SIC-361-413-00
Large Tire Valve/Retainer Kit
Includes .625" Dia Tire Valve,
Cap and Support SIC-361-415-00



Drum Brake Wheel
New USA Production
High Quality, DOT-Tested
Complete with Clips
NLA-361-012-10
15x5.5 Painted Shown

More Authentic parts at: stoddard.com



WOODEN IT BE NICE

In the end, it's the details that mark out a really thorough classic car restoration, and in this respect interior wood panels often present a headache: they are likely to be stained or cracked, and those on the dashboard have often been modified to accept later radio designs, or extra switches. They are usually very difficult to source.

Inspired by the factory wood dashboard inserts still present in its short-wheelbase 911 race car, and encouraged by customer requests for them, classic Porsche specialist EB Motorsport – better known for its competition parts for early 911s – arranged for the remanufacture of the wood panels for 911s and 912s from 1965 to 1968. Painstakingly replicating the originals, the panels are made from African Mahogany, the Barnsley-based firm even confident that the wood colour and grain faithfully match the Porsche items.

Cut precisely, they have bevelled edges for a classy look. The price for a set is £648 including VAT, plus delivery; to order call EB Motorsport on 01226 730037 or visit eb-motorsport.co.uk



FEELING THE PRESSURE

In the old days, checking tyre pressures was easy, there being practically a filling station on every corner with a usually free air hose. That's no longer the case, given the massive depletion of petrol stations in the UK in the last 20 years, which are almost all now sited on main routes and part of a supermarket. Factor in the likelihood of the air hose (usually now chargeable) being out of use, and you really are better off with your own tyre pressure gauge, which will save a possibly inconvenient trip to the filling station if the pressures were fine.

Automotive workshop specialist Laser Tools based in Warwickshire has a new pressure gauge to tempt you, cased in rubber for toughness and liquid filled for accuracy. The gauge (part number 6055) comes with a 55mm hose attached, and features an angled valve connector for ease of use, while the brightly coloured face makes it as easy as possible to read in poor light. It's available in tool shops stocking Laser Tools products, and will cost around £48 depending on the outlet. More details at lasertools.co.uk



THE TYRE DEPOT

RICE WASTE WILL SOON BE USED TO MAKE A MORE ENVIRONMENTAL TYRE

'Green tyres' can reduce the fuel consumption of vehicles by as much as seven per cent in urban traffic, and these include high performance tyres (those graded 'C' or above for fuel efficiency on the EU tyre label), which also significantly reduce the CO2 emissions of vehicles compared to standard tyres. However Goodyear has now come up with a new, more sustainable way of making tyres – by using waste rice husk ash.

The US-based tyre company has reached a supply agreement with Yihai Food and Oil Industry in China, for a supply of silica derived from rice husk ash.

Goodyear will begin using the silica later this year in a consumer tyre that will be manufactured in its factory in Pulandian, China, and sold in China.



The company has tested silica derived from rice husk ash over the past two years, and found its impact on tyre performance to be "equal" to traditional sources. "Sustainability is a cornerstone of Goodyear's innovation efforts," said Chairman and CEO, Richard J. Kramer. "This new silica benefits the environment in many ways: it reduces waste going into landfills; it requires less energy to produce; and it helps make tyres more fuel efficient."

Each year more than 700 million tons of rice is harvested worldwide, according to the Food and Agricultural Organisation of the United Nations, and disposing of the rice husks is an environmental challenge. As a result, husks often are burned to generate electricity, reducing the amount of waste shipped to landfills. While this ash has been converted to silica for several years, only these most recent processes created silica of a high enough grade to use in tyres.

Silica is used as a reinforcing agent in tyre tread compounds. Compared to carbon black, a traditional reinforcing agent, silica reduces rolling resistance, which improves fuel economy.

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



July Offers

Porsche Cayenne

25555VR18 Pirelli Scorpion Zero N0 £146.95

29535ZR21 Pirelli PZero N1 £234.95

Porsche Cayman Boxster

23535Z19 Pirelli PZero N1 £161.95

26535Z19 Pirelli PZero N2 £216.95

911 991

24535Z20 PZero N0 £195.95

30530Z20 PZero N0 £262.95

911 993

20550ZR17 Pirelli PZero Rosso N3 £133.95

25540ZR17 Pirelli PZero Rosso N3 £152.95

911 996

22540ZR18 Pirelli PZero Rosso N4 £127.95

26535ZR18 Pirelli PZero Rosso N4 £172.95

Prices include valve, balance, casing disposal and VAT



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



Branches in: Newmains, Carlisle, Cumbernauld

Call: **01501 823366** Email: wholesale@cooperbrothers.co.uk
www.cooperbros.co.uk



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

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

Pirelli and Porsche Club GB are delighted to offer PCGB members an exclusive Pirelli tyre cashback offer. Find out more at www.pirelli.co.uk/porscheclubgb



BILSTEIN SPRINGS A SHOCK

Some time ago we mentioned Bilstein's B16 Dampronic damper upgrade for the 997-series 911, which fully integrates with the Porsche's PASM active suspension, and is therefore adjustable on the move. The product here is the equivalent for 997s that don't have PASM, the plain B16 kit.

It offers the same 20mm of suspension height adjustment, effectively between 15mm to 35mm lower than Porsche's factory set-up. A drop in excess of this is not going to do road handling any favours, the German suspension specialist warns.

Each damper has 10 steps of adjustment, with bump and rebound changing together in pre-set stages to suit the chosen suspension height. So you can go from relatively soft and smooth to a track day mode. The kit, whose components are made entirely in-house by Bilstein in Germany, was fully tested at the firm's test centre, located at the Papenburg proving ground in north west Germany. There are a number of different B16 kits to suit different 997 models, prices starting at £2370 including VAT, a few hundred pounds less than the Dampronic version. More details on 0116 247 8930 or visit bilstein.de



QUICK CLOTHING

With a visit to the Nürburgring Nordschleife (North Loop) now practically a requirement for fully paid up Porsche ownership, advertising your qualifications chest-side has a certain logic, and nordschleife.us, an on-line store for products associated with the 13-mile circuit, is happy to help you with that. This garment, described as the 'world's fast school uniform', and officially entitled the Nordschleife University of Speed tee-shirt is available for 23 euros (about £17).

It comes in S, M, L, XL, XXL and XXXL, but given the rag trade's obsession with skinny-fit clothing, we'd recommend a generous estimate when picking your size. Order at nordschleife.us and by all means be tempted by other not unreasonably priced items there, such as the Nordschleife watches.



ENTRY LEVEL

On early 911 door handles the 'trigger' – the bit you pull to open the door – is prone to breaking, so owners are quite likely to need a replacement for the more often used driver's door, and possibly for the passenger side, too. Plus, the chrome, at that age, is more than likely to be pitted and corroded.

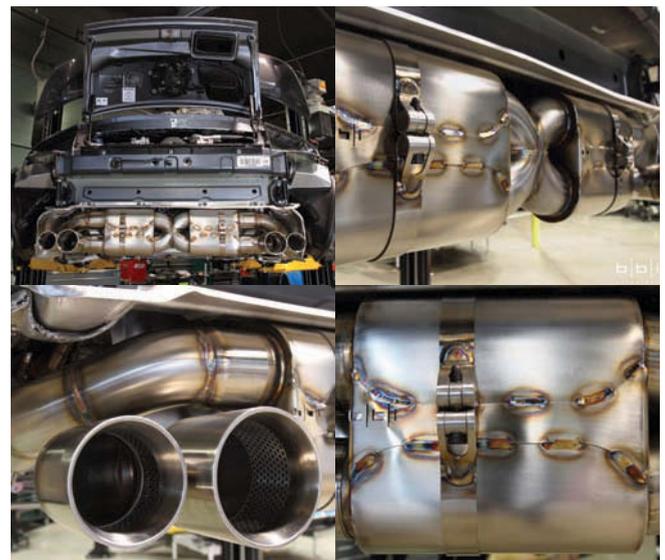
Classic Porsche parts specialist Karmann Konnection, based in Southend-on-Sea in Essex, has eased the problem by sourcing independently made replacements for 911s built between 1970 and 1977. They come without a key barrel, the idea being that you fit your existing barrel and this avoids the need for a new set of keys.

They are priced at £95 including VAT per handle. They're handed, so order left or right. Call Karmann Konnection on 01702 340613 or go to karmannkonnection.com

LIGHTER AND LOUDER

Aftermarket sports exhausts are popular conversions among 911 owners, and here's another one for consideration if you have a 996- or 997-series 911 Turbo or GT2. California-based BBI Autosport's system is claimed to reduce back pressure and increase power output, the 'X-pipe' configured system made from 3-inch diameter brushed T304 stainless steel piping and featuring high-flowing catalysts. It's a direct replacement fit, and comes with two single or double tailpipes.

The US-made system is lighter than the Porsche's, the firm says, also pointing out that it 'produces a beautiful and more aggressive exhaust sound'. For further details visit bbiautosport.com



BUILT FOR THE SPRINT



PROXES

With their advanced technology and unique tread designs, Proxes tires make sense of your car's power. Superior performance and handling for cars or SUVs

TOYO TIRES

driven to perform

www.toyotires.eu | [Facebook.com/toyotire](https://www.facebook.com/toyotire)

BRAUNTON ENGINEERING



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



www.brauntonengineering.co.uk

01271 814144

Porsche Specialist

DEVON
EX33 2JP



ADDSPPEED

▪ PERFORMANCE CARS

WE CONSISTENTLY OFFER SO MUCH MORE



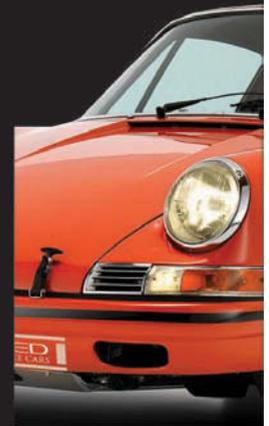
ADDSPPEED – YOUR PORSCHE,
PERFORMANCE CAR AND CLASSIC CAR
SPECIALISTS COVERING THE SOUTH EAST

- 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



3A Brandon Way, West Bromwich B70 8JB

Call: 0121 533 2140

www.ramusporsche.com

independent centre for

RAMUS PORSCHE

Porsche Advanced Fault Diagnosis
High Definition Digital Imaging Wheels Alignment

Performance Exhaust Upgrades
Brake Upgrades inc. Ceramics

Alloy Wheels and Tyre Fitting
Suspension Package Upgrades

Full Body Repair Shop
Chassis Alignment Centre



Fixed Price Menu Servicing for all Models

PERFORMANCE STYLING SERVICE PARTS

Choose by Model >

Classic | 911 | 964 | 993 | 996 | 997 | 991 | 924 | 944 | 968 | 928 | Boxster | Cayman | Cayenne | Panamera

WORLD LEADERS IN PARTS DIRECT

SEASONAL SPECIALS

SPECIALIST

Web/Mail Order

Accessories & Gifts
 Body & Trim Parts
 Body Styling
 Books & DVDs
 Car Care & Touring
 Clothing & Shoes
 Interior Trim
 Mechanical Parts
 Motorsport Related
 Performance Parts
 Pre 74 Classics Parts
 Seats & Belts
 Sports Exhausts
 Steering Wheels
 Wheels & Accessories
 Zymol Products

Onsite Services

Porsche Car Sales
 Retail Shop
 Workshop Services

Map



Address

Unit 4 Block 2,
 Shenstone Trading Est,
 Halesowen, West Mids,
 B63 3XB, UK

Phone Number

0121 585 6088
 +44 (0) 121 585 6088

Opening Hours

Mon-Fri: 9-5:30pm
 Sat: 10-2pm

Vehicle Valuations



Pre & post purchase vehicle inspections, & insurance valuations on pre-bookings

£125+VAT

Service & Workshop

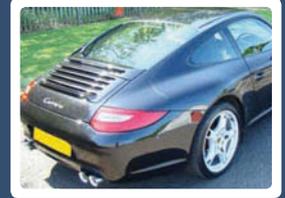


- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

See Website for Menu Pricing

(All work is quoted prior to being undertaken)

Gen-2 997 Body Updates



- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

Available from £1,500+VAT

Advertise your car for sale



- Pre sale valuation & inspection at our workshop (where required)
- You decide how referrals are dealt with
- Interact with 80,000+ Porsche owners & enthusiasts through proven website visibility & interactive media
- £495+VAT, includes a minor service

No Commission!

Racewear & Helmet Deal!



Free Nomex underwear with any combination of Alpinestars, Adidas suits, and/or Arai helmets (or any two of the above combination). Fitting room available at our shop

Save over £100...

Website & Mail Order



- PayPal Express checkout
- Automatic page translation
- Immediate dispatch on all stock
- UK & Worldwide courier via UPS
- iPhone & Tablet compatible

All Parts for All Models

THE USUAL SUSPECTS

Porsches have never been cheap to buy or run, but the whole classic thing is getting out of hand, says Usual Suspect, Towler. Thing is, that's dragging the price of water-cooled cars up and, at this rate, he'll only be able to afford a 944 or a Boxster...



ADAM TOWLER
'THE ENTHUSIAST'



This 911 2.4S and 2.2S duo will be the subject of a feature in a future issue. Filling out the relevant insurance paperwork saw a £420,000 combined value recorded. The average price for a house in the UK's overheated market is £300,000!

VALUES: THE NEW REALITY

Money. You need lots of it to be a Porsche-owning enthusiast at the moment; that much I can tell you. Unfortunately, I can't tell you whether this madness will continue, or which might be that winner to invest in next, because I'm no market expert and nor do I have a crystal ball. I've lost count of the times acquaintances have asked me if buying this 911 or that would be a good investment: I feel obliged to politely point out to them now that they're a little late to the party...

Markets have a habit of going down as well as up, but then we're told that this is a market correction after decades of Porsches being undervalued, and that it's 'different this time anyway, honest' because it's a global demand. It's not at all like the early 1990s. Well, they would say that, I suppose. In the meantime more money is made, and more cars are locked away and not driven, just as certain cars are restored and live again because their newfound value makes it economic to restore one. Nothing is ever black and white, after all.

Still, some things have caught my attention this week. Firstly, there seems to be some real dross out there being pedalled as 'wonderful investments' to the uninformed just desperate to get in on the act – in a market such as this one it's a case of buyer beware more than ever.

Secondly, the logic that if car X has reached a certain point, then car Y must have risen beneath that is obviously a sound one, but it has led to some amazing prices for cars like '74-'76 911 2.7s – one of the most unloved of all 911s. And as for some of the adverts written by traders... You know the sort, when trying to sell a tired looking SC there's an entire manuscript starting with the 901 of 1964.

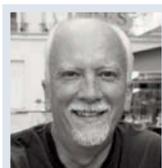
Prices that have really made me wince this month are the

realisation that a 2.4S is now possibly a quarter of a million pounds, with a 2.2S not far behind. And to think the latter, at least, was sub £20K 15 years ago and largely ignored. At the other end of the spectrum, I've noticed that 991 GT3s are commanding £150K on the used market – so all those engine wobbles don't seem to have done the car's reputation any harm at all. I'm keeping a keen ear out for any on-going problems with these cars after some rumblings from a trackday hire company that their 991 GT3s were proving much more problematical than had been hoped, but at that sort of money are many people even tracking their GT3s at the moment in the first place? Through the 996 and 997 model generations new GT3s were often put straight to work on the circuit, it was seen as their natural home, but with price gains right from the off, a situation that I'm hearing is exaggerated for the new GT3 RS, can that situation possibly continue? I'd certainly think twice about diving into Paddock Hill ~Bend if I knew my car was accruing money by the week.



Are there many 991 GT3s being used on track yet? With values at £50,000 above list price, you suspect not. Meanwhile, we hear reports of worrying engine problems from one high end track hire outfit

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



KEITH SEUME



PAUL DAVIES



BRETT FRASER



STEVE BENNETT



CHRIS HORTON



JOHNNY TIPLER

A NEW GENERATION:

Something else is changing in the used Porsche market, or at least that's the impression I'm getting at the moment. It seems that Porsche's first and second generation of water-cooled six-cylinder cars are rapidly becoming the new wheels-of-choice for Porsche enthusiasts who are, how can I put this: in the real world. It's not so much that the cars are getting cheaper: 986 Boxsters have been dirt cheap for ages and, if anything, 996 Carreras have risen a bit in the last year. It's more a question of perception, and a realisation that these cars are old enough to apply the 'classic' moniker to (or modern classic/youngtimer if you must insist). It's also entirely predictable that when a 911 3.2 Carrera that was fifteen grand is now thirty, even forty grand, and with a notable rise in parts prices too, if you haven't already got on the air-cooled ladder, it's going to be very hard to do so from now on. It's not unlike the first-time buyer conundrum in the current property market, and the struggle for young people to get together a viable deposit.

Which is why everyone I know seems to be buying a 996. It's got so ridiculous, I'm half expecting the postman to pipe up next time I see him that he's just bought a leggy but decent Carrera 4 coupe, and that 'the



Savannah interior really isn't that bad once you've lived with the car for a while'. Your glorious leader Bennett is at it (see the 'Projects' section in this issue for the full reality check. Ed), Tipler is at it, and the latter has a 986 in the inventory as well.

I never drove the air-cooled cars when they were new, so this is a new phenomenon for me. I did drive 996s – later ones at least – when they were new, however, so it's a bittersweet feeling to see them finally being appreciated for the great cars they undoubtedly are. Mainly that's because I have a nasty suspicion that by the time I get around to buying one, the golden window of opportunity may have

slammed shut with regard to prices – I wonder if Steve and Johnny haven't got in there just at the right time.

It seems others agree as articles on the water-cooled cars are proving to be particularly popular. I note, too, the continued rise in interest for 987 Caymans, and the potential they have – as evidenced by our modified Cayman group test in last month's magazine. It'll be interesting to see in a few more years what happens when 991s are in the same position. There are fewer of them around, they're more complicated to work on, and I wonder if the Porsche enthusiast market might look a lot different by then. **PW**

The 996 generation 911 is starting to turn a corner in terms of desirability, not least because it now the de facto starter 911 for a generation of buyers/enthusiasts for whom the air-cooled cars are no longer affordable

CLUB SPORT 911S?

An interesting story surfaced in the British mag *Autocar* recently, where Andrew Frankel reported from the GT3 RS launch that Porsche are apparently working on a 'GT' department 911 to sit below the GT3, with driver enjoyment, back-to-basic thrills, interaction, or whatever you want to call it, at the centre of its appeal.

The car would be available with a manual gearbox, be shorn of the dramatic aero devices, use the narrow 991 body and be set up for enjoyment rather than Nürburgring lap times, so we are told.

This sounds very promising indeed. I'm certain that there are many of you, like me, that would love nothing more than a 911 aimed at more realistic driving entertainment than some of the more extreme models that have appeared over the past five years. Yes, the new GT3 RS is incredibly exciting, desirable – an embodiment of everything Porsche's engineers can currently achieve. But. It appears even Porsche has had to admit that in creating this monstrous new vehicle, its ultimate sporting road car has a level of performance so far beyond what can realistically be deployed on the public road, let alone fully exploited on a racing circuit, that it might be time to start a

separate model line that co-exists alongside it.

Nevertheless, although not wanting to pour cold water on an exciting new development, the claim that it will use the 'standard' GT3 engine, and the sizeable 991 'shell, means this will still be a very potent, relatively large and expensive sort of device. Maybe it's not Porsche's intention, but it's hard to see this car – however desirable – being the sort of machine to take out for a quick B-road blast at speeds that are not too anti-social.

It makes me refer back to our 981 Cayman 2.7 feature last month in this magazine: I didn't want more power in that car, I just wanted a lot less weight and

more connection with its primary controls. For me, that's the 'Club Sport' model I'd like to see, or perhaps even better, the re-emergence of the joint Porsche-Audi-VW 'Spyder' project for a car one size below the Boxster/Cayman.

With the progressive cutting of emissions via legislation, there will need to be a fundamental shift in performance car technology. In the short-medium term that probably means more hybridisation, but beyond that only a dramatic weight loss will suffice. It is the most expensive solution of all, given the rigid, inflexible way we currently mass-produce cars, but it might just be the best thing to happen for driving enthusiasts in a very long time.



BUYING ONE...?

Still nothing to report on the Porsche purchase, sadly: I hate not having a set of Porsche keys lying around. I've investigated a few options, and have been chasing a particular car for a while with little success, but am now considering going back to basics with either a 944 or an early Boxster. We did a story with those two cars covering exactly that situation a couple of years ago: might go and dig it out to see what I wrote – may give me some guidance!



Need Quality Used Porsche Parts?

Engines	Seats
Transmissions	Consoles
Brakes	Chassis
Suspension	Head Lights
Axles	Tail Lights
Wheels	Interior Parts

Los Angeles Dismantler is the leading supplier of used OEM Porsche parts. We have it all. Call or click now.





Worldwide Shipping Available

LA DISMANTLER

**SPECIALIZING IN
USED PORSCHE PARTS**

LADISMANTLER.COM

🏠 9819 Glenoaks Blvd,
Sun Valley CA 91352

✉ sales@ladismantler.com

☎ +1 818.767.7243

Contact and see us on

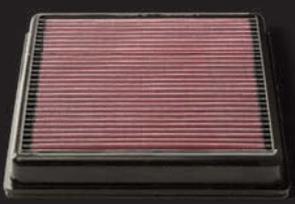







EVERYONE LOVES THAT FAST CAR SMELL.





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.™



PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI



- Change Oil

- Get Tech Info at PelicanParts.com

- Replace Clutch

- Upgrade Brakes

EVERYTHING YOU NEED TO DO IT YOURSELF.

Special Offers! PelicanParts.com/Promos or call (888) 280-7799



YOU WRITE, WE READ

LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



AT LAST!

I'm sure I am not alone in wanting to congratulate Porsche on the superb 1–2 victory at Le Mans! Unfortunately, because of work pressures, I wasn't able to attend the event this year – the first time I've missed it in over 15 years. But thanks to Eurosport, I was able to watch 24-hour live coverage of the race.

I have to admit, I was very impressed with the coverage, although on the other hand I was disappointed that the BBC (and other UK-based terrestrial channels) chose to ignore the race other than a brief mention on the sports section of the news on Sunday evening. A far cry from when I was a kid watching the Ford GT40s dominate Le Mans in the 1960s, when the BBC gave regular coverage through the day (and on into the night).

I have to be honest, I didn't expect the race to be as exciting as it was. I had a nasty feeling it was going to be a whitewash, with either Porsche dominating and turning it into a procession, or Audi

taking the honours yet again. Not so! While the outcome never looked in doubt as dawn broke on Sunday morning, the threat of rain in the last hour kept everyone on their toes.

My only regret is the disappointing showing of the Porsche RSRs in the lower categories. What has happened to the legendary Porsche reliability? Engine fires and mechanical breakdowns are not what we have come to expect.

I am sure once the initial euphoria has died down, there will be some serious questions raised in the race department – there certainly should be.

I was fortunate to be at Le Mans in 1970 when Porsche celebrated its first overall victory. I was able to join in the celebrations in the Porsche pit after the event (a case of being in the right place at the right time) and will never forget the atmosphere as the whole team partied long and hard.

So, again, congratulations Porsche. Now how about making it two in a row in 2016?
Peter Judge, Towcester, Northants

LE MANS MEMORIES

Wow, how Le Mans has changed! This year marked the first time I had been back to the 24-hour event in over 35 years. I missed the famous 1970 race victory (by one year!) and always vowed I would return one day. However, a growing family and overseas work commitments meant that I had to miss out on what many see as the golden years of Porsche at Le Mans.

What I remembered enjoying most about Le Mans in those far off days was the spectacle – the famous funfair with its rather 'interesting' side shows (all very educational for a youngster raised in Surrey!), the all-night drinking sessions which usually revolved around the cheapest red wine we could buy, the hangovers (oh, the hangovers...), the

endless music blasting through the campsites at night and the bright colours everywhere. I expected to be disappointed this year, not by the racing, but by what I anticipated to be a rather clinical version of the Le Mans I fondly remember. Racing all seems so 'perfect' these days...

But how wrong I was! Those dubious sideshows may have disappeared, but the non-stop party atmosphere was still evident (although I did escape the dreaded hangover...) and the racing as exciting as ever. The incredible colour schemes of many of the race cars made it a visual delight, too.

Hats off to all the teams for some wonderful racing – and well done Porsche!
William Beyer, via E-mail

Congratulations to Porsche, says Peter Judge, who enjoyed following this year's event on Eurosport



PANAMERA GTS

I read with interest Keith Seume's tale of taking a Panamera GTS to Essen in your latest issue (*Panamera Excess*, July 2015), especially his comments about the fuel economy.

I recently took delivery of a similar car (mine is also bright red) and have been having some fun trying to extract the most mileage from it. This isn't something I'd normally worry about but Mr Seume's observations intrigued me. Could I do better than 30+mpg?

As I had a number of reasonable journeys to do – by that I mean 200 or more miles, mostly on motorways – I set out to see if I could do better. I did – and by a large margin. My best was 38mpg on a journey of 250 miles early one morning from London to Yorkshire. By using the cruise control and ignoring the temptation to 'floor it', I was amazed how the mpg figure crept up. However, as soon as I hit traffic on the way home, the figure plummeted to 30mpg.

However, even that is pretty good for a car which I had been warned would never see better than 25mpg. I know this is not what many people worry about when placing their order for such a wonderful grand tourer, but it does demonstrate how impressive modern technology is.

Peter Eckler, via E-mail



Made in
Germany

H&R

Das Fahrwerk!

Premium Quality Suspension Components



Nürburgring tested, Autobahn approved



Performance Lowering Springs



Coil Overs



Stabilizers/Anti Roll Bars



TRAK+ Wheel Spacers



Cup-Kit Suspensions

H&R Suspension components for more than 2000 different models

 facebook.com/hr.dasfahrwerk

www.h-r.com

t 020 8782 2485 e uksales@h-r.com

Exclusively distributed in the UK by Euro Car Parts



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

specialised
covers

innovative tailored protection

THE ULTIMATE IN CAR COVER PROTECTION

INDOOR & OUTDOOR CUSTOM MADE
CAR COVERS DESIGNED BY YOU.



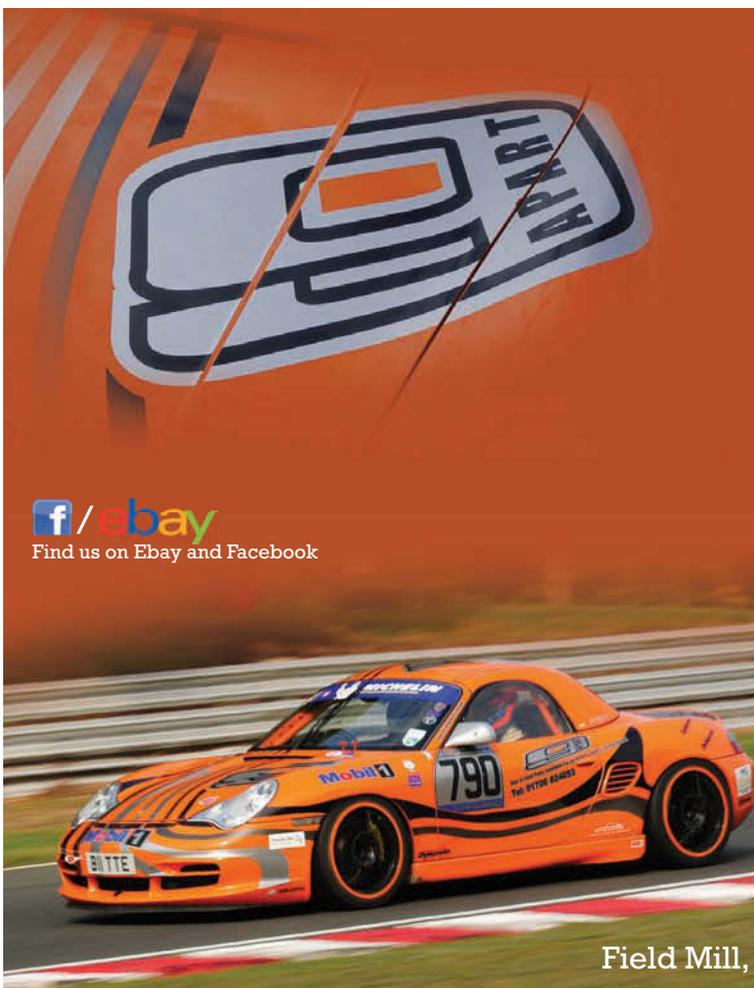
MADE IN
BRITAIN

CALL OUR TEAM ON
01943 864 646

VISIT OUR WEBSITE
specialisedcovers.com

FOLLOW US

OFFICIAL SUPPLIERS TO:



/ ebay

Find us on Ebay and Facebook

Boxster / Carrera Oil Service - £99+VAT
Boxster / Carrera Minor Service - £190+VAT
Boxster / Carrera Major Service - £315+VAT
AirCon Regas - £75+VAT
Brake Fluid Change - £60+VAT

Large selection of New and Used parts
Over 800 Genuine Porsche Alloy Wheels in Stock
A comprehensive selection of used and
refurbished engines and gearboxes in stock
PLEASE CALL FOR DETAILS

18,000 sq.ft of Shelved Parts

Used Cars & Parts Bought and Sold

Full Workshop facility to undertake all
servicing, mechanical repairs & diagnostic
work on all models of Porsche

9-APART Ltd

www.9-apart.co.uk

e:sales@9-apart.co.uk

t:01706 824 053 f:01706 824 665

Field Mill, Harrison Street, Ramsbottom, Bury, Lancs BL0 0AH

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



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL

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

Official UK Distributor - Dansk
Dansk

UNIT 5 • BRACKEN INDUSTRIAL ESTATE
185 FOREST ROAD • HAINAULT • ESSEX IG6 3HX

THE LONG RUN

Mike Taylor catches up with the legendary Mini racer and lover of his Porsche 911SC, a car that he's owned for over 30 years

Words and pictures: Mike Taylor

“I can't believe it,” grins Richard Longman as we drive over the beautiful New Forest Hampshire landscape in his pewter coloured 3.0 litre Porsche 911SC. “I've had this car for over thirty years.”

Richard was born in 1946 in Calcutta on the way back to England, the family finally settling in Wiltshire. During the 1960s he notched up an enviable list of victories while racing Minis for tuning companies Downton and Janspeed. Recalling his first sight of a Porsche Richard explains, “Aged around 11 years old I found myself on a train with my mother who'd arranged a World Friends Exchange trip to Germany. We visited the Opel works in Rüsselsheim and it was there that I saw my first 356 Super 90. It was white with classic good looks. As a lad it quickly became my dream car.”

Fast forward to the early 1970s when, after a very successful period racing Minis, Richard set up his business Richard Longman Engineering Company preparing his own team of race cars including Mini

Clubman GTs and Ford Escorts with named drivers to campaign them. “At the time I used a Jaguar XJ6 for towing the race cars,” he continues. “Then I changed it for a Jaguar E-type convertible.”

One of Richard's customers, a German client, raced a Mini Cooper S in The Deutsche Tourenwagen Meisterschaft Touring Car Championship, which included long hillclimb sections. Richard went along to prepare the car. “On one occasion Ford were there with their race Capris while Porsche were also in evidence with their 911s and drivers like Jochen Mass. At the hillclimb the Porsche team would take the car to the start line. Then, dependent on track conditions, they'd select an engine fitted with the most appropriate final drive ratio, drop it in, tighten the bolts and off it would go. It was incredible to watch.”

The German client was so enthralled with Richard's E-type he offered to buy it and arranged for him to buy a RHD Porsche direct from the Stuttgart factory. But, the deal never materialised so Richard had to wait before his passion for being a Porsche

owner was satisfied.

It was through another customer that Richard got to drive his first Porsche 911 on the road. “One of our race Minis was sold to an American who entered it in the annual SCC sports car event at Road Atlanta in 1973 and I went over to service the engine,” continues Richard. “After a lot of drama he won the race and in 1974 he promptly sold the Mini to a doctor and he asked me if I would continue looking after it.” The doctor had a Guards Red Porsche 911 Targa and he allowed Richard to drive the car around Chicago. “In the States the 911 was sometimes referred to as a man's car because of its heavy steering and unpredictable tail-heavy handling. I remember that when it rained the roof leaked and it misted up unless you carefully adjusted the heater controls to channel the hot air on to the windscreen.” When Richard mentioned this to the doctor he was simply told, ‘Oh, they all do that’.

“It was while I was in Atlanta that we shared a paddock with Roger Penske where he had his 5.4 litre Can Am 917/30

Richard Longman's name may be better known in relation to racing Minis, but he's had a soft-spot for Porsches since childhood, and he's owned his SC for over 30 years



Porsche Turbo, which was driven by Mark Donohue,” Richard tells us. “It was a thrilling sight to see them race, they sounded like aircraft taking off as they went down the straight.”

In 1978 Motortune, the motor parts showroom located in central London sponsored the Porsche 924 race series. “I shared a car with Gordon Spice, but the racing got a bit hairy and I was shunted off the track. The 924 was a bit like a pendulum to drive with the extra weight of the gearbox at the back and was very prone to breaking away at the rear. The two people who drove well in the series were Tony Dron (who won the Championship) and Andy Rouse.”

Asked to expand on his theories with the 924 and how they perform, Richard asserts, “The 924 Turbo is a great car if you want to tune the engine. All the components are simple with no complicated boost limiters or cut-outs; it would be a great car to take to Santa Pod with nitrous oxide in the boot and a bigger turbo, producing, 400–500 horsepower. It would make a great toy.”

By 1984 Richard had enough money to buy his Porsche 911SC. “The E-type was a lovely car but the children were growing up and there was no accommodation in the rear while they could climb into the back of a Porsche with space to spare.”

Through his racing activities in the UK Richard was a regular visitor to Silverstone and it was there that he glimpsed Niki Lauda’s Porsche 911SC finished in Pewter. “When I saw it I thought, ‘I like the look of that’. Also, it had the Berber-type material trim upholstery rather than leather, which is far more durable.”

Decision made, Richard began scanning the British motoring press. “I think I saw the advertisement in *Motor Sport* magazine,” says Richard thoughtfully. “The seller was a businessman who lived up in Sheffield. It had only covered around 38,000 miles. I drove up to see it and the guy told me it was an ex-AFN demonstrator/test car, which he thought was the Porsche that had appeared in the *Autocar* Road test of 1981. It was certainly the same colour with the material upholstery.”

AFN Ltd began importing Porsche cars into the UK in 1952. In 1965 Porsche Cars GB was formed whose function was to take over importing Porsches, AFN being made the sole UK sales concessionaires until 1987 when owner John Aldington sold his shares in the business to Porsche.

“With that pedigree, I bought it on the spot,” he continues. “I can recall clearly driving it home. All the memories of driving earlier 911s came flooding back. It felt like a new car. It fulfilled all my expectations.”

Under the title ‘Porsche 911SC, The great dictator’, *Autocar* spoke of the car’s ‘superb acceleration’, ‘superb finish’, and ‘wonderfully responsive engine’, the car rewarding a driver’s skill. Priced at £16,732 the impressive 146mph, 0–60 in 5.8 seconds Porsche represented good value when compared to Jaguar’s XJS (£19,187) and the BMW 635CSi costing £18,950.

Meanwhile, in the foreground Richard remained busy with his business and racing activities; he finished second in the BTCC championship in 1982, and was crowned Class C Champion and runner up in the BTCC series in his Escort RS1600i in 1984.

Right: The 911SC’s 3-litre engine is an endearingly tough and free revving example of the air-cooled flat six generation.

Below: Brown interior is very much of its time and complements the pewter exterior. Split rim BBS alloys, with gold lattice centres, are the ultimate ‘80s wheel. Richard fitted them in homage to the Porsche factory race cars of the era



“ Richard glimpsed Niki Lauda’s pewter coloured 911SC at Silverstone ”





HISTORY

Porsche introduced the 911SC in 1978. Although often contested, we stand by the model's designated 'Super Carrera' name.

Early cars were fitted with a 180bhp, 3-litre engine, designed to run happily on US low octane fuel. Power was increased to 188bhp and then finally a more fulsome 204bhp in 1981.

The widebody look was standardised across the 911 range with the SC and it remained in production until 1983, when the Carrera 3.2 took over.

For many years it was the 'starter 911' but recently prices have rocketed and many now prefer it to the more refined Carrera 3.2.

"I used the Porsche a lot in the early days driving up to race meetings at places like Silverstone. At the time I was quite friendly with Dick Lovett who ran a Porsche and BMW agency. It was he who told me to lower the front end of the 911 a little to make it go faster and improve the handling." And what about those distinctive BBS split rims? "The racing Porsches of the '80s were all fitted with BBS alloys, so I bought a set from the BBS-Mahle factory in Germany and a friend brought them over on his way to Silverstone. They were individually packed and he thought they were drums for a rock group. I think the 16in size fill the arches better than the 15s."

Are there any memorable moments in his mind when the 911 lived up to its expectations? "I've never been frightened of taking it to its limits. On one occasion a 911 Turbo took me on and we got up to 145mph. It was early morning and I was coming back down the M3 and on to the M27. But, I was hanging on a bit. I'd never

do it now, the roads are too congested. That said, there wasn't much difference between the cars. The big wheels and arches meant the Turbo wasn't that much quicker. The acceleration of the SC is good because it doesn't have a lot of weight."

But, as the years went by the yearly

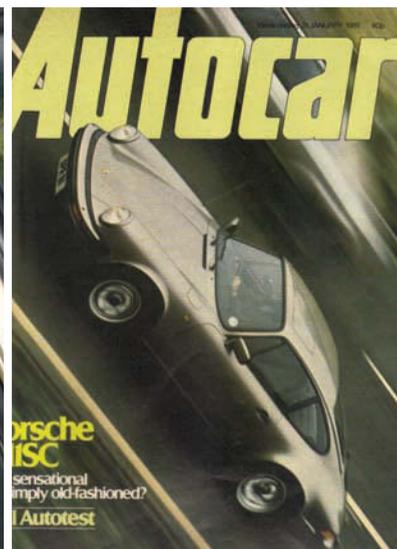
been tempted to take it to a track day."

In 2009 he closed the doors on his business though, gladly not on his love for Porsche, which is clearly enduring. "It is one nurtured motor car," he acknowledges ruefully. "It would be almost like a death in the family to sell it."

“ It would be almost like a death in the family to sell it ”

average mileage dropped and often Richard did less than a thousand miles, sometimes just driving up to the British GP. In fact his carefully filed papers reveal that during a couple of years it was used only to visit the local garage for the annual MOT test. "Occasionally I'd use it to drive to work," he laments. "Despite racing Minis I've never

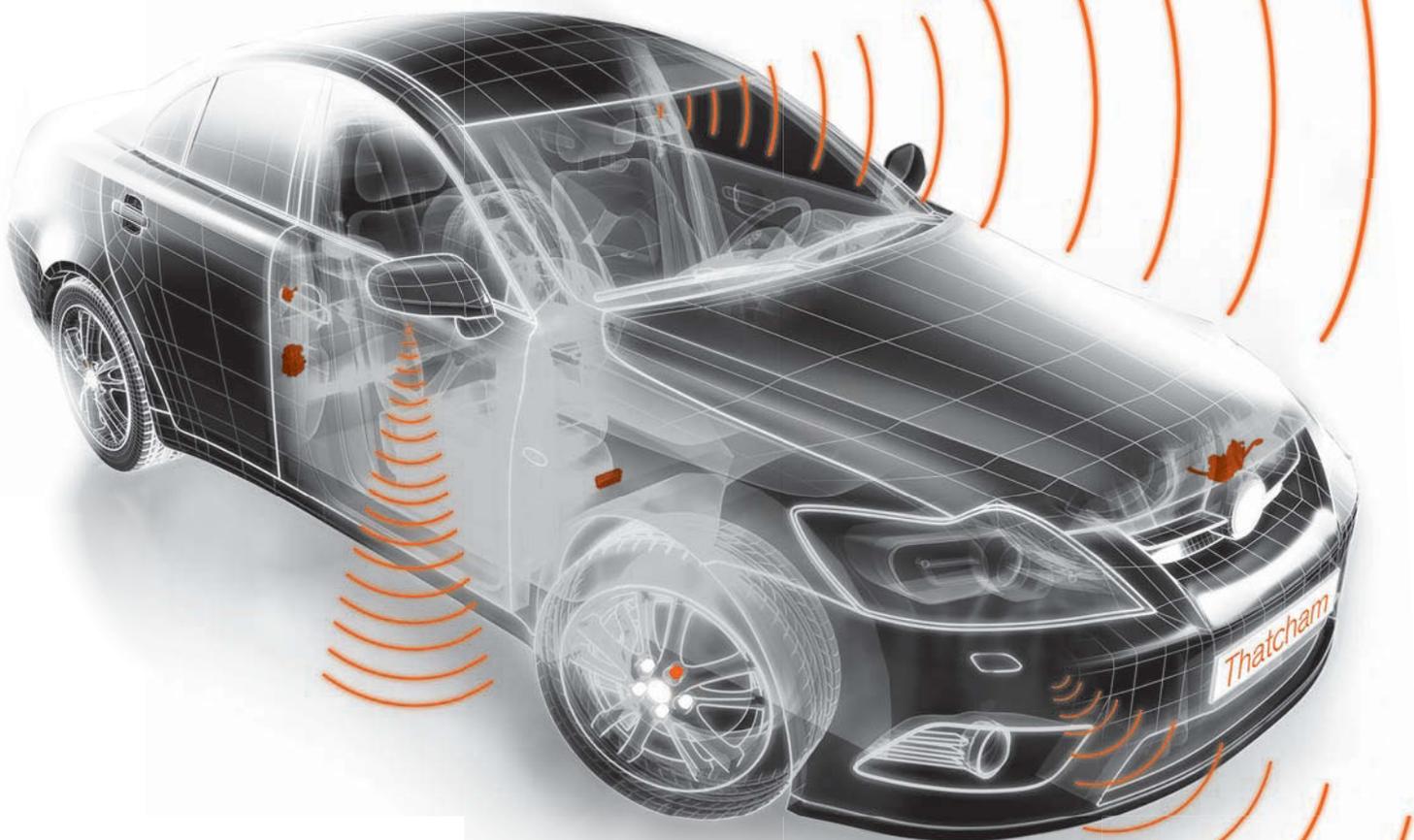
As for the future Richard says he'd like to take it to the Classic Le Mans. "My wife drives it and I've got many friends who would love to drive it, as well, it's the attraction of being behind the wheel of an air-cooled Porsche," he concludes. "It's a beautiful looking car, it's a classic." We cannot help but agree. **PW**



Although it's not 100% certain, Richard is pretty sure that his SC is the very same AFN demo/press car that graced the pages of Autocar in 1981, where it was pitched against the likes of the Jaguar XJS and BMW 635CSI

Check your spec

with the experts in Safety, Security and Crash Repair

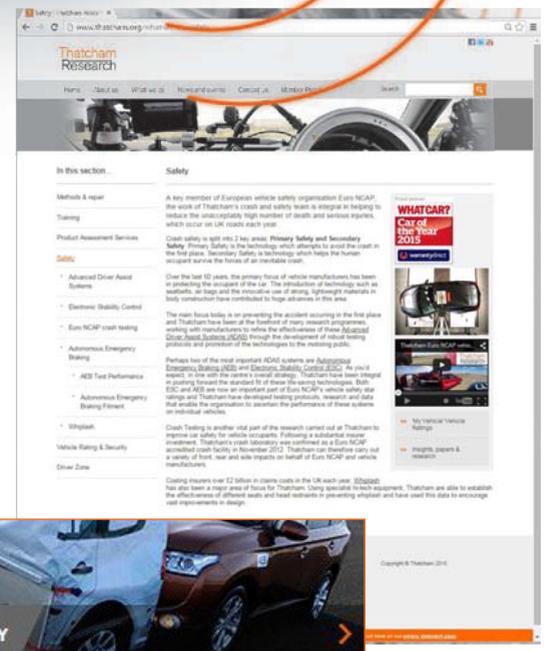


‘Autonomous Emergency Braking (AEB)
reduces rear end crashes by up to 38%.’

- Euro NCAP

Autonomous braking systems, as well as effective security, can influence your car’s Insurance Group and reduce your premium...

Find out how we rate your car at
www.thatcham.org





Independent Porsche Specialist
T: +44 (0) 1282 697171

Servicing Parts Wheels
Specialist Repairs Centre Porsche
Restoration Classic Parts Race & Track



SERVICING | PARTS | MOT | REPAIR | RACE & TRACK

Jasmine PorschaLink UK
The Porscha Centre
3A Pendleside
Lomeshaye Industrial Estate
NELSON
Lancashire BB9 6RY
T: 01 282 69 71 71
E: jasmine.motorsport@virgin.net
W: www.jasmine-porschalink.co.uk

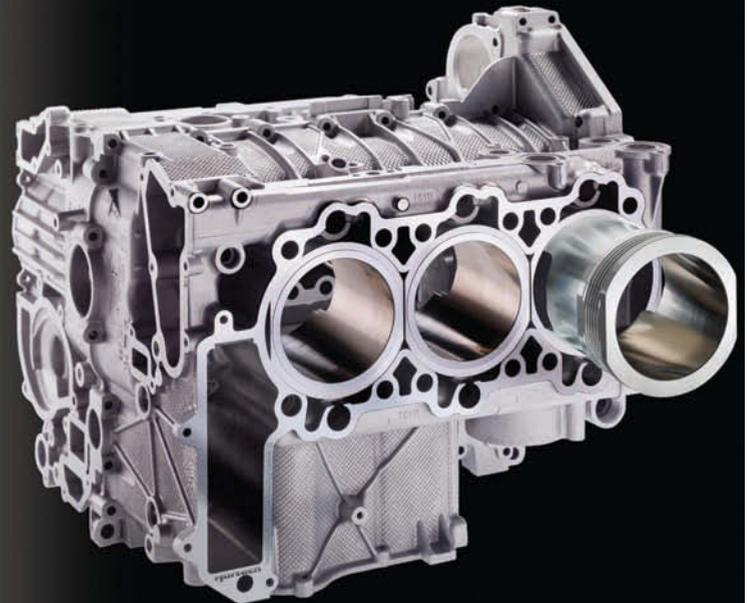


Company Registration No.: 3997925 (Cardiff) VAT Registration No. 712436363

PCGB Team Championship & Class 1 Winners 2013



**ENGINE
REPAIR
SPECIALISTS**



986 987 996 997 Cayman

T: 01204 302809 E: auto@hartech.org www.hartech.org



DOMINATE THE TRACK. RULE THE STREET.

Performance for Motorsport and Street.

With our race experience and proven technology, Eibach are proud to announce, for the discerning Porsche owner, our new range of anti-roll bars for the Marque. Each of these kits features our hollow steel technology, for ultra-light weight, along with multiple levels of adjustability.

Designed to work in perfect harmony with our existing range of Pro Kit and Pro Spacers, you will only find these unique anti-roll bar kits at our Exclusive Official Dealerships.

For peerless chassis solutions for your Porsche, simply contact your nearest Eibach Specialist Dealer.

Midlands

RPM Technik Ltd
01296 663 824
workshop@rpmtechnik.co.uk
www.rpmtechnik.co.uk

North West

Ninemeister
01925 242342
ask@ninemeister.com
www.ninemeister.com

South West

Regal Autosport
023 80558636
sales@regal-auto.co.uk
www.regal-auto.co.uk

South East

Design 911
0208 500 6699
sales@design911.com
www.design911.co.uk



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT

Springs | Anti Roll Bars | Wheel Spacers | Suspension Systems | Coilovers | Alignment Kits
Eibach UK | Phone: 01455 285 851 | e-Mail: sales@eibach.co.uk



eibach.com

THE RAKE SCREEN'S PROGRESS

Screens don't come much lower or more raked than the Porsche Speedster's. We huddled in the cockpits of three generations of these wind-in-your hair specials on the Yorkshire Moors

Words: Johnny Tipler Photography: Antony Fraser





Speedster! Such an evocative word, colonised by Porsche back in late 1954 when it introduced the sporting version of the 356, beloved of amateur racers including nascent film-star James Dean. The name was first used in 1913 by the Detroit Cyclecar Company, then by Studebaker in the 1920s and Auburn in 1935. What's not to like? Speedsters ooze

style, grace and charm, suggest greater alacrity than the standard car, and they say a lot more about the owner's character than the regular design. There's an aerodynamic purpose too; the Speedster windscreen header rail is slanted more acutely and several wind-cheating inches lower than normal, and designed to be completely removable for competition use when a flyscreen (and goggles) might be



The Speedster trio up on Blakey Ridge on the North Yorkshire moors. Looks glorious and sunny doesn't it, although this being the North York moors, even in July it's bloomin' perishing! The 356 looks particularly subtle against the yellow and red 964 and Carrera 3.2. A sign of its more austere '50s times

substituted. You don't want bugs or stones in your face.

Porsche has produced four incarnations of the Speedster: 356, 3.2 Carrera, 964 and 997 (see sidebar). The 356 Speedster was originally the idea of New York-based US concessionaire Max Hoffmann, who persuaded Porsche to try a raw, no frills version of the 356 with minimal roof, priced under \$3K, and it proved a hit with Californian hipsters of which Jimmy Dean was one. Earlier on, in 1951, Hoffmann had also encouraged Ferry Porsche to produce a short run of Type 540 America Roadsters with 21 curvaceous aluminium shells made by Heuer-Glaser coachworks. Despite costing \$4.6K they sold at a loss and broke the bodybuilder. Hoffmann's full order book was nevertheless an incentive for Porsche to provide him with the sports car he advocated, and out came the spartan 356 Speedster, designed and built by Reutter.

The 356 Speedster was in production from 1954 to 1958, enjoying a fair amount of race and rally participation and class successes in contemporary events including the Mille Miglia along the way. Despite the low production numbers it was a significant front-line model, showcasing Porsche's competition endeavours and aspirations, so it's surprising that there was no direct successor in the classic 911 range. The Pre-A 356 Speedster 1500 (1234 units made) was replaced in October 1955 by the 356A (T1) version, available with either 60bhp 1600N 'Normal' or 75bhp 1600 'Super' engine. The 356A (T2) Speedster appeared in September 1957 (2910 units made, including T1 and T2), replaced by the less austere 356 Convertible D (from coachbuilder Drauz at Heilbronn) in August 1958. By way of identification, the T2 Normal engine's fan housing was painted black and the Super's was painted silver,

and a new 716 gearbox was installed in late '58. A further 167 Carrera GS and GT Speedsters ran with the four-cam Fuhrmann engine, capable of 120mph – a truly awesome prospect, having driven the regular 1600 Speedster at an apparently death-defying 80mph! Otherwise, evolving detailing over the Speedster's life was fairly minimal, involving steering wheel, door handles, striker-plates, bumpers and exhaust outlets.

Nearly three decades elapsed before another Porsche Speedster was launched: there was no long-bonnet classic 911 with curtailed windshield – though we do know of a one-off 912 Speedster, and Paul Stephens will make you a lovely 'brand-new' one from his 'Bespoke' AutoArt repertoire. So, yes, the model was absent from the 911 line-up from 1959 until the 3.2 Carrera Speedster was shown at Frankfurt in 1987. The concept was far more akin to



JOHNNY COME LATELY

There's a water-cooled Speedster too. In 2010 the 997 version was unveiled, the second offering from Porsche Exclusive, with just 356 cars made, with 22 coming to the UK, in deference to the original 356 Speedster. Standard colour is Pure Blue with Carrara White optional. The screen is 77mm shallower than the Cabriolet, so accordingly it has a bespoke roof and double-bubble tonneau cover. The 997 Speedster features the 408bhp Power Kit version of the 3.8-litre flat-six, mated to the seven-speed PDK transmission controlled by paddle-shifters. It is very highly spec'd. Standard equipment includes Porsche Ceramic Composite Brakes and Porsche Active Suspension, plus 19in Sport Classic wheels, Bose sound system, dynamic cornering lights, Sport Chrono Pack with Sport Plus, touchscreen satellite navigation, voice control for PCM, Porsche Stability Management, adaptive sport seats with driver's memory, cruise control, heated seats, rear parking sensors, illuminated stainless steel door entry guards, extended leather, and LED daytime running lights. They may have made only 356 of them, but it is about as far away from the original Speedster concept as you can possibly get.

the old 356 formula: a simple, lightweight, open-top 911, intended to be built on the upcoming 964 chassis. But as sales declined in the US, the new Speedster was based on the end-of-term 3.2 chassis in a bid to revive flagging sales. Between 1988 and 1989, 2103 Turbo-bodied Supersport and 171 narrow-bodied examples were released, but although a Club Sport version was made with no windscreen at all, theirs was never a competition role, more a stylistic statement. Our subject car is a wide-arched Supersport version.

In 1993 the 964 Carrera Speedster maintained the tradition. After the 3.2 Carrera gave way to the coil-sprung 964, another 945 Speedsters left the factory in the 1993 model year, relatively late in the model's lineage. They were rear-drive C2s rather than C4 chassis, and all but 15 were narrow-bodied. We just happen to have one of these slender beasts at our disposal. Whereas the 356 Speedster did experience some evolution, neither the 3.2 nor the 964 Speedsters received any upgrading during their brief production lifetimes. A singleton 993 Speedster was created by Porsche Exclusive for Butzi Porsche in 1995, and US collector Jerry Seinfeld had a 993 Targa thus converted in 1998.

We're visiting Specialist Cars of Malton, who're presenting us with the unusual opportunity to compare a trio of Speedsters from three different generations. We tackle them in chronological order. The 356 Speedster is a 1600 Super built in 1957. It is absolutely charming; a shade of khaki with red leather seats, heavy pile carpet and a rubber floor, and it's a very sweet little car. I'm immediately conscious of the lowness of the screen, and this is definitely a cockpit rather than a cabin. I'm sitting up quite high in it, although the diameter of the two-bar steering wheel is another counter-intuitive factor, as is its rim circumference, tiny by comparison with a modern one – in the mid-'50s it wasn't an issue, but we've long expected our steering wheels to be small and chunky. I've got my hands at the top of the wheel,

the three gauges clearly visible through the horn ring. I note it's done 50,686 miles. There's good visibility rearwards from the door mirror, which is on a stalk, and the cockpit mirror which is on the vertical bar that goes from the scuttle top to the windscreen header rail. As far as

twisty backroads from Malton up to the moors I'm using my whole body to influence its progress, all arms and elbows, using my shoulders and frame to push the steering wheel and lean the car through the curves. It drives nicely and there's no obvious tendency to wander,

“ It's altogether tempting to strike a casual James Dean pose ”

the ergonomics go, I'm pretty close up to the wheel with knees bent, so there's not a lot of room between me and the wheel, which is resting on my thighs, and the gear lever is against my left knee, so it's pretty cramped in the right-hand drive car, though the tiny bucket seats are perfectly comfortable.

Details include the Reutter badge on the front offside lower wing. It has Speedster badges on the flanks and a Porsche badge on the lower part of the leather-topped dashboard. There's a single grille in the engine lid, and the front inner side of the front bumper echoes the curvature of the car's front valance. It's all spick and span in the engine compartment, with two Webers prominent, and Bosch coil and distributor and Fram filter. Back in time this would have been a 6-volt car, but we perceive it to be a 12-volt car, which is twice as much candlepower. Under the front lid is a shiny gloss-black fuel tank, the spare-wheel cover and tool kit.

Erecting and lowering the roof is fundamental to Speedster ownership. You're unlikely to own one and run it with the top up. The methodology reflects the respective ages of the cars. The 356 Speedster canopy is a really old fashioned apparatus. Just a short pull up hood, rudimentary frame rather like a pram canopy, and happily it's sunny for our shoot so we don't need it on today.

Driving the 356 Speedster is a very physical exercise. When pressing on it's really energetic and a huge laugh. On the

which I thought might be the case. It's fitted with Pirelli P6s, 195/60 R15s, the same all round, and whilst providing more grip than Cinturatos would have given in the '50s, the 356 is more dancer than wrestler. Great fun! It's a nice, torquey engine, grumbling along in 4th, and at 3000 rpm I bury my right foot into the floorboards, the engine note goes deep and off we go. I'm having to rev it a little bit here and there to gee it up, and I find it better to double-declutch to make smoother progress through the gearbox, especially on these country lanes, shifting often from 4th to 3rd and sometimes down to 2nd. In fact the gearbox is absolutely fine, nice neat shifts and steering perfect with no play, not heavy, even turning around. It feels direct without being butch. The urgency of its progress is endearing; it has no right to be going this fast. And that is relative, of course, because in reality I'm only doing about 30–40mph; it just feels quick. The brakes do need firm pressure, and there is a certain dull, unresponsive feel about them. But actually I can be as relaxed as I like, bimbly along minding my own business, though it is a curiosity and everyone turns to see it go by, and some even wave. It's altogether too tempting to strike a casual James Dean pose, holding onto the top of the windscreen with one hand, elbow on the door-top. It's actually one of the nicest 356s that I've driven.

The Guards Red 3.2 Carrera has the most ostentatious presence of the three





Far left: The 1600cc, 75bhp Super engine provides brisk rather than rapid progress. Reutter badging on the lower front wing and inner panel reflect the coachbuilder's design and build input. Below: Wind in the hair motoring. Well, it would be if Johnny had any

Speedsters on the road, largely due to its broad-beamed Supersport body. As well as the double-bubble cover over the retracted roof and rear bulkhead, the most noticeable feature is the smaller and more steeply-raked windscreen, which can be simply unbolted for sports events. There's no screen surround, and the door glass winds down fully into the door without the need for the quarter-lights of other models. There's no spoiler, and the rear seats are absent in the interests of faux sportiness, and besides, that's where the hood gets stowed.

It loves a smooth road and it's not terribly pleased to be going over bumps. The engine revs beautifully and there's a lovely slick gearbox. On this stretch of smooth country road it feels so sure-footed. Grip is provided by Goodyear Eagle ZR55s, 205/55 ZR16 on the front and 245/45 ZR16s on the back. Over my shoulder I'm conscious of the double-bubble rear hood cover and

the chasm beneath it.

Undoubtedly the main reason why this 3.2 Carrera is in such good shape is that it has only done 3000 miles. It drives like a very high quality car, and so it should with so little use. The brakes are very sharp as well. It's the closest I'll get to handling a brand new 3.2 Carrera demonstrator. What is it about these cars? Must be something to do with the height of the windscreen 'A' pillar, because again it invites the insouciant driving style with elbow on the door top and nonchalantly holding onto the windscreen header rail as if cruising the Cote D'Azur. Raked screen? The Rake's Progress chronicles a slide into debauchery, and they don't come more debauched than the red 3.2 Speedster.

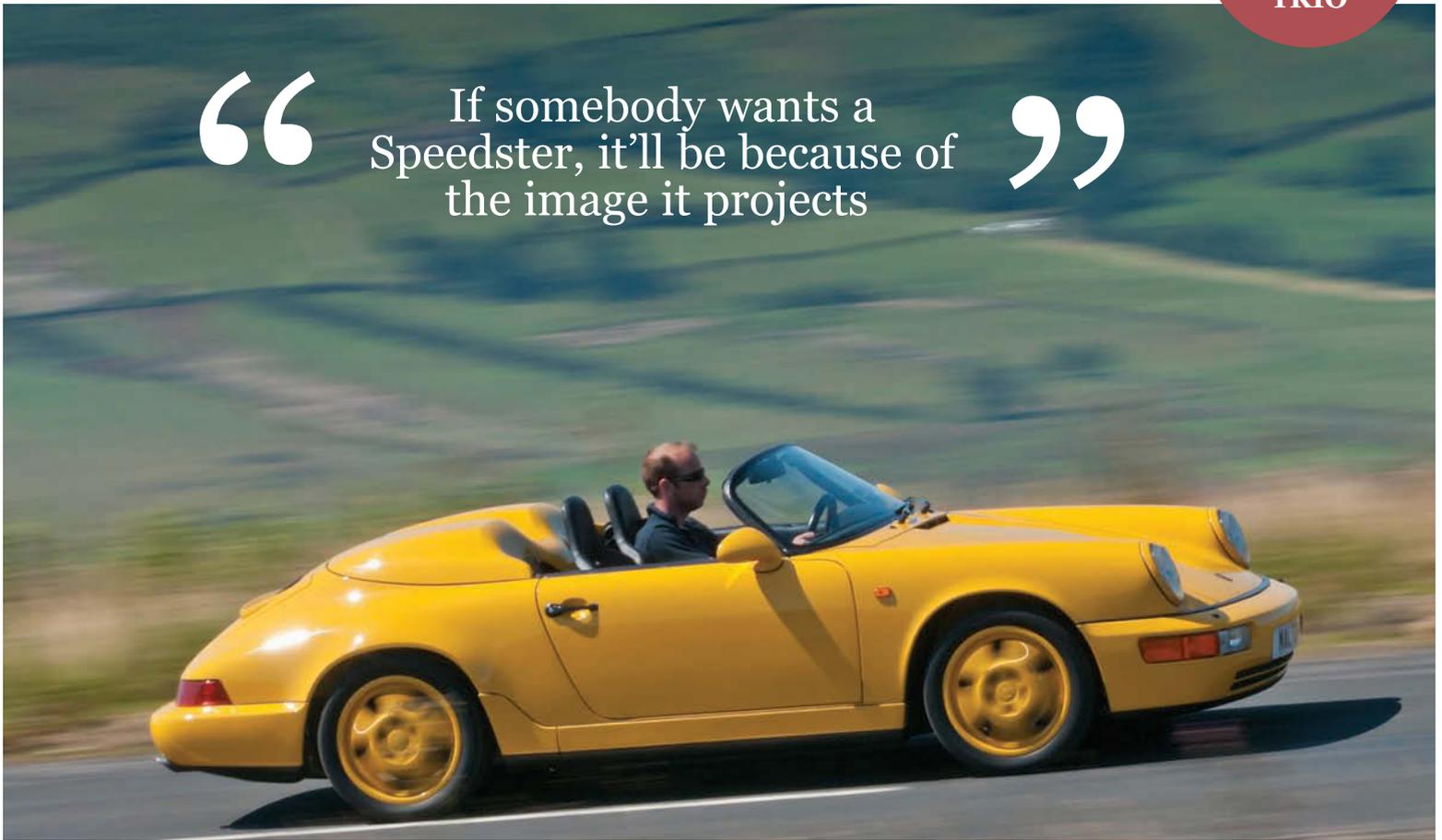
Opening the engine lid of the 3.2, the first thing I notice is that there's no air conditioning pump, but what it does have, unusually, is a damper between the cooling

fan and the rear engine mount, although precisely what it's damping is not clear; it may be to do with the fact that it does rather shudder over a bumpy road. On our shoot my esteemed colleague observed that he could actually see it 'shaking about' as we motored along a moorland road. On a smooth road, no such issues; just get out there posing. Besides, the slower you go the more they see of you as you cruise by.

The yellow peril, our 964 Carrera C2 Speedster with its matching Cup wheels, has done 23,000-miles. Being a narrow-bodied car, the 964 Speedster is rather neater than the big red bruiser, but the image works better from road level because the rear humps are less attractive when the car is static than when you're following it on the road; and of course the 356 is unencumbered by any of that. The steering wheel is an RS version, and it's also fitted



“ If somebody wants a Speedster, it'll be because of the image it projects ”



with RS door pulls and, perversely, electric windows, which you might expect to find in the more ostentatious 3.2, which does have wind up windows. Even more extraordinary for such a raw Speedster, it also has air conditioning as well as hair conditioning.

Driving the 964 Speedster there are naturally many similarities to the regular C2, and although it's got sports seats instead of merely 'sporting' seats these are much finer with more centre padding, and the power assisted steering seems a lot more in evidence, while the smaller Cup wheels make it a little more agile than the wide-bodied 3.2 Speedster. The suspension behaves in a lot more subtle way than the 3.2, and it seems way more sophisticated and less inclined to bonk on the bumps. Handling behaviour around the moorland bends is faultless, and it also has a fair turn of speed, keen to get up and go at 3000rpm in 4th, and then up into top and I'm moving pretty quickly on these barren back roads.

The tyres on the 964 Speedster are Yokohama A-008P 205/50 ZR17s up front and 255/40 ZR17s on the back, affording the same high levels of grip as the standard C2, which is good enough for anyone.

Given his catholic tastes in Porsches and a showroom full of esoteric machinery, John Hawkins is well placed to comment on the Speedster market. He stresses the rarity aspect of these cars: 'It's different to the regular cabriolet market; the normal 3.2 Carrera convertible would be £30,000+ whereas we just sold a 3.2 Speedster for £80,000 so that's not just down to the image, that's the rarity aspect too, as they only made 43 right-hand drive cars and only seven narrow-bodied cars, the rest are special edition Turbo bodied. Same with the 964 Speedster. That's even scarcer; they only made 15 right-hand drive ones, and we've had four of them.' Negligible mileage makes this pair rarer still: the 3.2 Carrera's barely been out of the showroom.

'If somebody comes to us wanting a Speedster, it'll be because of the image it projects; it's the look of the thing, because it is very different from a cabriolet, especially with the Supersport body. When the roof goes down on a normal convertible they're really humpbacked, dreadful looking things aren't they? They only made the convertible roof smart when they did the Boxster in 1996. But the Speedster's got that glassfibre shell with the double bubble humps and it's quite a different thing. It's an acquired taste, and I think they look quite cool. It's something really different when you see it on the road. When you look at how it works and the mechanics of it, when you lift the shell up that's how they designed the new Targa, it's like that, but all electronic now, the hump section lifts up and everything tucks underneath it.'

So does the Speedster justify its slightly exalted position in the pantheon of Porsche icons? On the basis that variety is the spice



Above: Speed yellow suits the overtly 'look at me' Speedster. This is a statement car. Fixed back buckets of the early '90s generation cars are one of Porsche's best seat designs. They look the part, too

“ The 3.2 Speedster is the perfect Porsche for posturing on the prom ”



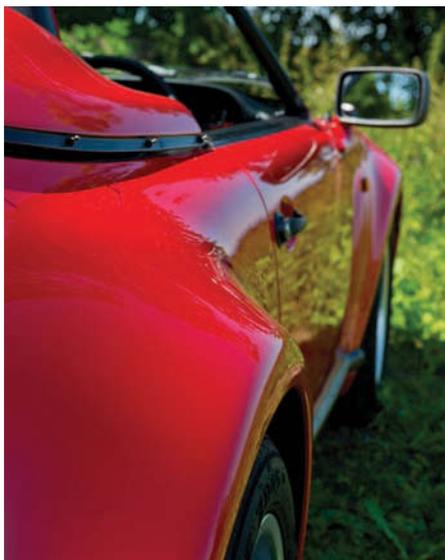
of life, the answer is a resounding affirmative, and any variation on the soft-top theme is welcome, especially suggestive of sportiness. It even looks more purposeful than its coupé siblings with its low-line top on. 'The 356 Speedster is iconic,' says John. 'The original idea was improved aerodynamics, to race it with a smaller screen, and it's such a dinky little car.' As well as cute aesthetics you can have lots of fun not going so fast. The 356 earns respect because of its antiquity and timewarp condition, while the 3.2's leery, lardy haunches make it the perfect Porsche for posturing on the prom. As for the custard creamer, being the newest of the three the 964 does feel the most modern and the most accomplished. All three drop-top rag-roofers are a skinhead's delight: in spite of the raked screen I can drive them all day without a hair out of place! **PW**

LOWDOWN AND DIRTY

The 3.2 Carrera Speedster's soft-top is less elaborate than the corresponding Cabriolet model's canopy, being single-lined, smaller and lighter. Here's John Hawkins' lecture on how to lower it. 'Open both doors then push the passenger seat forward, and then just inside the rear there's a little handle like a window winder, you release the tension there which releases the tension on the roof at the back. Then you unclip the two hooks at the front, being very careful because the screens are £3000, then you put the roof halfway back so it takes the tension off it then there's a little handle like just inside the passenger side you could pull it and that release the tension in the roof then put the back of the roof off the shell pull it right forward and then there's a little handle near that little winder thing what you had, pull that and that releases the shell when you put the shell back like that and you put the back of the roof with the screen tip that down and you put the rest of the roof down like that and pop the shell down make sure everything is tucked in, a bit of pressure on it and then put the handle down and then reverse that to put it back up again. To achieve that, open both doors, release the tension off the shell then pull the little handle, lift the shell up, pull the whole roof out then put the shell back down then you put the back of the roof tuck it in over the back of the shell, then you need to 'break' the roof so it folds in half, and then you tip it in at the front, lock it in and then do it at the back, handle down and then press this, and the handle brings the tension back up. So, just a matter of practice but it is very much a manual thing – no electric whatsoever.'

And the 964 Carrera 2 Speedster? 'Getting your top off with this one is basically the same technique as the 3.2,' says John, 'though it has moved the process on a bit, because when you pull the trailing edge of the 3.2's roof back and tuck it under, you can trap your fingers, whereas the 964 has little handles stitched in which you pull back, and before you've taken the shell down you just tuck them under.'

Cutting the roof of a coupe is always a tricky task. The standard 911 Cabrio just doesn't do it aesthetically because of the way that the hood folds back and gives the 911 the look of a pram at the rear. The Speedster's hood disappearing act under the rear hump, is far more convincing



CONTACT:

John Hawkins or
Mark Mullen
Specialist Cars of
Malton
York Road
Malton
North Yorkshire
YO17 6AX
Web:
specialistcarsltd.
co.uk
Email:
john@specialistcar
s ltd.co.uk
Tel: 01653 697722

Choose the right fit for YOUR car.



P204A (1965-68)
911/912

P204E (1968)
911/912



P204B (1969-73)
911/912

P204 (1974-89)
911/912



Restoration Design.
Parts tailored for your Porsche® Automobile.

24 Hayes Avenue, Guelph ON
TEL: 519-836-3555 • FAX: 519-836-3577
www.restoration-design.com

NEW CUSTOMER CENTRE
We're 2mins from J21 on the M6

NINEMEISTER

Servicing that's
above and beyond

Call +44 (0)1925 242342

Ninemeister, 12 Chesford Grange, Warrington, Cheshire WA1 4RE | www.ninemeister.com | ask@ninemeister.com | www.cloud9m.com



1988 959 SPORT IN STOCK NOW

www.specialistcarsltd.co.uk

EVERY PORSCHE. EVERY PART.

No one has more Porsche **PARTS**.
No one has better **SERVICE**.
No one has more **EXPERIENCE**.

We are Porsche Parts **EXCLUSIVELY** at
www.EBSRacing.com

Join EBS Racing mailing list and take **10% OFF** your first order!*

For more than 20 years EBS Racing has specialized exclusively in Porsche parts (Porsche 356, 911, 912, 914, 924, 928, 944, 968, Boxster, Cayenne, Cayman and Panamera). We also supply tools, machine shop services and can provide expert advice for any Porsche projects you may have (high performance, restoration, repair and Porsche racing).



www.EBSRacing.com

Shop **Online** from your computer or hand-held device.



EBSRacing@aol.com Send an email. Become a member of "Team EBS Racing". Get extra discounts, advance sale notices, new product intros, the chance to test new products.

Get advice from our expert sales staff.



800-462-3774 Toll-Free
775-673-1300 International



4068 South McCarran Boulevard Unit B Reno, Nevada 89502



*Good for up to \$100 discount.



FORGOTTEN DREAMS

Some say the 993 is languishing in the marketplace, and that the 964 is the preferred option. Really? As ever, the perception and the reality are two different things as we take Varioram 993 C2 and C4 versions out for a spin and collect the inside line from those in the know

Words: Johnny Tipler Photography: Antony Fraser



Fast and furious? Not the 993. More a case of steady-as-she-goes – that is, till you tickle a Turbo or rattle an RS. The 993 in standard C2 and C4 guise is a paragon of sturdiness and dependability; quick enough and perfectly agile in any daily driver scenario, but lacking the quirkily quasi-classic traits of its 964 predecessor and the hunky suaveness of its successor, which could be a hot 996 Turbo that's available for similar money. That's why some folks perceive the 993 has gone off the boil in the hothouse market that currently envelops all air-cooled and certain water-cooled Porsches.

But first, let's backtrack a little way. Thirty years after its launch, the 911 received its second major external makeover in 1993 and emerged as the sleekly rounded 993. Gone were the upright headlights that characterised the previous three decades, replaced by a more coordinated shell that also heralded the next generation's water-cooled wildebeests. With reliability issues

banished, the 993 is the ultimate air-cooled 911, last of the old-school Carreras. It has all the plus points of its predecessor's running gear without the problems. Stylistically, it's a grower: stare at it long enough and the massaged curves burn themselves onto your retinas. Although the 964's trad front wings and stand-up headlights have been suppressed and the prominent bumper

having morphed into classic status, the 993 is the harbinger of its smoothed-out water-cooled successors.

As to the nitty-gritty, the 993's 3.6-litre flat-six develops 272bhp, rising to 285bhp in its final Varioram form – like our test duo, and it's available with six-speed manual or Tiptronic gearbox, in two- or four-wheel drive format. The 993 ticks all the boxes in the pantheon of 911

“ The 993 still contrives to perpetuate the classic body shape ”

panels kneaded to almost nothing front and rear, the 993 still contrives to perpetuate the classic body shape. Back in the mid-'90s, traditionalists either lamented the designer upgrades or grudgingly admitted that, at last, the 911 shape had achieved a homogeneity of form that was lacking in the 964. Now,

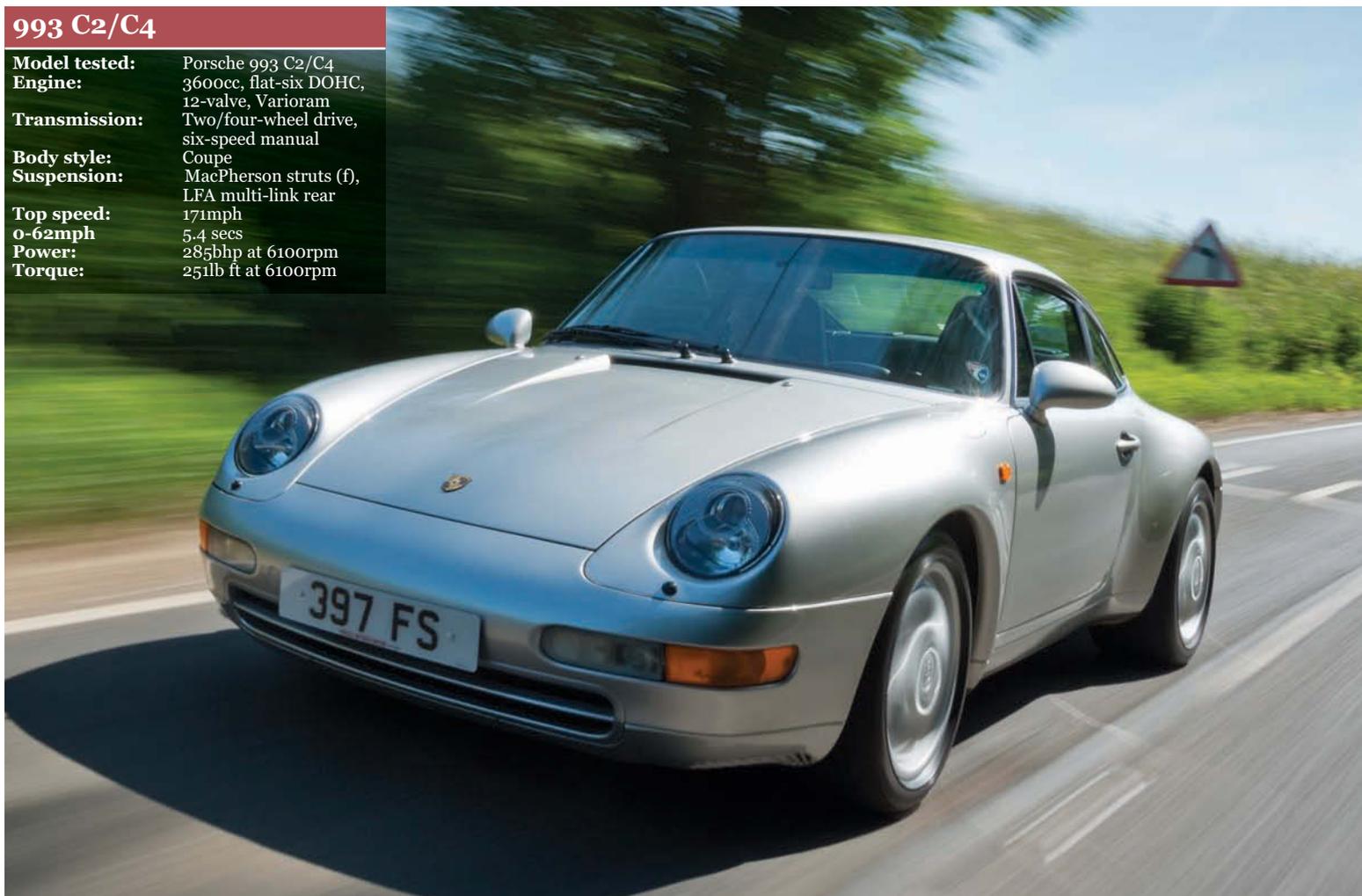
configurations as it's also available as a Cabriolet or wide-bodied Carrera C2 and C4, spawning a quartet of exotic versions in the 408bhp Turbo, the 430bhp GT2 racer and the RS and Club Sport, not forgetting the tuned-up X51 derivative.

Historically, the seeds were sown for the 993's driveline and suspension set-up with



993 C2/C4

Model tested:	Porsche 993 C2/C4
Engine:	3600cc, flat-six DOHC, 12-valve, Varioram
Transmission:	Two/four-wheel drive, six-speed manual
Body style:	Coupe
Suspension:	MacPherson struts (f), LFA multi-link rear
Top speed:	171mph
0-62mph:	5.4 secs
Power:	285bhp at 6100rpm
Torque:	251lb ft at 6100rpm



Styling on the 993 draws from the past in the shape of the 959 and points to the future with the flatter front of the 996 generation

the advent of the 964 Carrera 4 in 1989. In came the 3.6-litre engine with twin-spark ignition, the coil-sprung suspension for better ride quality, ABS and all-wheel drive. And yet, that proved a more fragile car than the bulletproof 3.2 Carrera it had evolved from, manifesting cylinder head oil leaks, broken distributor drive-belts and failed dual-mass flywheels. Acutely vulnerable in corporate terms during the prevailing economic recession of the early '90s, Porsche needed a totally reliable product. Accordingly, the new Wendelin Wiedeking regime came up with the 993, showcasing the firm's engineering talents in all manner of ways, including the incorporation of the 928's Weissach multi-link rear suspension and Varioram induction technology. The 285bhp Varioram engines that came in from 1995 were in a different league to 911s of the previous decade, boasting sophisticated fault-finding On-Board Diagnostics 2 (OBD2) for the car's electrical system. This had the desired effect of bolstering the

business until the new-wave Boxster and 996 were announced. Output doubled overnight: from 8292 examples of the 964 produced in the 1993 model year, Porsche made 16,643 units of the 993 during the 1994 model year. The company had turned the corner. That, surely, makes the 993 something else to be proud of.

If it looks right it must be right, and as well as being technically innovative, the 993 is a visual reformation in the canon of 911 aesthetics. Under the auspices of Porsche design boss Harm Lagaay, British in-house stylist Tony Hatter re-vamped the body to the extent that only the coupé roof is carried over from the 964. The old-fashioned upright headlamps make way for reclined poly-ellipsoid units, which enable lower-set, broader, more rotund front wings. Between them, the front lid is set slightly higher at the front to provide marginally greater load space, merging with the correspondingly bulbous front bumper. The headlights also transform the 964's previously marginal

illumination, relying on the reflector, instead of the lens, to focus the beam from the twin halogen bulbs. Indeed, Porsche claim that the new lamps are almost 50 per cent brighter than those in the 964, while it's easier to change a bulb by accessing it via the front boot. The back end gets a revamp too; the rear wings broaden out to promote a heftier, more pugilistic stance and, as at the front, the rear bumper is integrated with the car's overall lines, rather than being an obvious addition. The 50mph retractable spoiler that withdraws at 5mph is a more flush-fitting version of the 964's, while the rear reflector strip and taillights are narrower than the 964's. When it comes to spotting the differences externally, aficionados will know that the C2 differs from the C4 in having red rear lenses while the C4 has orange ones, and the C2's brake calipers are painted black and the C4's silver.

In view of the assertion that it's fallen out of favour, I'll make the case in favour of the



Later Varioram engine produces 285bhp over the earlier 993's 272bhp. Silver with black leather and a manual 'box is the spec that everyone wants

993 – something I'd have only done with a gun to my head when in possession of my own 964. There's no doubt that the shape of the 993 coupé bodyshell is silky-sleek, with none of the extraneous bumper bulges that characterise the 964; the fact that the rear lights are far better integrated in the sloping back of the car, while in the front wings they lie low in their nacelles, pre-figuring the 996 and, more's the point, emulating the 959. Thank in-house stylist Richard Soderberg for that. So, in terms of the classic 911 shell, the contours are as perfect and harmonious as you can get, and of course it's but a drawing board rendering from the air-cooled 993 to the water-cooled 996. While the 993 still retains elements of the classic car including the petrol filler cap, other aspects move the game on, such as its

paired wiper blades – as opposed to working individually as they do on previous 911s. The 993 has much more of a solid build quality feel about it compared with a 964. Viewed from the rear the 993

with the 'modern' 996, everything feels better made, especially the way the doors clunk shut in contrast with the more mass-produced car's less positive closure. So much for the aesthetic upgrades;

“ The 993 has a much more solid build quality feel about it ”

is beautifully proportioned, more compact than a 996, and the contours are subtler than the 964 and possibly more interesting than the 996. All these observations are relative, but it does feel substantially firmer and more solidly built. In fact compared

here comes the history. The 993 coupé was launched in December 1993, powered by the 272bhp version of the 3.6-litre air-cooled flat-six, mated with a six-speed manual gearbox, in rear-drive format only. Revisions also included lighter

Cayman makes for a great hillclimb car. Like the SVP demo car, Andrews Cayman uses KW suspension and a Quaife LSD. Grilles on front radiator scoops a good mod for road cars to keep leaves and crud out.



pistons and conrods and a stronger crankshaft. Suspension consisted of the elegant Lightweight-Stable-Agile (LSA) multi-link rear subframe incorporating double wishbones, and, up front, the MacPherson strut-based system. In March 1994, the Cabriolet variant was released, with the all-wheel drive Carrera 4 appearing in August that year, its front driveline half the weight of the previous 994 Carrera 4. Also embedded in the C4 spec was ABD (Automatic Brake Differential), a form of traction control that was optional for the rear-drive cars. It worked by transferring torque to the front wheels if the rears lost traction, and applied braking to individual rear wheels if one began to lose grip. In adverse circumstances the C4 had a marginal 0.1 sec advantage over the C2 from rest to 100 kph (62mph). And at this point, the C2 was offered with optional Tiptronic transmission – and they were far more numerous than manuals.

From August 1995, all 3.6-litre 993 engines were equipped with Varioram induction, together with larger intake and exhaust valves. The Targa model also

made a comeback in 1995, albeit with a completely new look, based on the topless 993 Cabriolet bodyshell, surmounted by an all-glass roof incorporating a very clever electrically-operated sliding panel. It thereby retained the classic lines of the coupé, an aesthetic feat which eluded the original Targa with its distinctive roll hoop. The C4S was unveiled in 1996, using the chassis and suspension of the Turbo 4, including the wider body and Turbo style 18in wheels. It was, in essence, a Turbo 993 without the turbocharged engine (shades of a 3.2 Carrera Supersport). The C2S was released in 1997 to boost the sales of the 993 prior to the arrival of the new 996. It also had the wide body and a unique split electric spoiler, but was underpinned by the regular Carrera 2 chassis. The C4S is rarer, too – 6948 built between 1996 and 1998. Production of the base model Coupé and Cabriolet ended in September 1997, while the Carrera S2 and 4S models continued into 1998, the culmination of years of evolution and fine-tuning.

To rediscover the magic of the 993, we've come to north-Essex-based specialist Paul

Stephens, who's provided a pair of cars – a C2 and C4 – for us to relive the dream air-cooled car. The Arctic silver C2, chassis number 99ZVS314144, was originally delivered to AFN West London on 1st April, 1997. It's spent most of its life in the hands of three Surrey-based owners who've notched up a desultory 25,850 miles between them. Amongst the documentation in the glove box there's a raft of impenetrable instructions on how to work the alarm system and immobiliser, one of the banes of classic car ownership. The maintenance record shows that AFN serviced it on the 25th March '98 and it then went to AFN Guildford, so it's all stamped up, from Porsche Centre Guildford right the way through to Porsche Centre Byfleet in 2011. So it's been comprehensively stamped, with records of brake fluid changes, long term condition reports, air bag system checked, so all the boxes are thoroughly ticked.

The cabin of the silver C2 is upholstered in black leather and black carpeting. Dark and hot on this sunny summer's day, so I'm pleased to report that the air-con works; not

The 993 is never anything other than sure footed with excellent rear traction from both the rear-mounted engine and Porsche's LFA multi-link rear suspension





Tunable Semi-Solid Engine Mounts

964/993/996/997

Replacing your compliant factory mounts will decrease engine movement resulting in better acceleration, handling and significantly increased shifter feel. Now we have the ultimate solution for your 911 which allows you to tune our mounts for the way you drive. Our mounts are CNC machined from billet aluminum and include three pairs of Dampers in varying densities. Tune your mounts by using the softer inserts to reduce engine slop and avoid missed shifts in your street car, or utilize the stiffest inserts for a more focused track car. You can even mix and match, giving you 9 possible combinations to let you dial in our mount to your specifications.



High Density Bushings

The all new Rennline High Density collection provides enthusiasts a perfect compromise between solid bushings and standard, run of the mill OE replacements. These bushings, mounts, shifters and more will provide a more connected and planted feeling between you, your Porsche, and the road. Sport durometer pieces offer an increase in stiffness of approximately 25% over factory replacements, which is enough to significantly improve performance without added road noise and vibrations associated with solid mounts. Whether on the street or at the track, trust us to provide the best balance of performance and streetability; there is no substitute for the Rennline High Density line.



Sealed Camber Plates/Strut Mounts

Front and Rear for Most Models

Under extreme conditions, such as road racing and autocross, negative camber is required to keep as much of the tire's contact patch on the road as possible. Stock suspension mounts will not allow you to achieve the necessary amount of negative camber required for this type of performance driving. Rennline's sealed camber plates incorporate FK motorsports Teflon-lined spherical bearings and eliminate the indistinct feedback associated with factory rubber mounts. Note: 997 mounts are shown in the photo.



something I ever enjoyed in the 964. Downsides? This 993's got an after-market Porsche-badged blue-tooth radiotelephone, which projects from the dash slightly, and I had to have a bit of a fumble with the Sterling Cat 1 alarm system to de-activate that every time I restarted the car. Just a 'knack' thing. The seats are comfortable in

that you don't have to put some effort into going round corners hauling on the wheel. I cruise along at 50mph in 6th gear and at 1500rpm and it still pulls away eagerly, so it's certainly a torquy motor. Thanks to the 993's high-quality build, I don't hear any rattles or squeaks from loose trim. Around the field-boundary lanes and back B-roads

It's rather like a Mallard blue, and in direct sunlight it really comes alive. It was first registered 12th November 1997, and it's done 44,500 miles in the hands of four previous keepers, starting in Somerset and making for Essex, Kent and now, recently bought from Paul Stephens, it lives in Ipswich. The service record shows it was looked after by Dick Lovett Porsche from 1998 to 2000, then it goes to Lancasters at Colchester and then Autostrasse at Coggeshall, with a rogue visit to Belfast PC in 2010 and then back to Autostrasse in Essex. Dick Lovett Porsche Centre and Autostrasse have done the brake fluid and the condition reports, so it's fully serviced and stamped accordingly. Both cars have obviously been rigorously cared for, which is a reflection of the general esteem in which 993 owners hold their cars.

The 911 shape may change, but Tipler's hat remains the same. 993 C4 in Midnight Blue is desirable alright, but just not quite as desirable as a silver 993 C2, according to the market place

“ Both cars have obviously been rigorously cared for ”

a grand touring kind of way but not especially supportive like contoured sports designs. It's got a sunroof, and in summary it's a smart, though not ostentatious silver-with-black-leather car.

We motor on out to our favourite south Suffolk tracking roads, up-hill and down-dale with a few tasty on- and off-camber swirls thrown in. The C2's got quite a sharp clutch and the steering is not so assisted

the C2 is swift enough, though not especially agile, and frankly not particularly in its element. It's a grand touring car, a long distance ground coverer more at home on the open road.

Our second sample 993 is the C4, chassis number 99ZW310244, labelled under the bonnet as C16 UK luxe spec, with tinted windows, finished in a gorgeous iridescent shade of metallic Midnight Blue.

The C4 cabin is upholstered in grey leather, arguably less impressive or sporty as a black interior, and in any case I don't find a grey steering wheel attractive. This one has an easier immobiliser, thank goodness. There's no on-board computer, which is a bit surprising in a car of this



Left: Grey leather v black leather. Market forces says that black wins, but we don't mind a bit of grey. Varioram is what folk want, but don't discount a good, early 272bhp 993. There's really not much in it on the road

calibre; personally I like to know my speed digitally (though it'll still be reading slower than the sat-nav) and my fuel range, plus the outside temperature in winter. It looks like it has a standard Porsche radio, and overall it's a pretty immaculate interior. The bodyshells of 993s were hot-dip zinc galvanised, so serious corrosion shouldn't be an issue. However, this one has very minor corrosion issues, evident as paint scabs where the windscreen's A-pillars meet the scuttle panel. A small matter if caught early enough, but all too indicative of the car's age, albeit low miles.

Let's take it for a run. It fires up instantly and runs with a throatier boom than the silver car. My first impression is that the front transmission of the four-wheel drive set-up makes the steering immediately feel heavier on the front end. I can sense that the front wheels are being driven, to the extent that, on this country lane, it's

tramlining. When it gets into its stride there's nothing wrong with the performance, but it doesn't quite deliver the same degree of sensitivity through the steering wheel as the C2.

But do we like it? The C4 certainly has a similar high-quality feel about its construction; it's very solidly built, but the driving experience is less precise in this car than in the C2 and I'm supposing that's because the front transmission is wanting to take charge in order to go where it wants to go and not necessarily where I'd prefer. However, once up to a decent speed, when I enter a good long corner with some camber to it, I feel the four-wheel drive really start to bite and grip, and I can steer it round the bend with confidence. The faster I go the more the four-wheel drive starts to make sense, but the nature of our rural location means I've really not been going fast enough to try

that out to the full. Again, as we head back to Paul Stephens' garage, I'm conscious of its tendency to wander, which is akin to the tramlining you get with an over-tired car. For me, it's the C2 that does the business rather than the C4.

Back at base I put our assertion to Paul Stephens; is it fair to say that there are plenty of 993s on the market that are cheaper than 964s? 'Actually, no,' comes the candid response. 'There may be one or two, but on the whole the 993 is still the dearer car. It has to be: the 993 is the last air-cooled car, and technically it's the best one, and it should be the most desirable because it's a bookend car – the first and the last of the line always are. Carrera 2s are the most sought after, and Carrera 4s are a bit behind that.' So, has the 964 usurped the 993? It seems not. 'From a purist's point of view the 964 has had a lot of interest of late, and it's turned from an





ugly ducking into a swan, though good ones are quite rare. But even now you're going to pay more for a good 993 than a 964; a good 993 C2 manual is £50K, while a similar 964 is more like £40K. There's a big discrepancy between good ones and average ones though; we recently sold a perfectly usable C4 for low £20s but it will

forget that when they were new there were more Tips than manuals – because a rear-wheel drive manual is what the 911 was always about. The silver car with black leather that you've just driven ticks all the boxes: that's where it's at. The ones with other '90s shades like Cedar green, Marble grey, Savannah beige and Metropole blue

£20-grand but you won't get a 993 for that. So there is definitely a price factor. The whole market has shifted. £12–£13 grand is now starter money for 996s; sub-£15K you want to be treading carefully, whereas that used to be sub-£10K. From £15 to £20 grand you'll have a nice 996, but the chances of finding a 993 for that are slim and, if you do, it will have a story, and it won't be good. That argument of water-cooled versus air-cooled is still there.' So, the reality at a specialist dealership is that the market for good 993s is as healthy as ever. 'You pays your money,' concludes Paul; 'and the mediocre 993s just aren't there any more – or they want significant sums of money spent. They're 20-years-old now, don't forget.'

Playing chase: The 993 is still the dominant post '74 air-cooled car in the market place, despite the recent rise of the 964. But truth is, whether it's Carrera 3-2, 964 or 993, you still need the thick end of £40,000 for something really good

“ In reality, the market for good 993s is as healthy as ever ”

want money spending on it. Chap flew over from Spain and bought it on the spot.' So they still fly out the door quite quickly? 'Yes, they are still good news. But there are boxes that need to be ticked, and if that's not the case they take longer to sell. C2 manuals are top of the list – and don't

are not particularly in vogue today. The silver C2 pips the blue C4 on desirability, both on driveline and colour spec, even though the blue one is textbook showroom '90s. A silver-and-black car is top spec for a 993. People are also moving into water-cooled 996s; you can buy a lovely 996 for

It seems the 993 market is robust across the price range. It's just that it's been masked by the more dramatic rise in the fortunes of the 964, and the 996 coming up from below. The 993? There's been a bit of a reality check, but the dream lives on. **PW**



CONTACT
Paul Stephens
Specialist Porsche
 Sudbury Road
 Halstead
 Essex CO9 2SE
 paul-stephens.com
 info@paul-stephens.com
 Tel: 01440 714884



911 Carrera Speedster (964)

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

£199,995



911 Turbo Targa (930)

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

£124,995



911 Carrera Supersport

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

£74,995



911 Carrera 2 S (997 GEN II)

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

£49,995



911 SC Sport Targa

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

£49,995



911 Carrera 4 (993)

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

£49,995



911 Turbo (997)

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

£49,995



911 Carrera 4 S (997 GEN II)

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

£48,995



911 Carrera 2 (997 GEN II)

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

£45,995



Boxster S (981)

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

£44,995



911 Carrera 2 (997 GEN II)

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

£39,995



911 Carrera 2 (997 GEN II)

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

£37,995



911 Carrera 2 (997)

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

£29,995



911 Carrera 2 S (997)

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

£26,995



911 Carrera 2 (996)

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

£21,995



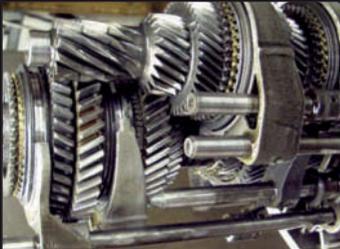
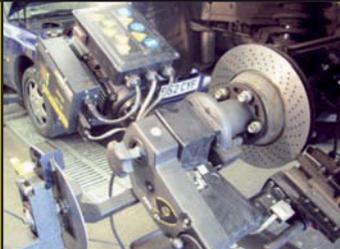
Boxster S (987)

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

£17,995

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

			
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



PORSCHE

SALES AND SERVICE SPECIALIST

RPM Specialist Cars are an independent Porsche Sales, Service and Race specialist. Established in 2004 we have strived to deliver an ever increasing first class, personal service to our loyal and expanding customer group this all encompassed with an affordable pricing structure.

PORSCHE WANTED!

GOOD PRICES PAID!

- Car Sales
- Porsche Servicing And Mot's
- Full Diagnostic Facilities
- Air Conditioning Repairs

- Suspension Alignment
- Engine And Gearbox Rebuilds
- Race Car Preparation
- Race And Track Day Support

Nidd Valley Business Park, Market Flat Lane
Lingerfield, Knaresborough, North Yorkshire HG5 9JA

01423 865602

Email : info@rpmspecialistcars.co.uk
Web : www.rpmspecialistcars.co.uk

EPS engineers & manufactures corrections for Porsche vehicles.



IMS BEARING UPGRADE

Fits Porsche 996, 997, Boxster and Cayman vehicles

- Permanent fix or prevent intermediate shaft failures
- Uses patented cylindrical bearing with thrust control
- Comes with a modification for forced engine oil feed



CONTROL ARMS

Fits Porsche 996, 997, Boxster and Cayman vehicles

- Permanent fix of original failure prone ball and socket
- Exceptionally long service life with polyurethane bushings
- Enhances proper suspension height



DRIVE SHAFT BEARING SUPPORT MOUNT

Fits Porsche Cayenne, Volkswagen Touareg, Audi Q7

- Permanent fix to premature center support failures
- Patented clamp is the only device that does not require removing or disassembling the drive shaft



SHOCK ABSORBER

Fits Porsche 996, Boxster and Cayman vehicles

- High quality shock insert using existing shock tower
- Dramatically lower cost solution
- Quick and easy fix to yield quality results

European Parts Solution

3030 SW 38th Ave
Miami, FL, 33134-4563, USA
(305) 503-9921
www.epsfix.com

Products are available at the following locations:

Vertex Automotive
Miami, FL
www.vertexauto.com

Design 911 UK
Ilford, London
www.design911.com

Rose Passion
Jarny, France
www.rosepassion.com



CLONED TO PERFECTION

Having your cake and eating it: A 993 RS (almost) for less than the price of a C2S? *911&PW* shows how

Words: Kieron Fennelly Photography: Antony Fraser



When launched in the UK in 1995, the 993 RS was priced £9000 above the established 993 C2. Though a more refined 911 than its raucous 964 RS predecessor, at 15% more than the base model the 993 RS attracted limited interest. Porsche finally built 1170, slightly more than the 1000 required for homologation; of these 47 were rhd versions officially imported to the UK. Around 70kg heavier and more softly sprung than the more numerous RS 964, fewer RS 993s are likely to have had competition careers and many undoubtedly became collectors' items from the outset. This made them relatively depreciation proof – by their tenth birthday their average asking price was the same as their original retail price. But since then the

pace has quickened: while values of all 993s have quietly been increasing for the last five years, the value of the better RSs has now moved into six figures. Long an air-cooled 911 enthusiast, Peter Shaw decided that he could combine the potent yet subtly understated appearance of the 993 RS with the practical nature and affordability of the C2.

"I've had a string of 911s over the years," says Shaw, managing director of Thatcham Research. "A pair of 964s, a couple of 993s and then I decided I fancied a GT3. I bought a 996 Mk 2, but that proved a step too far: I found it too harshly sprung to be enjoyable. My wife complained that she needed a sports bra to travel in it!"

His thoughts turned to his previous 993 C2 and the RS version. "A few years ago, I upgraded my second 964 to something

approximating to RS spec. I thought it looked good and part of me regretted selling it on, but after a couple of years the chap whom I bought it from was suddenly very keen to buy it back."

Peter Shaw's objective was straightforward: as a successful club racer, he already has his track machines in the shape of a pair of sixties classics, a Lotus Elan and TVR Tuscan, and a BMW 5 Series fulfils company requirements. "I wanted a 911 I could enjoy using, especially for touring, and after the 996 I had a hankering for the air-cooled engine again. That's more my generation. So when I sold the GT3, the RS replica idea

returned. These days a real 993 RS can go for way over £100,000. I spotted a replica with the 3.8 engine advertised by JZM for just over half that, but when I enquired it was already sold, so I decided I would have a go at creating a replica myself." Thatcham Research investigates crash worthiness and security on behalf of

the insurance industry so Shaw understands better than most exactly what is involved in dismantling and reassembling a car.

He found a black 993 C2 Varioram which, if not quite in showroom condition, was solid and its 113,000 miles were supported by a copious history file. It had

OK, it's not the real thing, but with 993 RS prices where they are we would challenge anyone to contest the attraction of a replica, which performs 95% as well as the real thing

“ When I sold the GT3, the RS replica idea returned ”

THATCHAM RESEARCH

Established in 1969, Thatcham Research is a non profit making organisation funded by the UK insurance industry. Its purpose is to optimise repair techniques so that costs, and by extension insurance premiums, are kept as low as possible. To reduce the instances of theft, the company has investigated and certified vehicle security systems to the point where Thatcham has become the UK benchmark for vehicle security.

A major aspect of the company's work involves investigating crash repair methodology by dismantling and reassembling cars. Common models such as BMW 3 Series, Vauxhall Astras or Ford Focuses have their bodywork taken apart completely to produce comprehensive repair methods. Other, lower volume cars are subject to light structural dismantling – bumpers and wings are removed. The findings from this process are compiled in standardised format as best-practice references for the auto repair trade. In addition, repair trade technicians are trained on site at the Thatcham Automotive Academy. Porsches are considered too low a volume to merit any investigative dismantling, but Thatcham has always found the company receptive to its advice on facilitating repairs and on security matters. Group Rating manager Howard Barron is impressed too how Porsche manages to retain the silhouette of the 911, model after model, yet accommodate increasingly substantial crumple zones under its skin. Thatcham says it does not challenge Porsche's reassembly methodology and as regards security Howard Barron points out that it is the only OEM to pre-wire for tracking devices.

Thatcham has also investigated more exotic chassis and body materials: for example, on behalf of McLaren Thatcham has produced the manual on repairing carbon fibre and steel structures and trains all technical personnel for the official McLaren repair network.

Besides its long history of promoting security, Thatcham is also helping insurers tackle the biggest area of fraud, dishonest whiplash claims. These amount to two thirds of the sums they have to pay out. Peter Shaw explains that whiplash is extremely difficult to disprove and a considerable ambulance-chasing industry has grown around pressing spurious claims; since 2005, Thatcham has been testing standard seats and head restraints to produce in conjunction with the OEMs a design which, if not eliminating, will significantly reduce the potential for any neck injury and, with it, expensive false claims which have to be paid for through everyone else's insurance premiums.

Active safety is another crucial area and Thatcham has always been involved in testing and developing accident prevention systems with the objective of making them motor industry norms in the way that ABS and more recently Electronic Stability Control have become compulsory. Particularly impressive is the Bosch-developed Automatic Braking Technology which senses potential rear end collisions and applies brakes. Bosch's 'Adaptive Cruise Control' operates in a similar vein, automatically adjusting a car's speed to that of the vehicle in front. Low speed rear-end impacts account for 75% of UK accidents and it is precisely here that autonomous braking systems are most effective. Peter Shaw also explains that growing use of telemetry for insurance purposes enables objective collision data to be obtained: increasingly the capacity of cars to transmit such data is becoming standardised in production enabling insurers to settle claims faster and reducing the margin for fraud. The Holy Grail is as always lower insurance premiums through greater efficiency.



PETER SHAW'S PROJECT COSTS:

Bilstein adjustable dampers (standard spring rates retained)	£1600 (already fitted)
Induction kit with re-map to 288 BHP	£750 (already fitted)
Turbo 'big red' front brake calipers	£500 (already fitted)

Veloce 18in RS wheels/tyres	Jasmine £1893
Porsche OEM RS bodykit inc f & r spoilers, side skirts	Carnewal £3200
RS gear stick/gaitor	Carnewal £150
RS steering wheel	Carnewal £300
Door cards (fitted)	Southbound £648
Porsche hard back Seat refurb	Southbound £1800
Carnewal RSR mufflers	Carnewal £350
RS Carpets for rear	Southbound £400
Misc parts/seals etc	£500

Parts total	£12,091
Labour estimate	£4200

Complete job	£16,291
--------------	---------

Car at £25,500 from Northway brings total investment to:	£41,291
--	---------



the right black interior too and also several worthwhile upgrades: a previous owner had fitted 'big red' Turbo front calipers and halogen discharge headlights and the 993 had undergone a mild rechipping in the hands of JZM. Bilstein adjustable dampers had replaced the original factory Monroes only a year earlier.

"It was the first 993 I'd looked at," continues Peter, "and it seemed perfect for my project. So when another potential

80kg less offered only marginally better performance, shaving half a second off the 0-60 time and a shade over two seconds for 0-100mph.

The conversion has involved changes to the body, but these have been essentially cosmetic, just items necessary for a visual match of the original RS configuration. "This time though I wanted to do it properly," continues Shaw, "so I did quite a bit of research to ensure I used only

stiffness conferred would offer no additional value and harder bushing would reduce ride comfort. The Thatcham boss has had all the work except upholstery carried out by his own technicians in the company's Berkshire workshops – "the guys really enjoyed the challenge of such a different project" he says, and it enabled him to see progress on a daily basis. Partial respraying, in particular of the stone-chipped front valance plus some vigorous polishing of the rest of the car has transformed its lustre; the black 993 has kept its original glass and steel doors and bonnet – the RS's used thinner rear windows and the hinging panels were in aluminium, but removal of the rear wiper and electric spoiler, replaced by an original Porsche 993 RS glassfibre aerokit, probably saves a net 15kg.

Belgian specialist Carnewal, which in 2012 supplied the Bilstein dampers, managed to locate one of the last original 993 RS body kits including the attractive sideskirts.

"Other suppliers offered a mixture of Porsche parts and replicated bits," observes Shaw, "and only Carnewal seemed able to obtain entirely original items." One area where he has deviated from the strict factory specification is the exhaust for which Carnewal supplied the RSR system for a slightly more vocal soundtrack. The Belgian

Below: JZM rechip has endowed the 993's 3.6-litre engine with 288bhp, not far off the RS's 300bhp. Owner, Peter Shaw, prefers the 993 to his previous "too stiff" 996 GT3. Wheels are Speedline replicas from Veloce. Interior mods by Southbound

“ Carnewal managed to locate one of the last original RS body kits ”

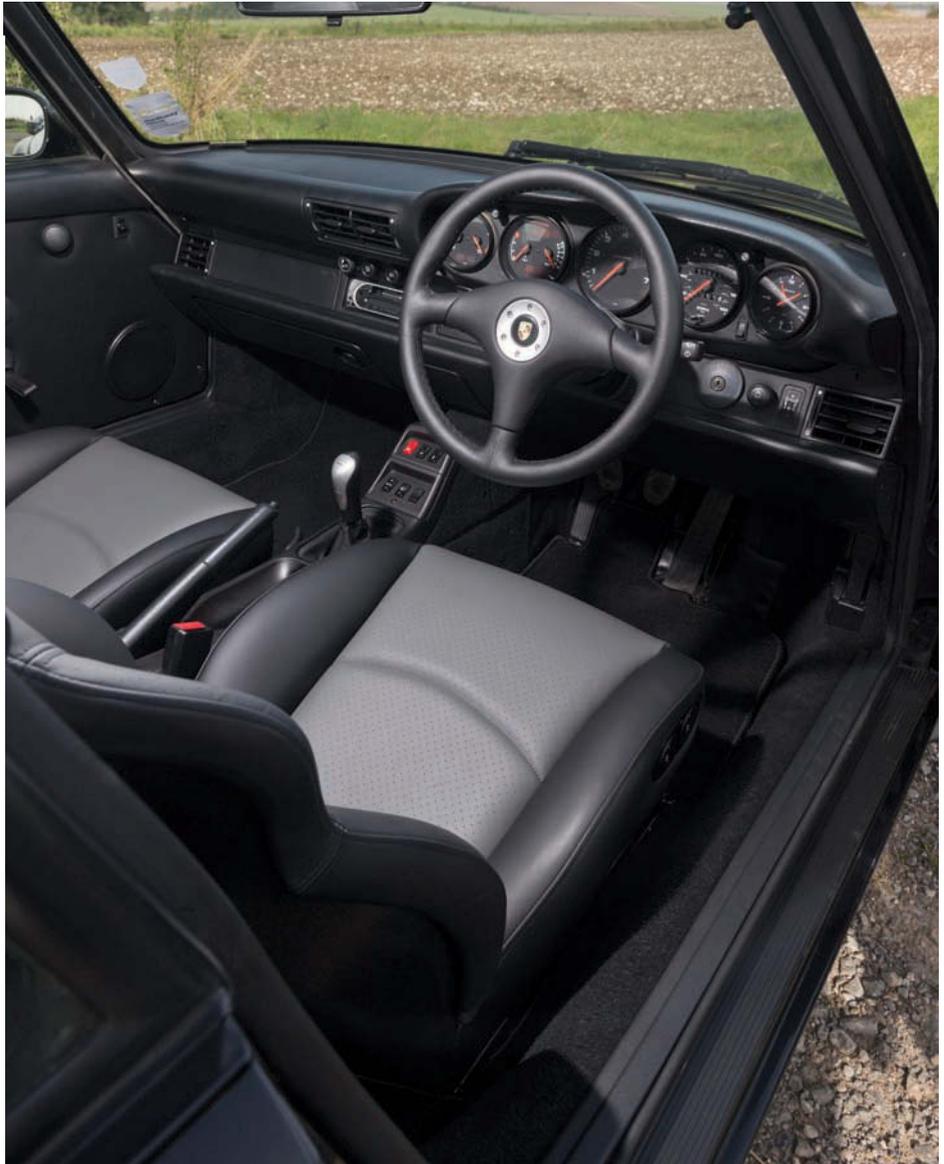
buyer dropped out because the 993 had no air conditioning, he made an offer.

"I don't intend to touch it mechanically," says Shaw. "It already feels as a 993 should: the dynamometer readout from JZM's rechip indicated 288bhp at the flywheel and that's not so different from the 3.8 RS's 300bhp. For the use I intend it will have plenty of performance as it is."

Indeed in the original road tests, the 1995 3.8 RS with an additional 15bhp and 11b ft over the 3.6 Varioram and despite weighing

original Porsche parts and got the appearance right."

Underneath, the factory RS differs from the base 993 in having seam rather than spot welding around the suspension and transmission mounts and rolled rear arches, but Peter Shaw has not attempted to replicate these. Neither has he upgraded to the RS's stiffer track rod ends or harder suspension ball joints. Not only are these all invisible, but as the car is destined for road, not competition use, any marginal extra



specialist also provided the delectable RS steering wheel and gear lever gaitor.

The 993 now sits on the correct 18in 'Speedline' three piece wheels, which are in fact one-piece alloy copies from Veloce that are almost impossible to distinguish from the corrosion-prone originals. Shaw explains he opted for these after advice from specialists Jasmine and Design 911. Indeed, with its suspension wound down to RS specification, 30mm at the front and 40mm the rear, the effect is stunning. Externally there is virtually nothing at first or indeed second glance to give away that this 993 'RS' began life as a plain C2.

Southbound upholsterers refitted the

cabin in leather, including deftly inserting the grey centre panels in the RS seats, and removed the folding rear seats. They also recarpeted the cabin with the appropriate thinner specification. The electric door mirrors and central locking (deleted on factory RSs) of the standard car have been left, though period RS door cards replace the standard door furniture. Shaw admits he was very

fortunate to come by the pair of original bolstered non-electric RS seats which are now rare and extremely expensive. These materialised through ever resourceful independent Ray Northway where Peter purchased this C2 in the first place; Northway had also carried out most of the 993's servicing since 2005 which helped in confirming that this particular 993 was a sound example. **PW**

“ There is nothing to give away that the 993 'RS' was a plain 993 C2 ”



AUTOUMBAU

PORSCHE

SERVICE, REPAIR AND RESTORATION



- FIXED PRICE SERVICING
- DIAGNOSTICS
- RESTORATION
- STEERING WHEEL RE-TRIMS
- ENGINE & GEARBOX REBUILDS
- WHEEL REFURBISHMENT
- UPHOLSTERY REPAIR

Call us on
**01525
861182**

www.classicporscherepairs.co.uk
WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS



REAP

REAP AUTOMOTIVE DESIGN



Colour coded gauges for Porsche 911 to 997 and Boxster, Cayman and Cayenne. All colours available including Custom matching. Our product is the best available and was OEM on UK spec 993's. Full fitting service on site now available by appointment only. Restoration and repair are also available. Flaking 964 gauges are restored to OEM specification.



Prices: Porsche 911 > 90	£275.00
Porsche 964 – 993	£250.00
Porsche 996 – 997	£250.00
Porsche Boxster / Cayman	£225.00
Porsche Cayenne	£250.00
Fitting service	£50.00
Import & export conversions from	£100.00
Repair, Recalibration, Restoration	P.O.A.
<small>Prices exclude VAT</small>	

www.reapautomotivedesign.com

TEL: 020 8863 2305

NEW
WEB SITE



Porsche 1973 911 RS Evocation RHD
Based on a genuine matching numbers RHD 2.4S. £POA



Porsche 1977 911 Carrera 3.0 LHD
Great investment opportunity. £POA



Porsche 1987 911 930 Turbo LHD
Only 43,700 miles from new. £POA



PaulStephens911

Porsche wanted
Porsche for sale
Porsche servicing
Porsche restoration
PS Bespoke 911

Sudbury Road
Little Maplestead
Halstead
Essex, CO9 2SE

01440 714884
email@paul-stephens.com
paul-stephens.com



PAUL STEPHENS
EST 1994

Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems and parts
- Elephant Racing engineered, in Silicon Valley
- Restoration to full-race
- Easy to configure packages at ElephantRacing.com

The science of suspension is daunting. So many options and complex interactions. Choose complementing parts balanced as a system and your suspension will sing. Choose the wrong mix and the song falls flat.

We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

Using sophisticated development tools, modern materials, and innovation we've re-engineered every component of the suspension. We make it work as a balanced system. Better, faster, smarter.

Best of all, we make it easy.

We have packages to meet your objective - from restoration to full-race. Online tools let you choose and customize your suspension at www.ElephantRacing.com or call and we'll customize a solution for you.

How easy is that?



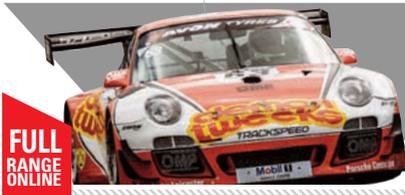
+1 408.297.2789

www.ElephantRacing.com

Santa Clara, California

Fast Worldwide Shipping, Low Rates.





FULL RANGE ONLINE

WE HAVE THE LOT!

demon tweeks
PROFESSIONAL MOTORSPORT EQUIPMENT

Porsche Specialists

WHEELS AND TYRES | SUSPENSION | BRAKES | FILTERS | COOLING | GAUGES

Trackday Tyres

Porsche Specific Fitment/Rated	Trackday Tyres	Pirelli P Zero Trofeo R
205/45/17	Toyo R888	£204.82
225/40/18	Yokohama A048	£220.22
235/40/18		£261.00
265/40/18		£327.00
235/35/19		£276.00
265/35/19		£393.00

ALL PRICES ARE PER TYRE



This is only a small selection of our range of high performance tyres. Call for further details.

Seats, Harnesses, Steering



MOMO Prototipo in black leather with black or silver spokes from **£161.99**

SCHROTH Porsche 997 GT-3 specific harness Profi II -6 Porsche 6 point from **£333.57**

Steering wheel bosses to suit OMP, Sparco and Momo from **£46.71**



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

COBRA Classic RS seat in black vinyl with corduroy centre. Also available in leather from **£238.80**
RECARO SP-G available in flame resistant material with leather options from **£747.99**

K&N Air Filters

This is only a small selection. Visit demon-tweeks.co.uk for details.
Direct replacement performance filter elements for all models from **£37.18**
57i Generation II high-flow induction kit (996 models) **£329.99**
63 Series aircharger kit (997 GT-3 model) **£351.58**



Road/Trackday Brake Pads



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.

Suspension

Vehicle Model	Eibach Pro Kit Springs from	KW Automotive Variant 3 Ultimate Road Kit from	KW Automotive Clubsport Track Suspension from	Bitstein B16 Suspension Kits from
964	£323.52	£1,932.00	£2,104.00	£2,216.56
993	£323.52	£2,100.00	£2,279.00	£2,500.06
996	£323.52	£2,100.00	£3,069.00	£2,216.55
997	£323.52	£1,948.00	£2,279.00	£2,251.24
Boxster S 986	-	-	£2,104.00	£2,045.06
Boxster S 987	£323.52	£1,932.00	£2,104.00	£2,073.80
Cayman	£290.88	£1,932.00	£2,104.00	£2,073.80
Cayenne	£280.32	£2,437.00	-	-



This is a small selection of suspension solutions available. Call for details.
Spring kits fitted from **£95.00**
Suspension Kits fitted from **£125.00**



from **£13.84**
from **£12.48**
from **£13.96**
from **£59.83**



GOODRIDGE stainless steel brake line kits from **£59.70**

www.demon-tweeks.co.uk

SALES ORDER LINE: **0844 375 2609** WHEELS TYRES AND EXHAUSTS: **0844 375 2605**

75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG

IMPORTANT: VAT must be added to all advertised prices unless otherwise stated. Express delivery £7.25 or economy service £6.25



Follow us MEDIA CODE: NZ260A

Trust us with your favorite toy!
We are as passionate about Porsche as you are.
Porsche trained Technicians. Over 28 years experience.

SERVICES INCLUDE

- Sales
- Servicing & MOT
- Repairs
- Tyres
- Air con servicing

- Air con servicing
- Bodywork
- Interior repairs
- Vehicle detailing
- IMS Ceramic Upgrades

- Engine Rebuilds
- 4 wheel alignment
- Upgrades
- PWIS diagnostics and much more...

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

Cavendish Porsche Ltd
We are just off Fields Farm Road at...
Unit 7, Gainsborough Close,
Long Eaton, Nottingham, NG10 1PX

Authorised Dealer for

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.

Retail & Trade enquiries welcome

A GAME OF TAG

On the cusp of vast success with McLaren F1, TAG founder Mansour Ojjeħ sought inspiration for his ultimate road car from Porsche's dramatic 935 racing cars. We get first dibs on the one-and-only, factory-built, road-going 935

Words: Johnny Tipler Photography: Antony Fraser



Fancy playing Tag? Be my guest: because this is probably the most amazing game of tag you'll ever have. In a road car, too. That'll be a game of TAG, then, because this unique 935 was spec'd by none other than Mansour Ojjeħ, founder of the all-conquering TAG dynasty, and we've been giving it the runaround. When you're the instigator of the

company that provides World Championship-winning F1 engines and has a stake in the victorious team, you're in an ideal position to specify the most extreme Porsche that takes your fancy. And that's exactly what Mansour Ojjeħ did. Mastermind of TAG – Techniques d'Avant Garde – and owner of TAG Heuer watches and glasses, plus a 25 per cent stakeholder in McLaren Technology Group that includes





Engine is dominated by the massive intercooler, that sits flat under the huge rear wing. Derived from the single turbo 934 unit, it produces 375bhp

the eponymous F1 team, Mr Ojeh ordered the Porsche in 1983, just at the point when McLaren was on a championship-winning roll. That streak began in 1982 when superno Ron Dennis persuaded Techniques d'Avant Garde to fund Porsche-built, TAG-branded turbocharged engines made to designer John Barnard's specifications, while Mansour Ojeh became a McLaren shareholder.

This 935 shares most of its spec with the 930, the 911 Turbo that was in production from 1974 to 1989. As if a 930 wasn't sufficiently out there by virtue of its turbo power and big brakes, along comes Mr TAG in person, and specs up one to such an extent that Porsche deem it sufficiently left-field to dub it the one-and-only road-going 935 to leave the factory. And what a line – it's among the first to feature on the company's exalted Sonderwunsch wish-list programme. But here's a question: is it really a 935? As we know, 935s are racecars, and apart from elements of its 935 style bodywork and centre-lock wheels there aren't many other items aboard this one that a hard-line 935 racer such as Jacky Ickx would recognise. But don't write it off as a poseur special; it's way more gutsy than that.

Its Flachbau or Flat-front configuration originated with the turbocharged 935 racing cars that first appeared in the CSI's production-car based Group 5 "Silhouette" category in 1976, their slant-nose bodywork with its gargantuan air scoops and vents designed for lightness and better aerodynamics. Their potential was immediately obvious: the works Martini car of Rolf Stommelen/Manfred Schurti came an impressive 4th overall at Le Mans that year, though the only other 935 running, a

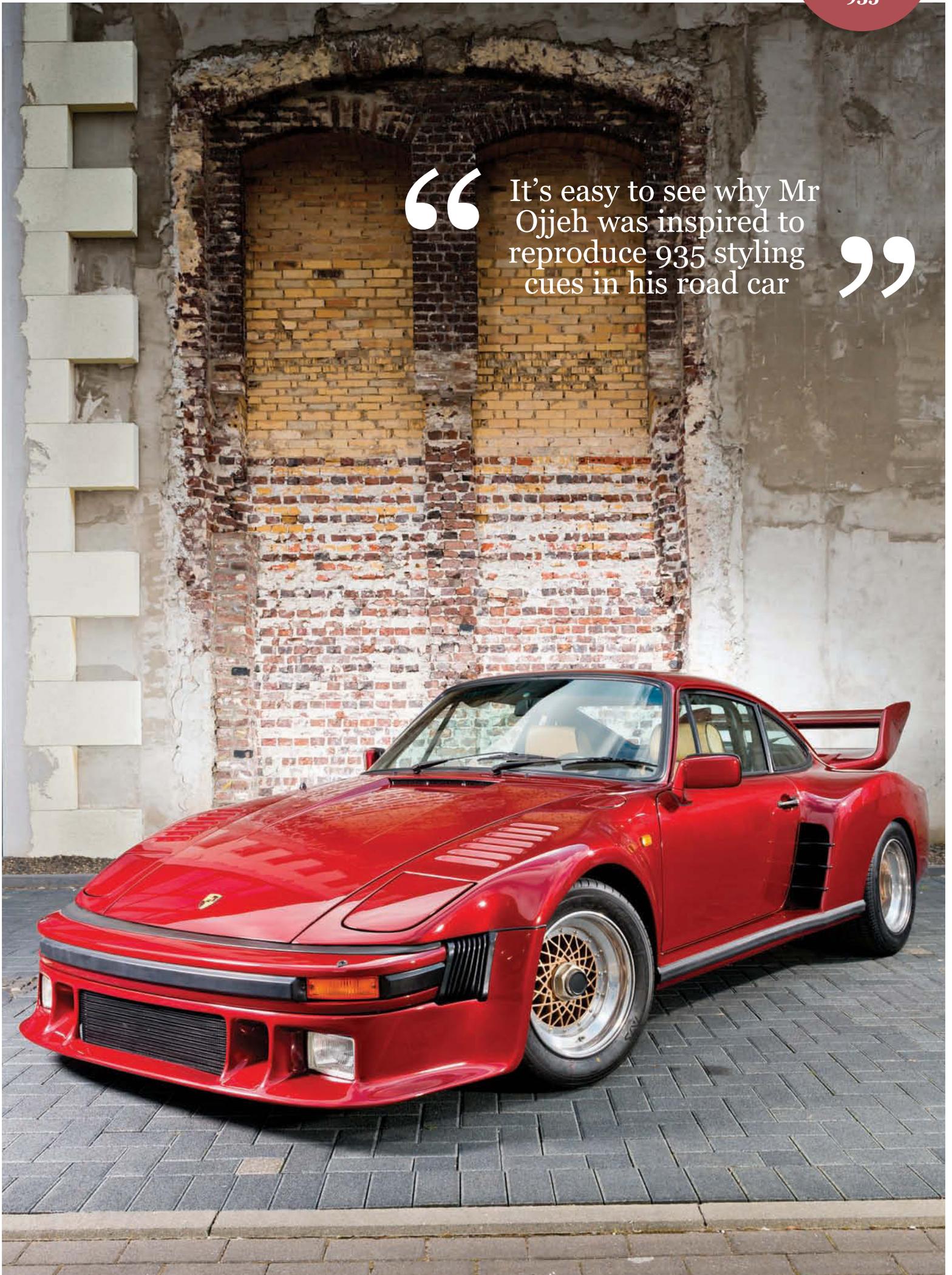
Kremer car, still had normal 911 upright headlights. The following year, five 935s were running at La Sarthe, and ten in 1978, by which time it was a familiar sight in the WSC. The twin-turbo (one turbo in IMSA) model had taken off, and in 1979 when Klaus Ludwig and brothers Don and Bill Whittington won the Le Mans 24-Hours in a Kremer K3 version, there were no less than fourteen 935s in contention. Flat-front – or slant-nose – 911s are a Marmite thing; their preposterous bodywork extensions make a mockery of the pure curves of the unadorned 911, and you either like them or you don't. But the 935 is steeped in Porsche competition history and was dominant in the WSC for six years until 1982, when Group C regs took over and the 956 became the prevailing car. It's easy to see why Mr Ojeh was inspired to reproduce 935 styling cues in his road car. Late successes for the 935 included Alan Jones' victory in the '82 Australian GT championship, and the 935 soldiered on in IMSA's GTP class for another two seasons till the 962 arrived, with Mauricio DeNarvaez/Hans Heyer/Stefan Johansson providing a sweet swansong by winning the '84 Sebring 12-Hours outright. Of the private firms who built 935s, probably the best known is DP Motorsport, who made slant-nose bodies for the twin-turbo Kremer Racing K3 and K4 in the late-'70s and early-'80s. The most extreme incarnation of the racing 935 was the spaceframe chassis Moby Dick, handled by two-times WSC champion and six-times Le Mans winner Jacky Ickx, in whose former home the TAG car is currently housed.

As well as the racing 935 imagery, there's another context for this car, and that's its relationship with the series of factory-built

flat-nosed 930s. Whereas this 935 is a one-off, there were 686 factory-built (D-programme) slant-nose 930 Turbos, made between 1982 and 1989, plus another 204 created in Porsche's Sonderwunschprogramm, otherwise known as the Exclusive Department that grew out of Rolf Sprenger's Zuffenhausen Aftersales and Service "VR" Department. Here, they took off the front wings of your newly ordered 930 and fitted the handcrafted slant-nose with pop-up 944 headlights, and inserted slatted air vents in the leading edge of the rear wheelarches. Fifty-eight of these were finished without pop-up headlights, employing rectangular beams in their front valances. The slant-nose 930 was designated as option M505/M506. Our subject, being a 935, sports a special chassis number – WPOZZZ93ZDS000817 – and it's probably the last ever 935 as well, because by 1983 the model was obsolete as a racing car. It's powered by a 3.3-litre KKK-turbocharged flat-six engine, running Bosch K-Jetronic injection and tuned to deliver 375bhp at 5500rpm with 500Nm torque, which was sourced from a slightly older racing model, the single turbo 934 Group B spec flat-six.

Today the car belongs to personable collector and high-end classic car specialist Nicolas Hollanders, and we visit him at his expansive, split-level hillside house on a private estate near Waterloo, Belgium. It was once the residence of international racing stars Jacky Ickx and Jean "Beurlys" Blaton (see sidebar), and now home to Nicolas's exclusive collection of classic Italian supercars and his Opus Collection business. The 935 was shown recently at Essen's Techno Classica, and we drove and photographed it after a full mechanical

“ It’s easy to see why Mr Ojeh was inspired to reproduce 935 styling cues in his road car ”





and external makeover at Scuderia M66 in Aachen, Germany.

So what do we think? It looks the part – kind of. The bodywork is more or less right, but check out images of the 935 racers and what’s most evident is the difference in the sizes of the rear wheels. Those of our road car look positively tiny by comparison, even though they are exotic 15in BBS split-rim centre-locks. The BBS wheels seem relatively small diameter at 15in, but that was standard fare in the early ’80s. They’re shod with 345/35 ZR15 Pirelli PZeros on the back, and Yokohama 285/40 ZR15s on the front, which seems an enormous width for a front tyre. It would have had P7s back in the day. It’s got the factory’s 930 flat-nose configuration with the 944 pop-up headlights, and louvres in the topsides of the wings to cool the cross-drilled, ventilated front brakes. It’s worth noting that racing 935s never had pop-up headlights, relying for illumination on powerful lamps

mounted in Perspex-covered niches in the outer corners of their front valance. At the front is a huge oil radiator flanked by two NACA ducts and two spotlights, and the concertina rubbers of the impact bumpers are literally compressed like concertina bellows, forced out of shape because they need to join up with the wide wheel arches. The sills that carry the 935 iconography from front flared wheelarch to the rear ones are so broad that they’d serve as running boards along either side of the car. This is where it parts company with the 930 body, as the leading edge of the rear wheelarch is perforated by a rectangular duct with three lateral shelves directing air into the engine compartment. On the topside of each rear wheelarch is a duct supplying the intercooler and augmenting the ‘standard’ vents in the engine lid, while the almost horizontal lid flares back into the tri-plane rear wing. This aero device consists of a basic spoiler, above which is the main

upper wing and an adjustable flap on the backside of it, with tail planes like rudders on either side to complete the ensemble. It’s a hefty piece of glassfibre, and also houses a cooling fan above the intercooler, and is impressively long by any standards – almost incongruous till you figure the longer you make it the less drag there will be. Working downwards, the trailing edge of each wheelarch is hollow, though capped, unlike those of the genuine 935 race cars currently gracing Scuderia M66’s lofty showroom, where the boxed area forms a tunnel to dissipate heat soak from engine and brakes. Four exhaust pipes emerge from beneath the regular mid-’80s 930-style back bumper.

It’s not just the external shell that perplexes with its complex unfamiliar shapes and contours. The cabin interior is an equally outrageous maelstrom of half recognised but unusual and alien details. It’s so over the top! There’s brown and

Above: Wide enough for you? Those pop up headlights are from the 944. Below: Interior makeover is vast and very, er, beige. It’s all classic ’80s stuff from the Recaros with integral bolster mounted controls, to the mini Clarion stack system





Your Porsche.

Whatever model Porsche you own, modern or classic, we have the expertise, knowledge and experience to make sure you spend more time enjoying what your car was built for. Driving.

- Four wheel alignment and corner weight gauges
- Bodywork repairs
- Engine rebuilds and race engines built to spec
- Alloy wheel overhauls and colour matching
- Menu servicing with free MOT offer
- State of art diagnostic machine for all models
- Interior refurbishment, connoising and trim work
- Mapping and tuning for all late models
- Stainless steel exhaust systems and upgrades
- Air conditioning repairs and regassing
- MOT tests
- Vehicle inspections and valuations



Independent servicing and repair specialists for classic and modern Porsche.

Call 020 8903 1118 or 01727 866 075 or visit www.jazweb.co.uk

WE'VE MOVED – Unit 18, North Orbital Commercial Park, Napsbury Lane, St. Albans, Hertfordshire AL1 1XB



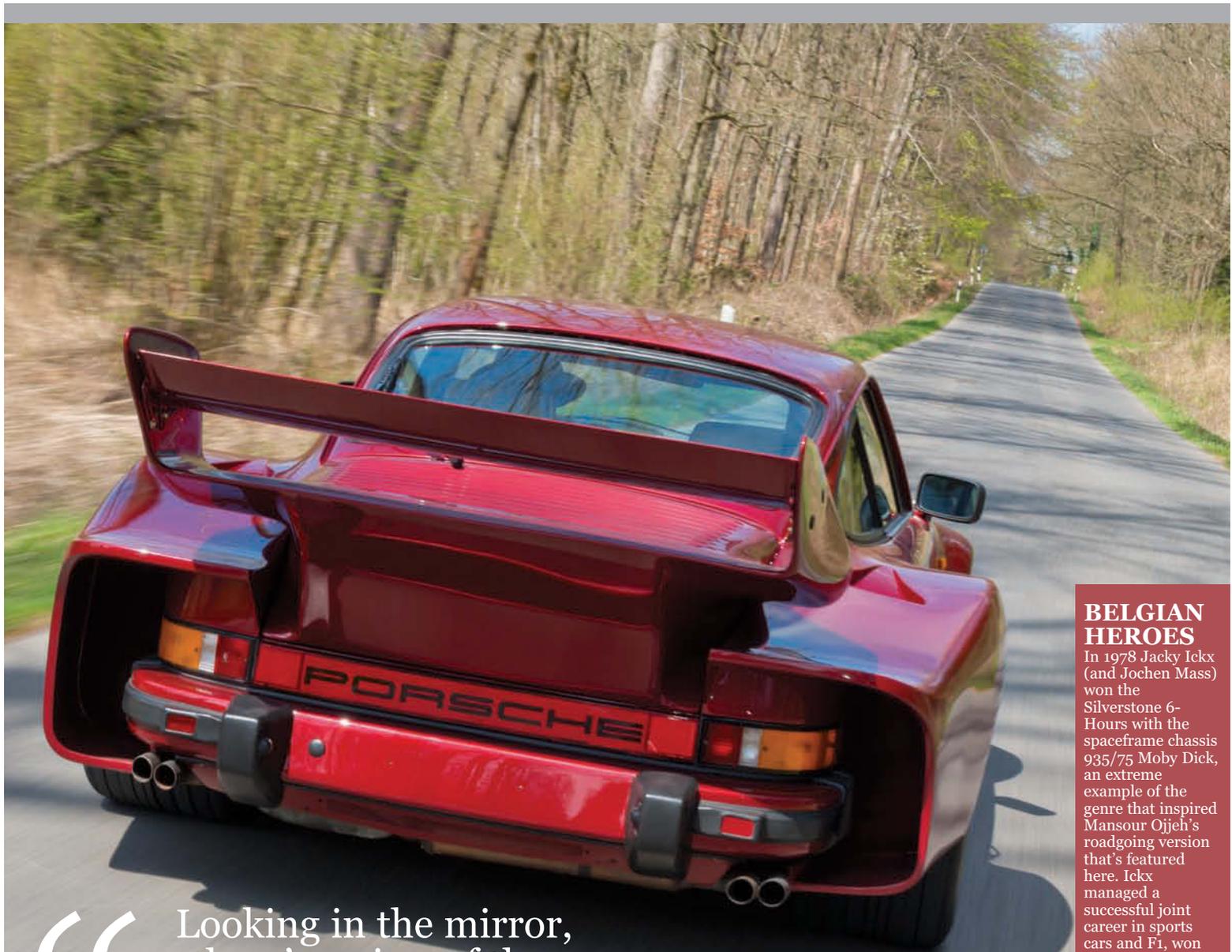
AUTOMOBILZENTRUM
AACHEN



HISTORIC CAR SALES
HISTORIC CAR RESTORATION
ENGINE & TRANSMISSION REBUILD
CUSTOMER RACE SUPPORT
BODY SHOP

S&N Automobilzentrum
Aachen GmbH
Metzgerstrasse 66
D-52070 Aachen
T:+00 49 241 989083-0

E: info@automobilzentrum-aachen.de
info@scuderia-m66.com
www.automobilzentrum-aachen.de



“ Looking in the mirror, there’s a view of the huge wing at the back of the car ”

beige upholstery, and the seams of the sand beige leather seats are highlighted with brown piping. The multi-way adjustable Recaro seats have an extension facility for the foremost part of the squab, and the backrests feature elaborate panelling providing in-and-out lumbar support. There’s a beige leather bag the size of a chammy leather cladding the gearlever, and a similar padded sheath around the handbrake lever. There are brown door cappings and a brown leather dashboard top, and matching steering wheel rim and boss, plus an incongruous panel below the dashboard, while the dials are set in a fine-grained walnut veneer. Since when did a 935 have a Jag-ville walnut dash?! Then we see a bit of logic about the spec: the centre console is neatly filled by a three-part Clarion hi-fi, consisting of the radio, cassette player and a compact graphic equaliser. Four Infinity speakers in the back parcel shelf, plus normal 930 door speakers provide surround sound. Even so, it couldn’t be further away from authentic 935 territory. The gear lever is topped with a gold knob, and the boost

gauge is bejewelled with diamonds, going from zero to 05-Bar.

Most obvious newcomers to the 911 controls are the Starship Enterprise-style control panels on the forward ends of the inner armrests, and these confine the handbrake to an extent. These rectangular panels contain switchgear intended to fine-tune the support available in the multifarious panels of squab and backrest, though only the arrows seem to have any effect, which in any case double up with the reclining levers on the outside of the seats, but perhaps they are to do with lumbar support as well. The blue buttons don’t seem to have any effect at all. Four-point harnesses are available as well as ordinary seat belts, should you be moved to emulate our halcyon heroes with a trackday blast, and there’s a leather-covered padded rollover bar in the back of the cabin; it’s not what you’d call a cage, just a hoop with braces. There’s a cargo net over the storage bins where the rear seats would have been, like little cocktail cabinets, and there’s also minimal storage space in the inner and outer sides of the footwells.

Beneath the front lid is an ill-fitting carpet, a sea of beige that looks like somebody shovelled a load of sand off the beach into the luggage compartment. The strut-brace is actually leather covered, as is the fuse box, and then there’s a sand coloured tool bag that contains the wrenches that we need to take off the centre-lock wheels. The spacesaver wheel is made of a full-width BBS wheel that’s been cut in half, had a slice of rim removed and then been welded back together again.

At first I thought this was probably the ugliest 911 I’d ever seen. It lacks the racecar integrity and sense of purpose exuded by a proper 935, and it’s got so many different elements tacked onto it to comply with roadgoing rules that it’s unco-ordinated, in fact barely recognisable as a 911. Nice colour, shame about the styling. The whole area comprising the front concertina arrangement of the impact bumper doesn’t really marry up satisfactorily where it’s adjacent to the front wing and the lower valance and splitter, and the front bumper itself with the indicator flanked by pieces of plastic,

BELGIAN HEROES

In 1978 Jacky Ickx (and Jochen Mass) won the Silverstone 6-Hours with the spaceframe chassis 935/75 Moby Dick, an extreme example of the genre that inspired Mansour Ojjeh’s roadgoing version that’s featured here. Ickx managed a successful joint career in sports cars and F1, won eight F1 GPs and the Le Mans 24-Hours six times, and was WSC champion in ’82 and ’83 in the Rothmans 956, as well as winning the Paris-Dakar in 1986 with a 959. Jean Blaton was a journeyman sports car driver and jazz guitarist who raced under the pseudonym “Beurlys”, was Jacky Ickx’s wife Catherine’s uncle. “Beurlys” enjoyed a 20-year career piloting top-line Ferraris for Ecurie National Belge and Ecurie Francorchamps, chiefly alongside other Belgian stars such as Willy Mairesse, Lucien Bianchi and Ickx. He also drove a 911 RSR and a 934 with Nick Faure at Le Mans in ’75 (placing 6th overall) and ’76. His extensive racecar collection was sold off in 2005.



impact absorbing plastic. But the longer I spent with it, the more it started to grow on me; overall, without examining the bizarre aspects of its peripheral add-ons, it's really rather funky. Individually, details like the louvred flat nose and the various air scoops, the genuine 935 rear wing and the extended rear wheelarches are quite interesting; the whole rear end is heroically elongated. I perceive something that's on the way to a 959 – but with still some way to go in respect of the AWD supercar's sophisticated technical attributes. But, given its 935 racecar affectations, how much like a racer is it in practice?

Time for our game of TAG! We head out into the beautiful Eifel hills and forests to the south in search of decent driving roads. I'm the first person to drive it, post restoration, and I motor carefully out of Aachen, mindful of its wing extensions and unseen front corners. The engine's freshly rebuilt so I can't thrash it, though it revs freely enough. Turbo exhaust notes are generally muffled, but this one emits a great

sound; its flat-six snarl is scarcely suppressed and there's a lot of popping and banging on the over-run. It's got a four-speed box, as did all 930s until 1988, relying on the turbo's enormous torque to span the longer ratios. I'm conscious of the wide front tyres, especially on full lock where they scrape on the inner wheelarch a little bit, and looking in the mirror, there's a view of the huge wing at the back of the car, which more than once tricks me into thinking I'm about to be overtaken by another vehicle. So the side mirrors take on a new importance. Cruising on the autobahn it's tramlining a little bit because of the wide tyres, but at this pace it's not wild – in fact it's a perfectly civilised car.

Up in the hills where the roads are relatively traffic-free I ease on the gas a little bit and, when the turbo comes in, it's wonderfully exhilarating, a real rush of hard-fisted acceleration. Between 3- and 5000rpm, this is the surge area, and I pelt along the few straights before treading on the brakes for a powerful rallentando. It's

hard to say whether it's quicker than a 930, though the quoted bhp generated by its 934 engine suggests it must be. As for cornering, there is endless grip from the broad tyres as they bite into the Tarmac. Despite their width, the steering input is more or less instantaneous. Entering a sharp corner, I haul on the wheel and round she goes, confident that I can lean on the tyres and it will just stick there. There's no play in the steering, and in the tighter turns I'm steering it rather than allowing it to respond to on- off-throttle understeer and oversteer, though inevitably, in shallower bends, slight pressure on or off the accelerator exerts directional control almost without thinking. It feels extremely powerful, responsive, and is a great car to drive. Replete with luxurious trim, it's hardly racecar austere, and it feels and goes much like a contemporary 930, albeit with more heft to the tyre tread and Tarmac contact ratio. Overall, it's an up-spec'd 930 rather than a roadgoing 935; there's just not enough of the racer about it to qualify for

Above and right: If there's one thing that dates this amazing machine in contemporary terms, it's the wheels. The split rim BBSs are period perfect but at just 15 in, they are tiny and look almost comical. Back in the day, they would have been considered pretty outrageous, but in the era of the 21in 911 GT3 wheel, they look rather quaint!





that. However, there's no escaping its original provenance and its unique appearance and specification, and therein lies its real appeal.

That wasn't lost on veteran US racer John Mecom, who acquired the car after Mansour Ojeh tired of it, and it was kept in Texas for much of its life. It was subsequently offered for sale by RS guru John Starkey in 2004, by which time it had done 12,000 miles, for \$125,000. A decade later, that seems a bargain.

Driving duties done, we motor out of Aachen in our mighty maroon Cayenne Turbo press car and head south west towards Brussels, where we've an appointment with the 935's owner, Nicolas Hollanders. As well as the 935, which he bought after Bonham's Spa sale last year, Nicolas also owns a 924 Carrera GT, though that's as far as his Porsche collection goes.

'This was one of the first cars they made in the factory's Exclusive department,' says Nicolas. 'They wanted to make a special edition of every model, and with this one they really went to town for Mansour Ojeh.'

He shows us the documentation file, containing photos of a smiling Mansour Ojeh taking delivery, and a period feature of the car in *Playboy* magazine. Its service book logs only one service, carried out at Zuffenhausen at a mere 100 kilometres. It seems likely that Mansour Ojeh wanted the car delivered in France, but homologation took some time, so to begin with he drove it on German export plates and for a while it remained a works car. Apparently he was so pleased with it that he gave all the mechanics in Porsche Exclusive a TAG-Heuer wristwatch each.

It's appeared at other exhibitions including Porsche Exclusive in 2011. However, 'it had not been taken care of,' Nicolas reveals, 'so I asked Uwe Niermann to do a full restoration, and his mechanic (Johannes Fischer, AKA Joe the Bike) did a marvellous job on all the details. For instance, the centre-lock wheels have caps in the front but not in the back, and that is accurate: because the fronts have an open bearing.' With some difficulty they also fitted a central locking system, which the car didn't have originally, using servos and

electric motors from the 928 rear lid. What did the TAG 935 cost new? 'I believe it was three times the price of a regular 930,' thinks Nicolas. 'It's a hell of a lot of money, but that's what these one-offs cost. The original invoice was 17 pages long! It's got all the '80s stuff on it that all the tuners were fitting at the time, but it's a proper Porsche-made car.'

So, what does the future hold? 'It could go either way,' says Nicolas. 'Either we fall in love with it and it never leaves, or we say, "well, it's now fully restored so we need to find it a good home." And that would be a collection that also has other milestone Porsches.'

The bottom line is this is a hugely fun car, its towering performance discernible anywhere over 3000rpm. If one wasn't wedded to its original spec, a pair of 20in BBS wheels on the back wouldn't go amiss, and would help it no end stylistically. But otherwise it's been a privilege to have got to grips with an amazing one-off.

Who won at TAG? Mr Ojeh of course. He's still very much in the game, and so is his car. **PW**

Above: Current owner of the Ojeh 935 is Nicolas Hollanders, whose collection, as you can see here, is rather more Ferrari based, although he does also have a 924 Carrera GT. Will he keep it? "Either we fall in love with it and it never leaves, or we say, 'well, it's now fully restored so we need to find it a good home.'"



CONTACTS:

Nicolas Hollanders
de Ouderaen
The Opus Collection
opusclassics.com
Email:
nicolas.hollanders@opusclassics.com
Tel: 0032 495 363636

Mark Rieken
Scuderia M66
automobilzentrum-aachen.de
Email:
rieken@scuderia-m66.com
Tel: +00 49 241 98 90 83-0

Stena Line
Harwich - Hook of Holland
stenaline.co.uk



Porsche spare parts for all models since 1950



Restored 911/912 steering wheel, black leather

Ø 42cm

Ø 40cm

Ø 38cm

347 082 71 02 without exchange **359,00 EUR**
347 082 71 02 X in exchange **192,00 EUR**

347 081 10 02 without exchange **359,00 EUR**
347 081 10 02 X in exchange **192,00 EUR**

347 084 00 03 without exchange **419,00 EUR**
347 084 00 03 X in exchange **192,00 EUR**



911/912 Steering wheel, wood

Ø 42cm steel

Ø 42cm alu

Ø 40cm steel

347 082 01 02 **478,00 EUR**

347 082 01 02 ALU **559,00 EUR**

ECK 4003/5 **399,00 EUR**



Restored 911/912 horn button

Restored 911/912 horn button

613 805 12 09 **209,00 EUR**

347 803 00 02 **209,00 EUR**



356 A/B/C

Steering wheel, wood

356 B/C

ECK 4003/6 **669,00 EUR**

347 082 15 00 **669,00 EUR**

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

Performance Parts for **PORSCHE**



fast forward automotive provides a programme comprising of engine components and technical solutions to increase the vehicle performance for all Porsche models from 1955 to today.



New in our online shop:
Piston Rings, Con Rods, Pistons, Cylinder Liners, Cylinders, Cam Shafts, Engine Bearings, Piston Pins, Crank Shafts from LN Engineering, Nickies and fast forward automotive.



fast forward automotive KG | Luisenstr. 39 | D-51399 Burscheid
Phone/Fax: + 49 2174 6639699 | info@fastforward-automotive.com

www.fastforward-automotive.com





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

HP MOTORSPORT SPECIALISTS IN EVERYTHING PORSCHE

HP Motorsports are an Essex/East London based company specialising solely in Porsche cars. We have all diagnostics to cater for later models as well as early test equipment for 924, 944, 968 and 928's.

We offer full engine/gearbox rebuilds for all model's from air cooled (our favourite) up to 997 as well as servicing and routine maintenance. Having worked on all sorts of Porsche's since 1983 we bring many years experience to our customers




- Full Engine Rebuilds
- Gearbox Rebuilds
- Porsche Servicing
- Routine Maintenance
- Fixed Price Servicing
- Brake Replacement
- Clutch Replacement
- All Electrical Repairs
- Air Conditioning Repairs
- Pre MoT Checks

HP Motorsports, Unit 6a, Bracken Industrial Estate, 185 Forest Road, Essex IG6 3HX
 Tel: 020 8500 2510
www.hpmotorsport.co.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



BROKEN PROMISES

Having conquered most avenues of motorsport, Porsche turned its attention to what many claimed to be the world's most famous race: the Indy 500. But politics and broken promises killed the dream. In part one of a two-part story, we look back at Porsche's involvement with Indycar and CART racing

Words: Keith Seume **Photos:** Porsche Archiv

Porsche wasn't used to failure. Sure, it had tasted the bitterness of defeat in the past, but had almost always fought back to savour the sweet taste of success. Look at the Le Mans 24-Hours, for example. For years Porsche had enjoyed numerous class and Index wins, but overall victory had eluded the team.

There had been high hopes of success with the arrival of the 917 in 1969, but it was not to be: mechanical problems with the new car forced the team to sit back and watch as, yet again, Ford 'stole' the chequered flag by just 120 metres! The following year, though, was a different kettle of fish, with the red and white Porsche-Salzburg 917 of Herrmann and

Attwood crossing the line in first place.

Over the next decade, Porsche enjoyed numerous victories around the globe in several disciplines, most notably Can-Am where the turbocharged 917s annihilated the opposition so comprehensively that the rules were changed, the series died and Porsche was left looking for a new challenge. With the US market being so important, there was an obvious answer: tackle the legendary Indianapolis 500.

In May 1977, a two-man delegation, comprising engineer Helmut Flegl and PR man Manfred Jantke, flew out to Indianapolis to meet with Porsche's US motorsport representative, Jo Hoppen, and take a first-hand look at the Indy 500. Their presence in the pit lane aroused

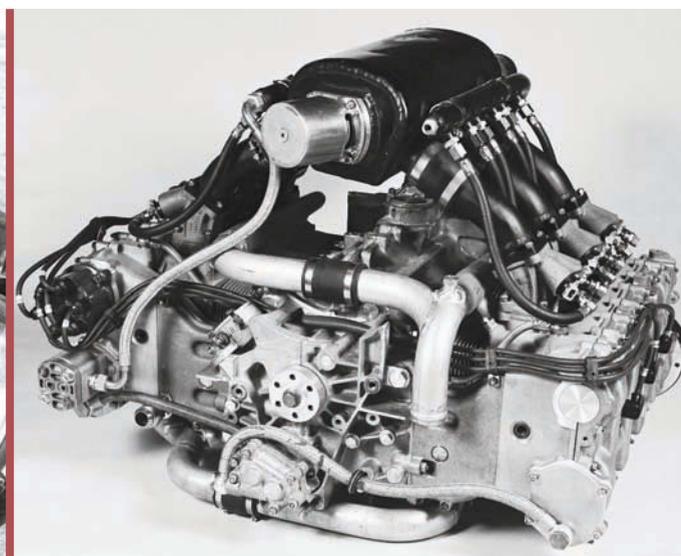
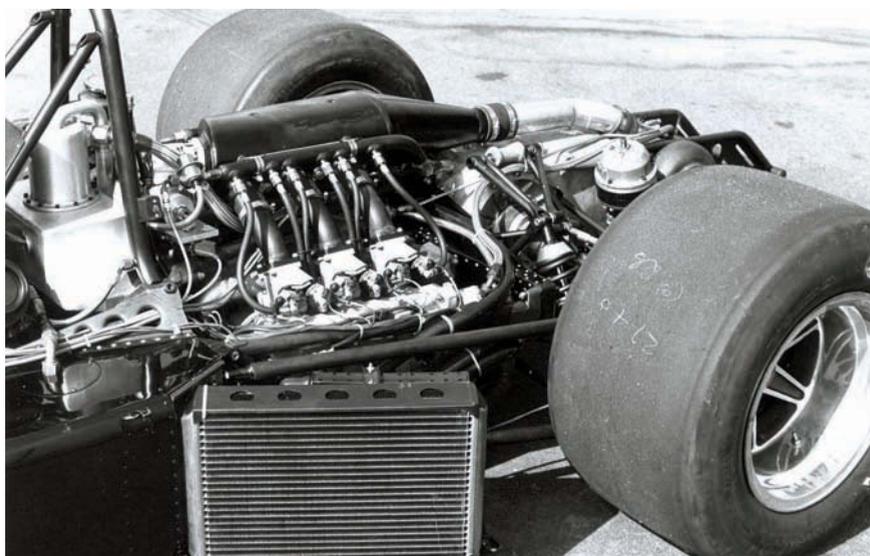
considerable interest and gave rise to much speculation about whether this famous racing marque was going to tackle the Indy 'establishment' head on.

They met with the legendary AJ Foyt, already a multiple victor at the Brickyard, as the Indianapolis oval was colloquially known. In an exchange of words, Foyt effectively challenged Porsche to a stand-up fight: 'You come, we race you...' he is reported to have told Flegl.

This was a challenge that appealed to the Porsche representatives, the appeal increasing still further when Foyt won for a fourth time at the wheel of his Cosworth-powered Coyote-Foyt, with similarly-engined cars in second and third.

To begin with, Porsche adopted a slightly

Danny Ongais poses for the cameras with the Porsche-powered Interscope Indy 500 contender at Ontario Motor Speedway in southern California



flippant attitude towards the event, with Jantke commenting that 'It's an endurance race – it's actually rather boring.' Flegl is reported to have added 'Foyt has won here four times. Now it is time we came here.'

Their interest aroused a degree of unrest among certain of the established Indy teams, memories of Porsche's rapid inroads into Can-Am still fresh in everyone's minds. According to Karl Ludvigsen, one McLaren mechanic went so far as to say 'If Porsche comes, all others can pack up...'. Jo Hoppen retorted that it wouldn't be quite that easy, for any project that Porsche became involved with would have to be done 'the Porsche way'. Nothing could be rushed, no corners cut.

One possible way to short-cut an entry into the world of Indianapolis and similar oval-track racing was to team up with an established entrant. Enter Roger Penske, the man behind Porsche's dominance of the Can-Am series with his hot shoe, Mark Donohue. In 1975, Penske had approached Porsche about supplying engines for an assault on the Indy 500, in return supplying

the engineers at Weissach full details of dyno tests of the venerable blown, methanol-burning Offenhauser engines which had been the mainstay of Indy competition for years.

Not without just cause, Penske believed that, with its unrivalled experience in turbocharging, who better than Porsche to build a race-winning engine for his single-seaters? Donohue himself sent details of the Offy engine's performance at over 30psi boost (830bhp, no less), but there was talk of boost pressures being limited by race organisers in an effort to cut speeds and improve reliability. A limit of 18.25psi was proposed, which resulted in the Offy's power output dropping to 'just' 721bhp at 8800rpm.

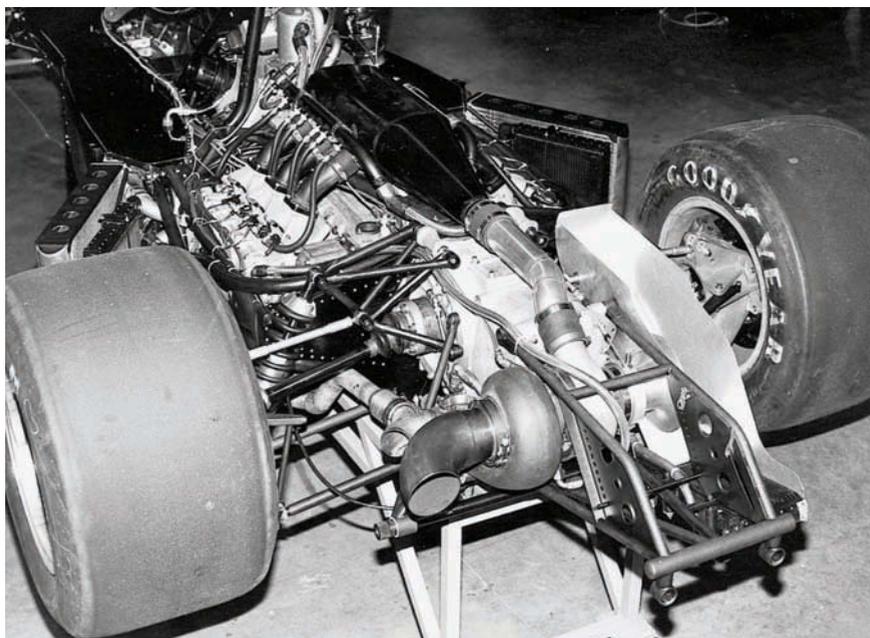
Penske flew to Germany to meet with Ernst Fuhrmann at Porsche, but the meeting was overshadowed by the recent death of Mark Donohue in Austria. Without Donohue's input, there was concern about the project's future – add to that a further victory at Le Mans and the release of the new V8-powered 928 model, and suddenly

the thought of heading off in a new direction lost some of its appeal. Fuhrmann chose not to pursue the Indy project, for the time being at least.

Behind the scenes, though, work 'secretly' continued on the Indy engine, using a single-turbo 935 motor reworked to run on methanol – the mandatory fuel for Indianapolis. This presented one major new problem, in that methanol was highly-corrosive, attacking many of the components and finishes previously used without problem on the 935. The engine was also too large – the application of the 'turbo factor', the 2857cc flat-six was eight per cent oversized. But it did produce almost 900bhp...

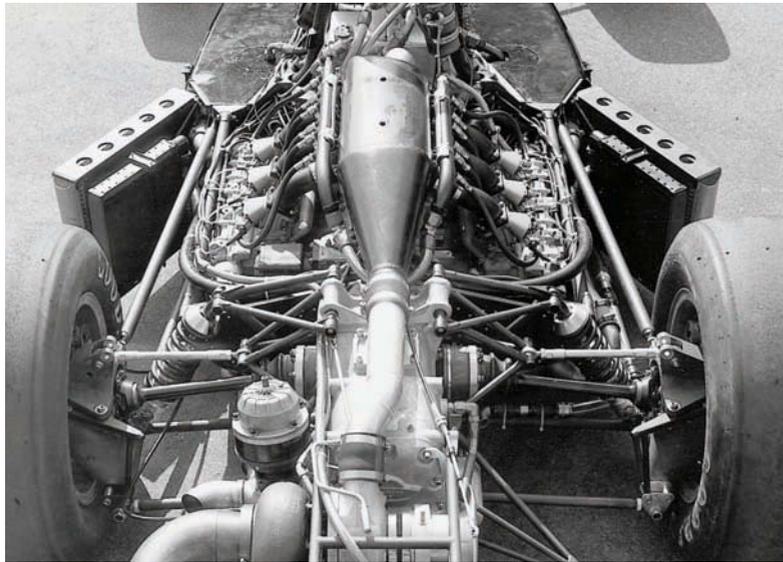
Early in 1978, a new 24-valve engine became available which, on methanol, looked promising. Flegl and Jantke returned to Indianapolis in May, along with Valentin Schäffer, Porsche's turbo guru. There they ran into Danny Ongais, who had campaigned a 935 in IMSA racing, entered by Interscope. Driving a Parnelli-Cosworth running under the Interscope banner,

Above: Porsche's Indy engine was based on the tried and tested 935 unit, but was fitted with a single turbo and regulation pop-off valve to comply with USAC rules. A single throttle-body was used with the Bosch electronic injection



Far left: This photo clearly shows the rear subframe that was necessary to allow the installation of the Porsche engine and Hewland-based transmission in the Parnelli chassis

Left: Vasek Polak (left) listens intently to Danny Ongais as he gives his verdict on his first drive in the Interscope racer



Ongais was the quickest 'rookie' in qualifying, but was forced to retire before half distance with mechanical problems.

The following year, Ongais fared better, qualifying on the front row of the grid, and battling for the lead right up until 55 laps from the end. Once again, the Cosworth engine let the side down, leaving the way open for Al Unser to take the win. Although ultimately unsuccessful, the team's performance didn't go unnoticed by the men from Porsche, Ongais – and Interscope's – case being further argued by legendary California Porsche dealer, Vasek Polak.

When, in 1978, the Indy cars came to Europe for the first time to race at Silverstone, Flegl and Schäffer went along to take a closer look at what made these methanol-burning monsters tick. Cosworth's DFX – a derivative of the famous DFV – was dominant in the series, but Porsche was sure it could go one better...

A month after the trip to Silverstone, funds were approved to develop an engine for use in an Indianapolis project, along with the go-ahead given to work out the costs involved with running an entirely Porsche-run Indy team.

First, though, work continued with Interscope, with a view to running the new

935-based engine in a Parnelli chassis. There was one major problem adapting the Parnelli to take Porsche power: it wouldn't be possible to use the engine as a load-bearing part of the chassis as the Cosworth motor had been. This meant that the rear of the Parnelli needed to carry attachment points for a tubular rear subframe used to carry suspension components, and support the engine and transmission.

The latter was a specially-adapted Hewland design as Porsche didn't have a suitable gearbox available – a new casing was made to mate up to the Porsche engine and clutch, which was then filled with Hewland gears and shafts.

The 1979 season kicked off with Interscope taking a win at the Daytona 24-hour event, Danny Ongais heading a team driving a Porsche 935. The following month, Interscope tested at Indianapolis with the team's Cosworth-powered single-seater, Porsche closely watching the outcome. Next was a trial mating of a dummy engine to the adapted chassis. Things were progressing according to schedule – as hinted at earlier, things were being done 'the Porsche way'...

Back at base – Weissach, in this case – work continued on the new engine, which

was designated the Type 935/72. It was an interesting departure from the 'production' 935 unit from which it was adapted. First of all the capacity was reduced to 2650cc (92.3mm bore x 66mm stroke) to fit in with the Indy regulations for turbocharged cars. Second, and visually one of the most obvious changes, the new engine didn't run any kind of cooling fan.

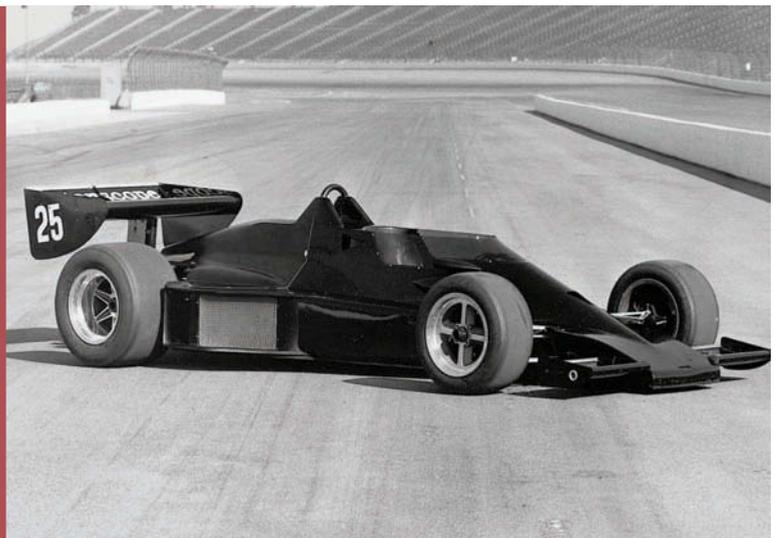
This was possible because of the cooling effect methanol has as a fuel – it burns at a far lower temperature than gasoline, but the downside is that you need to burn far more methanol as it only produces 46 per cent of the energy released by an equivalent volume of petrol. The lack of a need for a cooling system was confirmed by taking temperature readings at the tops of each cylinder, where it was welded to the cylinder head (following the practice first used on the 917 Can-Am engines, the heads and cylinders were welded together to dispense with the need for a head gasket – a notorious weak point in a high-boost turbo engine). The temperature worked out at around 90 degrees Celsius.

As for supplying the extra fuel, according to Ludvigsen, consideration was given to using the injection pump from the 12-cylinder 917 engine, but a lack of space

Above: Parnelli chassis was designed as a pure monocoque, using the original Cosworth engine as a stressed member. But the Porsche motor was unsuitable for such an application

Above left: Single Garrett turbo was mounted at the very rear of the car. Engine ran no extra cooling thanks to low combustion temperatures of methanol fuel

Below: Interscope ran a slick operation, with well-turned out race cars and support vehicles. Black livery was very smart, but not to Porsche's liking





meant that wasn't an option. Instead, Bosch stepped in and designed an electronic injection system which was far more adaptable and capable of supplying the necessary volume of methanol at all rpm and engine loads. To deliver the extra fuel, two sets of injectors were installed per cylinder – they were located in each of the individual tracts of the inlet manifold.

The manifold itself was entirely new: Indy rules allowed the use of just one turbocharger (a regulation Garrett unit), rather than the two KKK blowers normally fitted to the 935 engines, along with a pop-off valve supplied by the organisers to limit the maximum available boost.

Initial tests were carried out using separate throttle-bodies for each cylinder but it was finally decided to use a single throttle-body located on the inlet side of the turbocharger. To help boost power output, full advantage was taken of the cooling effect of methanol by increasing the compression ratio to between 9.5 and 9.7:1.

Dyno testing the engine fitted with mechanical injection (by Kugelfischer) netted an output of 904bhp at 22psi, higher than the figure allowed by the rule makers, but which gave a clear indication of the engine's potential compared to the old Offenhauser and more recent Cosworth designs.

Mid-July 1979, and the first engine was finally ready to be flown out to Interscope's



wanted to build an all-new chassis, designed by Roman Slobodskyj, the man responsible in the early 1970s for the design of Dan Gurney's All-American

pressure that a turbo engine could run. This was, in theory, to reduce speeds to make the series safer. But it was also a move which hit the Cosworth-engined entries most.

A number of the front-running teams decided to set up their own race series under the acronym CART – short for Championship Auto Racing Teams, Inc. They objected to these new restrictions, which were clearly intended to favour the less well financed teams which still ran older, less powerful engines.

CART gained approval from the SCCA, the governing body of US motorsport, which was tied in with the FIA. As the teams involved with CART were now essentially in opposition with USAC, it came to look increasingly likely that the Indianapolis 500 would become a stand-alone event, outside a meaningful championship. For Porsche, this wasn't a great situation – the last thing

Ongais heads out onto the Ontario oval for the first time. The Parnelli-chassised car showed promise, but turbo boost levels were far above those allowed by USAC

“ Over the next few months, politics would rear its ugly head again, just as they had back in the days of Can-Am ”

HQ at Costa Mesa, in the heart of Los Angeles' Orange County. The plan was to install the engine in the old, suitably modified, Parnelli chassis to allow testing to take place. Whether the car – or a car with this engine – would run at Indianapolis the following year had not yet been decided, but it was known that Interscope

Racing Eagle (AAR) single-seaters.

Things were looking promising at this stage, but over the next few months politics would rear its ugly head again, just as they had back in the days of Can-Am. The problems began when USAC – the controlling body of Indy racing – decided to impose lower limits on the maximum boost



Left: This rear view shows how low-slung the Parnelli chassis was. It was an old design but well-proven – ideal, in fact, for testing the new Porsche engine



it wanted to do was find itself caught up in the middle of a political row between two sanctioning bodies. Also, outside the USA, only the Indianapolis 500 really meant anything to anyone – to be of PR gain to Porsche, the Indy 500 needed to be seen as a ‘real’ race, with real competition between front-running teams.

In its quest to level the playing field, USAC continued with its intention to impose

made of a six-cylinder engine at this point. No such engines had run at Indianapolis since 1956 (Ferrari) and none had won at the Brickyard since 1946!

Jo Hoppen acted as a go-between for Porsche and pushed for a decision on what limits Weissach would have to work within. USAC responded by demanding to know more about the specification of Porsche's engine. They wanted detailed drawings of

Testing still went ahead, with the new engine in the now four-year-old Parnelli chassis. With Danny Ongais at the wheel, the Interscope single-seater lapped the Ontario Motor Speedway in California at a best of 197.1mph. This impressive performance was achieved with an ‘illegal’ boost pressure of 21psi, but it still suggested that the Porsche-powered cars would be quicker than the rival Cosworth-engined machinery.

These tests impressed Porsche's management, sufficiently so that the board immediately gave the go-ahead to go to Indianapolis in 1980, in partnership with Interscope. But there still remained unsolved the mystery concerning what would be the maximum turbo boost allowed by USAC. Danny Ongais stepped in using his contacts at the governing body to try to pin down USAC which, in turn, demanded more technical information about the 935/72 engine.

In the end, a figure of 12.25psi – or 54ins of mercury – was suggested, midway between the limits imposed upon four- and eight-cylinder engines – but that figure was still not an official one, carved in stone. However, Porsche decided to go ahead and show its new racing venture to the world's press at a preview held in a Stuttgart hotel.

Interscope cars had always been finished in black, but Porsche broke tradition by displaying the car in white, with simple graphics that looked rushed in their execution. This, some observers noted, was not the way Porsche normally worked.

But Manfred Jantke is quoted by Ludvigsen as making it clear Porsche did not expect to win first time out. ‘We are not coming to Indianapolis with expectations of instant victory. The project is intended to run for more than a single year. We are sure to need a good deal of time to catch up to our rivals...’ said Jantke, before adding, ‘but with luck, perhaps we can even manage to beat them.’

In January the following year, the first tests were carried out in the USA, at Ontario in California and Phoenix, Arizona. The results were promising, especially as they were performed with the engines

Referred to as the Type 940, the Parnelli-chassis Interscope-Porsche was displayed in its new livery at a press launch in Stuttgart and then at Ontario

“ No six-cylinder engines had run at Indianapolis since 1956 (Ferrari) and none had won since 1946... ”

boost limits. Four-cylinder engines – ie, the ageing Offenhausers – would be limited to 15psi boost (60ins of mercury), while eight-cylinder engines would be restricted to just 9.25psi (48ins of mercury). No mention was

the design (for reasons that can only be guessed at) but Helmut Flegl told them that there were no formal drawings, only sketches that showed little detail other than basic dimensions.



Left: For several years, Porsche had favoured Dunlop as a tyre supplier for its racing efforts, but changed to Goodyear for the Indy programme in deference to the company's greater experience in the oval racing scene



case for Porsche, but to no avail. He described the decision as 'The biggest scandal I've experienced in motor sports!'

The only glimmer of hope was a reconciliation between USAC and CART, which Porsche hoped would see a return to a 54in boost limit. But all hope was blown out of the water when the new joint body reconfirmed a limit of 48in of mercury. That was the final straw, and Porsche announced it was turning its back on Indy to concentrate on Le Mans once again.

But the story doesn't end there, for Porsche agreed to a short-term continuation of the project which would see engines supplied to Interscope, but a planned showing at Mid-Ohio in July was cancelled due to a continued lack of agreement on boost limits.

Interscope installed one of the 935/72 engines in its new chassis and went testing in July, while back at Weissach, Porsche began work on a new short-stroke version of the engine, designed to run at higher rpm. To keep its options open, Porsche kept plans to build ten of these engines a secret from Interscope.

But it was all to come to nought. The newly formed Championship Racing League – an amalgam of CART and USAC – still refused to offer any glimmer of hope regarding boost levels for a six-cylinder engine so, in October 1980, Porsche pulled the plug on its Indy programme. Memories of the fiasco in 1973 that marked the end of the road for Porsche's Can-Am efforts (and, as it turned out, the series itself), coupled with the clear bias of USAC and its subsequent offshoots, must have left a very bad taste in Porsche's mouth.

But, as we shall see next month, this was not the end of Porsche's involvement with single-seater racing in the USA. **PW**

Left: There was something very rushed about the new all-white graphics – even the Porsche logos weren't in the normal company font

running at the boost level hinted at by USAC. Despite some problems with oiling, overall the team was happy with the outcome. All that was now needed was a definitive answer from USAC about boost levels. And that was still not forthcoming.

USAC continued to insist on knowing more about Porsche's new engine and suggested it send two technicians to Weissach to take a look. Flegl could hardly refuse, although he was clearly not happy – especially when he discovered that one of the 'inspectors' was the person responsible for the engines in AJ Foyt's Indianapolis cars, Howard Gilbert. Foyt was USAC's blue-eyed boy, and somebody who was less than enamoured with the concept of Porsche wading in and showing the Yanks how it should be done.

Gilbert was shown the engine on a dyno and witnessed it produce over 570bhp at 'legal' boost levels. From this, he was able to calculate the amount of fuel consumed.

Meanwhile, Interscope had been finalising the new car for the 1980 season, an unusual design which had partially enclosed rear wheels. Porsche engineers were not impressed by what they saw. The British *Motor Sport* magazine reported on the Porsche effort in its January 1980 edition: 'The two organising clubs (USAC and CART) are still at daggers drawn, but Porsche chose the USAC route to guarantee entry at Indianapolis. Manfred Jantke said it would not be feasible to contest both the USAC and CART series because differences in boost pressures (CART's is higher) and the use of movable skirts by CART would call for two distinct engine and chassis development exercises.'

The report went on: 'The Interscope Porsche uses fixed skirts in a broad vee below the monocoque, but it is not a full ground-effect car. Improved ground-effect with the fixed skirts will be gained in the new chassis by moving the engine higher and further forward in the chassis. Airflow over the engine is adequate enough to make intercoolers and the familiar Porsche cooling fan unnecessary...'

Further testing took place in March, ahead of a meeting at which USAC's board

met to discuss the findings of the two technical representatives on their return from Porsche.

Shortly after, a letter was sent to Jo Hoppen which suggested that while USAC felt the Porsche engine wasn't overly impressive in terms of power output as things stood, they felt it would only take a few small modifications to make it significantly more powerful.

At first, this might appear to have been a bit of a dig at the competence of Porsche's engineers but, in hindsight, it appears they were more likely accusing Porsche of trying to pull the wool over their eyes by not showing the engine to full effect.

The outcome of this was that USAC decided finally to impose a boost limit of 48in of mercury on the flat-six – the same as the eight-cylinder Cosworths. Porsche's Jantke flew out to the USA to argue the



Below: The Interscope Indy project may not have come to fruition, but it provided Porsche with a valuable insight into the American single-seater formula. Less than a decade later, Porsche returned to Indy with a new car and a new engine. More next month...



Porsche Club GB at Althorp

Porsche Club GB National Event Saturday 15th and Sunday 16th August 2015

Porsche Club GB's 2015 National Event will take place at Althorp in Northamptonshire over the weekend of 15th and 16th August.

The event will see various activities take place, including: Trade village, live arena, evening entertainment, National Concours, anniversary displays, exclusive tours of Althorp, Region and Register parking and much more!

The Althorp event will be open from 12 noon on Saturday 15th August.

To find out more or to book tickets call Porsche Club GB on 01608 652911.



Porsche Club
Great Britain



TECH SECTION

PRACTICAL PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

QUICK GUIDE

HOW TO P104

Q&A P125

SPECIALIST P110

OUR CARS P116

BUYERS' GUIDE P134

T&T P139

DETAILING P130

CLASSIFIEDS P133

HOW TO: 104

Compared to modern machinery, the early 911's electrical system and fuseboard is rather primitive. We look at fitting a more modern, uprated system from Classic Retrofit



SPECIALIST: 110

We go Stateside – Phoenix, Arizona to be precise – and drop in on Patrick Motorsports, purveyors of bespoke twin-plug heads, full custom builds, Boxster Spec racers and more



OUR CARS: 116

More adventures from the 911&PW fleet. Bennett has bought a 996 C2, US correspondent, Matt Stone, has spent a ton on his Carrera 3.2 and Pete is continuing to chop up his '73 Targa



Q&A: 125



CLASSIFIEDS
The place to buy and sell
Porsches and accessories
P133

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle a 993 with front end issues, various 944 maladies, 996 indicators and more...

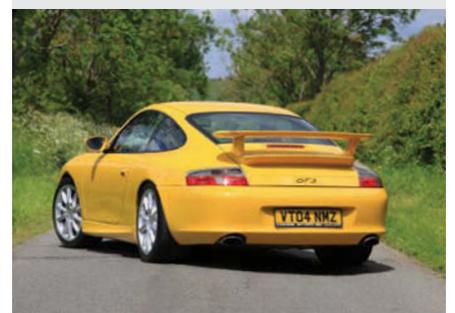
BUYERS' GUIDE: 134

Is there such a thing as an affordable pre-impact bumper, classic 911? We reckon there is in the shape of the 911T. We bring you the full buyers' guide



TRIED & TESTED: 139

Getting out there and kicking the tyres! This month our man Horton checks out a Gen 2 996 GT3 at Cotswold Porsche



DETAILING: 130

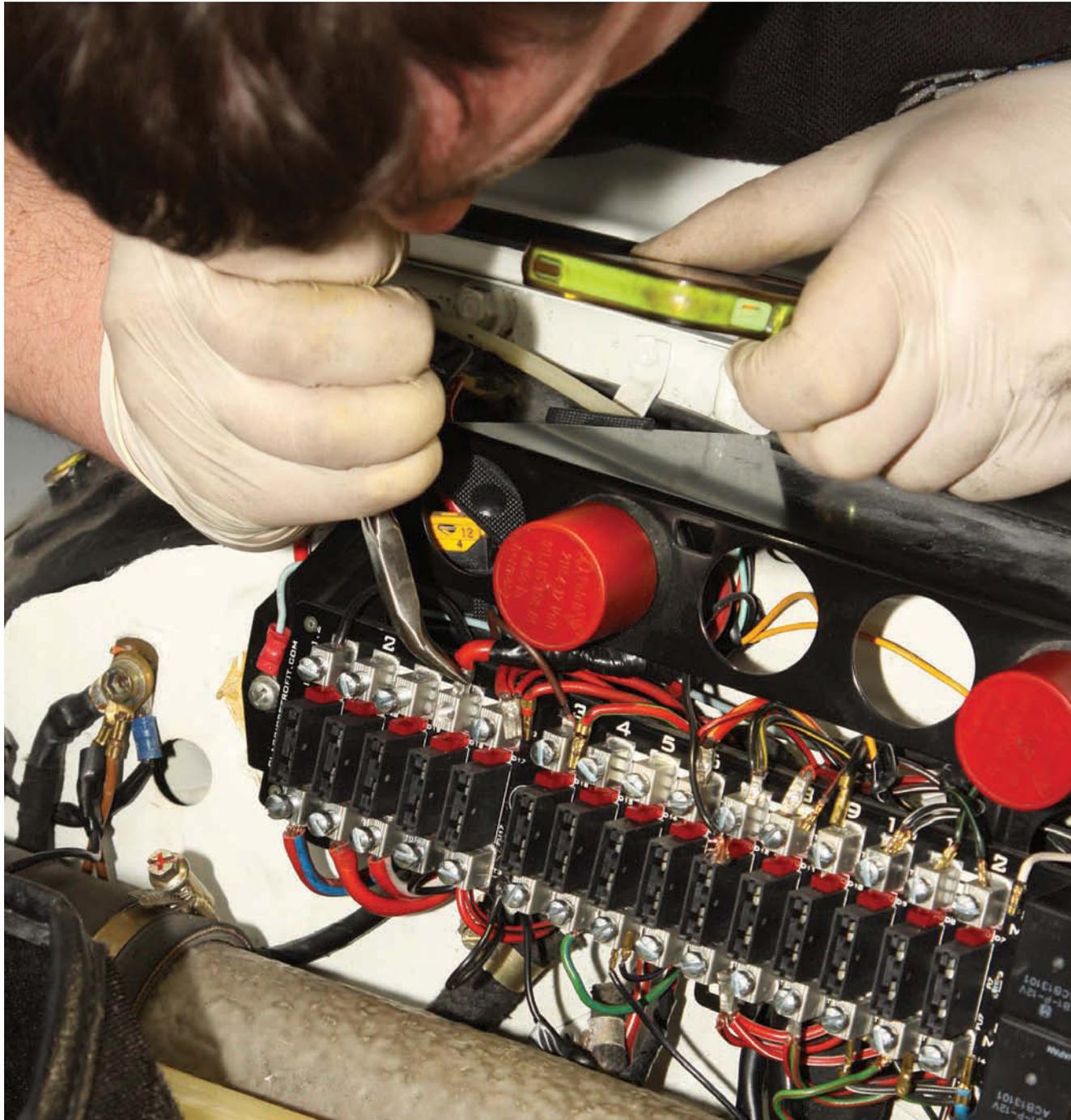
How to restore your cabrio hood. We show you how, with a bit of elbow grease and plenty of lotions and potions



TECH: HOW TO ONLY CONNECT

Here's an innovative, cost-effective and certainly quick and easy way of upgrading your impact-bumper 911's electrical system – and most likely improving its headlamps' performance, as well

Story and photographs by Chris Horton



Whatever may be the many attributes of the 1974–1989 911 Carreras and 930 Turbos, a cutting-edge electrical system is not among them. It is relatively conventional and straightforward, certainly, and surely no-one would want to get involved in the intricacies of most modern vehicles' mind-boggling 'CAN bus' set-ups if they could possibly avoid them, but there is no getting away from the fact

that this inherent simplicity brings with it a number of fairly significant shortcomings.

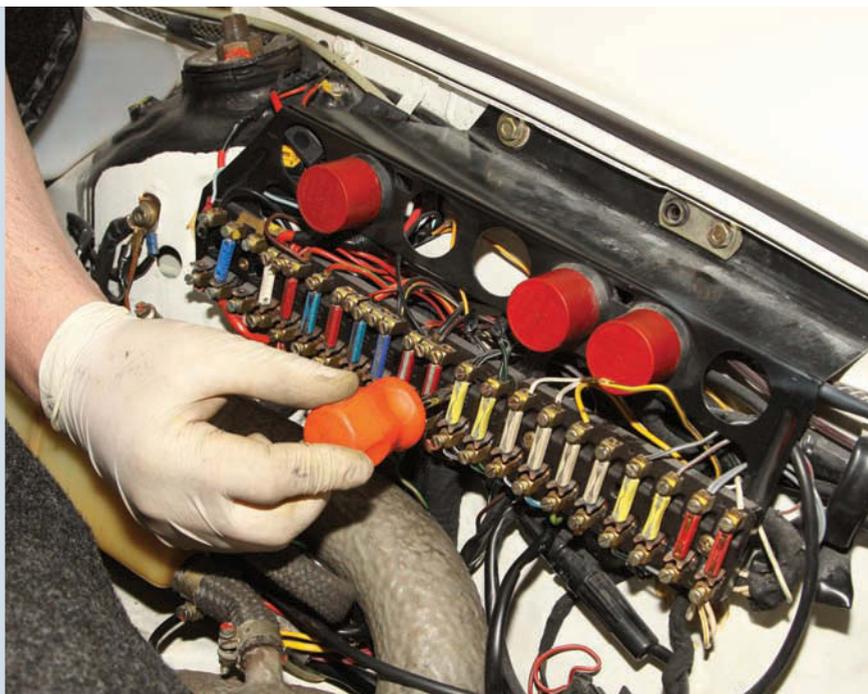
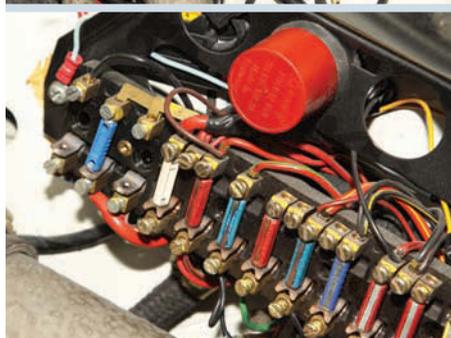
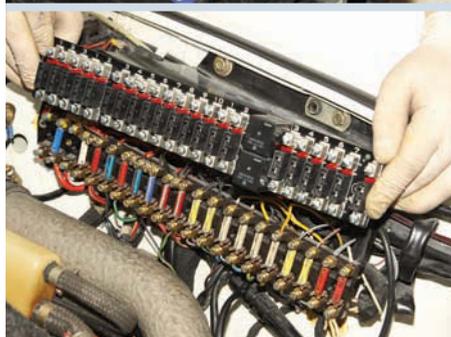
Chief among those is probably poor headlight performance, thanks in part to the absence of any relays to carry the relatively heavy current the lamps require (more on this in a moment), and that is followed closely by the frankly primitive primary fuse board. Located on the left-hand inner wing, inside the front luggage compartment, this offers no shortage of fused circuits (around 20 of them, in fact), but those are all

protected by the fragile and so ultimately not overly reliable 'bullet'-style fuses.

Which explains our immediate interest in a complete replacement fuse board that is claimed to be able to solve both issues at the proverbial stroke. Designed and manufactured in the UK by Classic Retrofit of Five Ashes, East Sussex, it not only uses modern standard ATO blade-type fuses, but also has two fully integrated headlamp relays, allowing the removal of any existing aftermarket units that may have been

Most of us tend to find work on our cars' electrical systems quite daunting, but proceed calmly and methodically, with the right tools and information, and it's merely fiddly rather than genuinely difficult. Good eyesight (or the right specs!) and plenty of light are essentials, too: here BS Motorsport's Rob Nugent – young enough still to have the former – is using his trusty iPhone for some additional illumination. We found those small pliers, with angled jaws, useful for easing the wires into the terminal holes in the new board – more on this over on the next spread

The first step in any electrical work – and especially something as fundamental as this – is to disconnect the battery's earth lead. The old fuse board (although it is actually in four separate sections) is secured with four cross-head screws (far right). Use a flat-bladed driver to loosen the 40 or so terminal screws, having first written down which wire(s) goes where, and/or taken some photos for future reference (bottom row in this group). New board (right, and shown here before the new blade-type fuses have been added) is a modern replica of the original Porsche unit, and so fits in exactly the same position. Small black cubes are the headlamp relays, designed to ease the electrical load on the switches in the cabin and thereby – it is claimed – significantly improve the lamps' output



ON A SHORT FUSE

Your car – like your house – has fuses in order to protect its electrical systems. The principle is enduringly simple: a short-circuit – that is, a live wire effectively touching 'ground' or 'earth' – will draw as much of the battery's perhaps 300 amps as the overall resistance of the circuit will allow, creating both hazardous sparks at the point(s) of contact and a rapid heating of the circuit, to the extent that the latter will probably quickly ignite somewhere, too. Place a fusible link at some strategic place in the circuit, however, designed to melt when a predetermined current is passed through it, and by almost instantaneously breaking that circuit you should prevent any further damage.

In all pre-964 Carreras those fuses are of the bullet type, so called because of their shape. They work well enough in principle, but they are inherently fragile – the metal foil that serves as both the end contacts and the

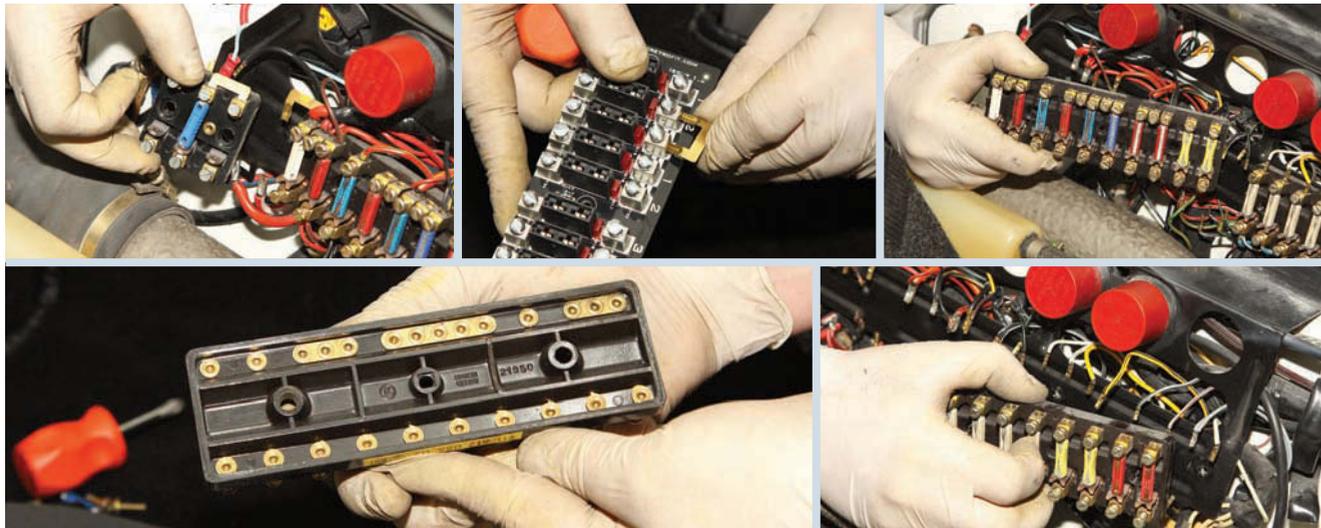
fusible link are easily damaged by rough handling – and can be awkward to remove and refit from and to their spring-loaded carriers. Porsche – like most other car manufacturers – later switched to ATO or blade fuses, so called because of their two projecting terminal blades. (Significantly, the Audi-derived and built 944 had blade fuses from the start.) Blade fuses also have a fully enclosed fusible link, and as a result are virtually indestructible – unless, of course, by passing too high a current through them.

Both types of fuse are colour-coded for easy identification, although sadly and perhaps predictably not via the same colours, and those colours are themselves variable in terms of precise shade. Old-style bullet fuses are generally yellow (5 amps), white (8 amps), red (16 amps) and blue (25 amps). A number of other ratings are available, but not relevant here. Blade-type fuses, however, are coloured

tan (5 amps), brown (7.5 amps), blue (15 amps) and 'clear' or 'natural' (25 amps). There should be no problem using the slightly lower-rated 7.5- and 15-amp blade fuses in place of the 8- and 16-amp bullet variety.

Classic Retrofit provides a full complement of the appropriately rated blade fuses with the kit shown here, which we fitted quickly and easily with reference primarily to the printed card that clips on to the fuse board's plastic cover. We encountered no discrepancies. After that, the only job that remained was very carefully to trim the aforementioned cover – as shown in the photos – so that it sat neatly over both the board and its underlying structure. For the record, Rob Nugent used a pair of special side-cutting pliers designed to trim cable-ties without leaving those horrible and potentially quite hazardous sharp ends – in fact, they leave a perfectly flat, neat edge.

TECH: HOW TO



added in an earlier attempt to improve the lighting. It requires little or no modifications to the existing wiring; no crimping, soldering or special tools (but see photos below); and perhaps most useful of all incorporates LED tell-tales quickly to highlight either a blown fuse(s) or an open circuit(s).

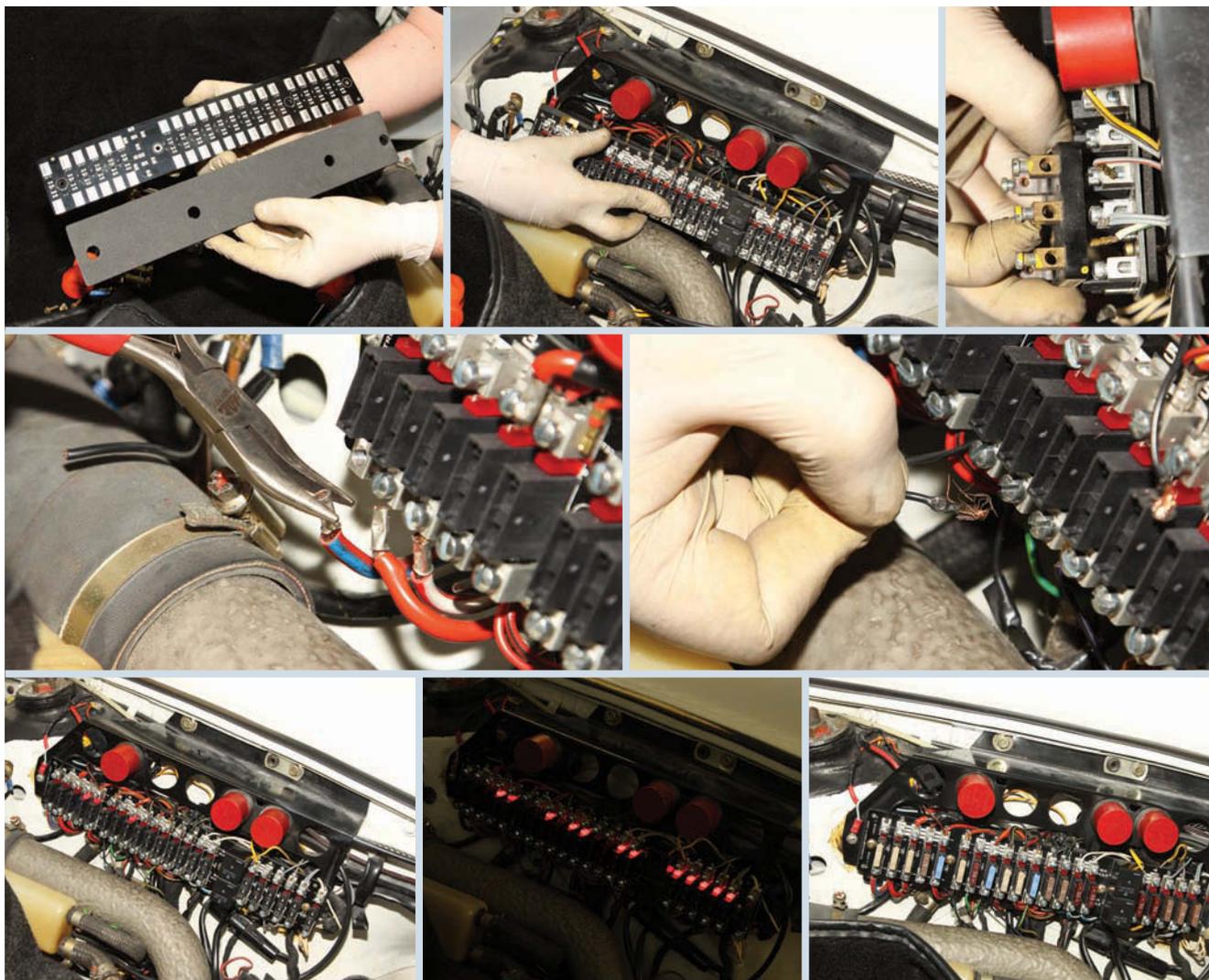
Fitting is, as the maker rightly claims, an essentially plug-and-play exercise. Remove the wires from the existing fuse board – having first disconnected the car's battery earth lead, of course – and transfer them to the equivalent positions on the new one.

Screw the board to the original mounts. Finally, fit the fuses and the original plastic cover, and the job's done. In truth, it is a little more complicated and certainly fiddly than that, with the obvious potential for what could be some perplexing results if you should happen to replace any of the wires incorrectly, but work calmly and methodically and you should have it all done within an hour or so; two at most.

The key to success, as you will no doubt have realised, is that correct transfer of several dozen wires – all colour-coded,

of course, but rather daunting none the less. The generally very helpful instructions provided with the kit suggest securing the new board loosely to the old one with cable-ties, and then moving the wires across one at a time, but Rob Nugent, doing the job for us at BS Motorsport, felt that this was itself an over-complication. 'How are you going to undo the terminal screws on the old board when the new one is right in front of it?' he asked. In fact, Classic Retrofit suggests loosening off all the old board's screws very slightly before you start, but again that

A number of the terminals on the Porsche fuse board are linked with these special 'U'-shaped connecting pieces (far left), but it soon became obvious (once we had read the instructions...) that these are not required on the Classic Retrofit unit (top row, middle): ingeniously – but these days not entirely surprisingly – the same function is built in to the board via printed strips. Remove the various sections of old board, and note their own additional connecting strips and/or exposed terminals on the reverse. These are isolated from the chassis by means of the longitudinal raised sections on the mouldings, but in the new installation this will be dealt with by both the foam gasket and the special nylon spacers for the screws – so don't omit either



From left to right, top to bottom: the aforementioned foam gasket; ease new board into position and secure loosely with screws; new terminal blocks have very slightly smaller holes than the old ones, and they are a different shape, too. Original Porsche wires have these tiny ferrules crimped over the ends: if not, they have either been cut, or are 'foreigners', like the black wire shown here, which had previously been fitted such that it must have been perilously close to failing to make proper contact. Either way, those pliers will help ease them into position. LEDs – just visible in correctly exposed shot far left, more easily in the darkened middle pic – quickly help identify a (live) circuit whose fuse has blown or, crucially, one which has a fault elsewhere. Final pic shows all 20-odd fuses installed; use your notes and/or pics to show their correct positions

WHAT ELSE DO YOU NEED TO KNOW?

Not a great deal, actually. Make sure that you fit your new fuse panel with both the foam gasket supplied and the four nylon spacers over the fixing screws between the back of the panel and the metal mounting point on the inner wing. These are essential to avoid the possibility of the contacts on the rear of the panel shorting to earth. (The original Porsche board is moulded in such a manner as to prevent this.) Note, too, that later versions of the new board incorporate built-in conducting strips to avoid the need for the

roughly 'U'-shaped link pieces used in the original Porsche set-up. These modestly but usefully simplify the rewiring process.

Pretty much anything else you will require is contained in the illustrated instructions provided with the kit – including a section on removing any after-market headlamp relays; making sure that the board is itself correctly earthed by means of the mounting screw next to its own built-in headlamp relays; and not least dealing with confusing spurious wires. For the record, all Porsche wires running to

the fuse board will – or should, anyway – be terminated with a small crimped-on ferrule. Any wire (or group of wires) without one of those neat little ferrules is either a 'foreigner', or has at some earlier time been cut.

As far as tools are concerned, all you will need are the appropriate flat and cross-head screwdrivers, side-cutting pliers, and a pair of small needle-nosed pliers, those ideally with angled jaws as shown in the photos. Add a multimeter, for possible fault-finding before or after the transplant, and you're done.

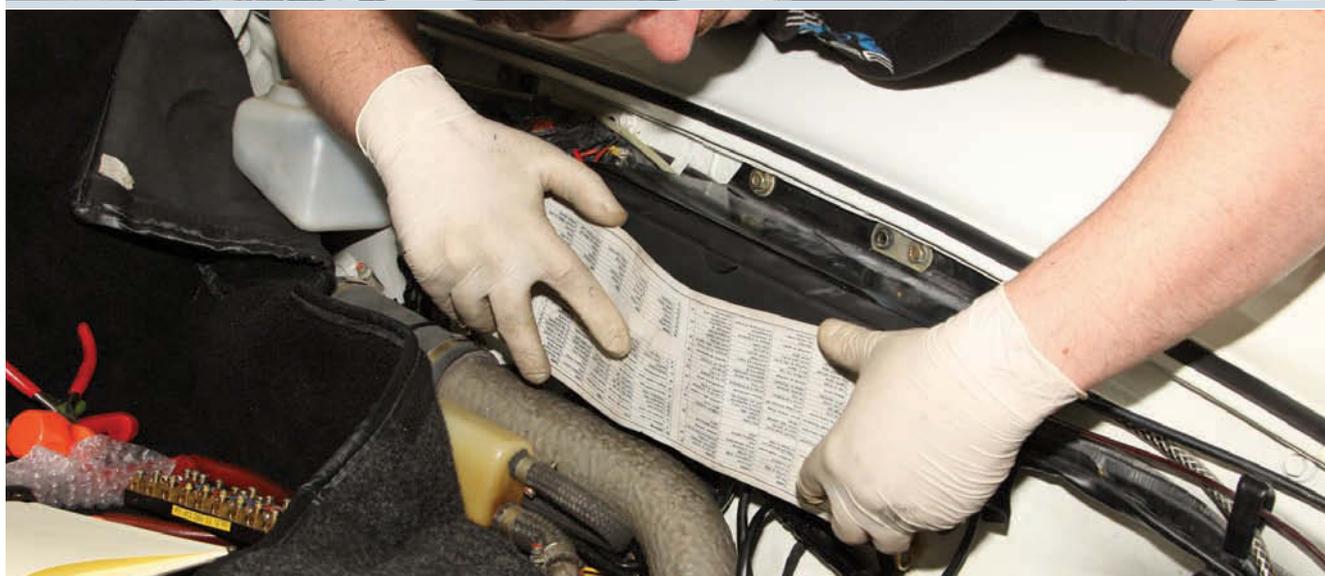
would seem – to us, anyway – to bring with it the risk of random wires pulling out before you are ready to deal with them, and thus all manner of subsequent confusion.

So we did it the low-tech, old-fashioned way, with Rob calling out the positions and precise colours of each row of wires, top and bottom, and your correspondent carefully writing them down in my notebook. To make doubly sure we were right I then read them back to Rob while he looked again at the wires. I also shot several close-up photos – shown here as large as

we could make them within the space available. That should be a reasonably accurate guide for most other Carrera 3.2s – this is an 'F'-registration car – if not most other impact-bumper 911s, but it would obviously be a good idea to make your own specific notes and to take your own reference photos, as well. (And bear in mind that – sadly – some cars will have acquired a number of additional wires for stereo systems and alarms, and so on.)

There was one other minor difficulty, in that the holes in the terminal blocks on

the new board are a slightly different shape to those on the old one ('D'-shaped instead of round, basically), making some of the larger ferrules crimped to the cable ends reluctant to enter, but Rob solved that by gently squeezing them with a pair of small angle-nosed pliers. Those were also useful to guide the ferrules into their blocks, particularly on the less easily accessible bottom row – and also where, because of the way the new blocks are arranged, one or two of the cables needed to be moved longitudinally by a few millimetres. **PW**



On the home straight now. Reconnect the battery – watching for smoke and sparks, just in case – and make sure that all the various systems work just as they should, including the starter motor and ignition system and fuel pump, of course. Original plastic cover fits back over the Classic Retrofit board, perhaps with some slight trimming as required. Rob Nugent used special side-cutters designed to snip the ends from cable-ties without leaving those horrible sharp, jagged edges that will later scratch your hands to pieces. Last job of all is to fit the plastic card identifying the circuits and their fuses – assuming it hasn't previously gone AWOL. Job done

USEFUL CONTACTS

Classic Retrofit (www.classicroetrofit.com) is based in Five Ashes, East Sussex. For more information click on that link above, email info@classicroetrofit.com, or call 01825 830323. The 911 fuse board shown here retails at £195 plus VAT, and is also available from BS Motorsport in Westcott, Buckinghamshire (01296 658422; www.bsmotorsport.co.uk),

for £275 plus VAT fitted – plus the cost of sorting out any additional wiring problems that might be discovered during that process. For US customers, click on the Pelican Parts website at www.pelicanparts.com.

Also coming soon from Classic Retrofit are replacement three- and six-pin ignition boxes for all 911s built between 1969 and 1983 (and

930-model 911 Turbos to 1988). These, too, will be plug-and-play units, and packed with a number of now essential features, including built-in 'soft' and 'hard' rpm limits, maximum rpm tell-tale, clutch-pedal input, tachometer calibration, and even a hidden 'jog wheel' that can be used to adjust key parameters without the need for a laptop. More on these soon.

**PERFORMANCE AND SERVICE
THAT DOESN'T COST THE EARTH!**

- Boxster / Cayman / Cayenne / all 911 Models (1984 – present)
- 944 Turbo / 944 S2 Specialists
- Fixed Price Servicing
- Main Dealer Equivalent Diagnostics
- Courtesy Cars Available
- Very Competitive Labour Rates, Exceptional Service, fast Turnaround
- Large Spares Inventory
- Comprehensive 3D Alignment and Geometry Facilities
- Bilstein and KW Suspension Kits
- 15 minutes from Milton Keynes



ProMAX Motorsport Ltd, The Warehouse, Sunnyhill Farm, Little Horwood Road, Great Horwood, Bucks. MK17 0NZ. Tel: 01296 714856
service@promaxmotorsport.com • parts@promaxmotorsport.com



www.promaxmotorsport.com



At JMG we are dedicated to helping you get the best experience from your Porsche.

We service, diagnose, repair and improve Porsche Vehicles in our **South of England** workshops.

JMG Porsche are a family run business built on a foundation of three generations of Porsche experience stretching back to the early 1970's.



As of the 1st May our new address will be:
JMG Porsche
98 Cobham Road,
Ferndown Ind Est.
Wimborne
Dorset
BH21 7RE

Tel: 01202 488800 or 07000 996911

Email: service@jmggarage.co.uk
mailorder@jmggarage.co.uk

www.jmggarage.co.uk



+44 (0) 1296 658422
info@bsmotorsport.co.uk

www.bsmotorsport.co.uk

Independent Classic Porsche Specialist in Buckinghamshire
Now Offering Prestige Vehicle Storage
With varying levels of packages available
Collection and delivery option in covered vehicle trailer

- Engine Dyno Test Cell
- Servicing options for all Porsches
- MFI Fuel Pump Testing
- Ignition And Distributor Testing
- Ultrasonic Component Cleaning
- Engine rebuilds and upgrades
- Transmission rebuilds and upgrades
- Full Restoration and project management service
- Vehicle Reports, Inspections and Validations
- Classic Race and Trackday preparation

Please call +44 (0) 1296 658422 to discuss your requirements





THIS IS YOUR GALLERY
for collectors of modern art

Hendon Way Motors was established in 1952, and is now one of Europe's leading Ferrari and Porsche specialists. Please visit our website at www.hwm.biz for more information on the company and our stock.

PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2006 - 997 TURBO COUPE MANUAL (BASALT BLACK) 60,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, BOSE-CD Changer, Alcantara Headlining, Sunroof, Porsche Crest Embossed on the Headrest, Sports Seats, Rear wiper, Rear parking Assist, Xenons, 19" Turbo Alloy wheels, Full Service History

2009 - 997 GEN II C2S CABRIOLET PDK (WHITE) 30,000 miles
Grey Lther Intr, PSM/PASM/PCM3-Touchscreen Sat Nav, Telephone, BOSE, CD Changer, Sports Exhausts, Cruise Control, Sport Chrono Package PLUS, Sports/Heated Seats & Part-Electric Seats, Sport Design Steering Wheel, Porsche VTS, Rear Wiper, White Dials, Xenons, Climate Control, 19" GEN II Alloy Wheels, Full Porsche Service History (Just been Serviced)

2009 - 997 C4S CABRIOLET PDK (GEN II) (BASALT BLACK) 36,000 Miles
Full Black Leather Interior, PDK 7 Speed Double Clutch Transmission, PSM/PCM/Voice Control, Extended Sat Nav (Touch Screen), BOSE Sound System, 1 pod and USB attachments, Telephone Module (Bluetooth), On Board Computer, Sport Seats, Rear Park Assist, Cruise Control, Climate Control, Heated Seats, 19" Porsche Sport Design Alloys, Xenon Headlights, LED Daylights, Full Official Porsche Centre Service History.

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles
Black Lther Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History.

2007 - 997 C2S COUPE MANUAL (BASALT BLACK) 20,000 Miles
Black leather Interior, PSM/PCM-Sat Nav/Telephone/BOSE, CD Changer, Sports Exhaust, Sports/Heated Seats, Sunroof, Rear Wiper, 3 Spoke M/F/S wheel, R/Parking Assist, Top tinted windscreen, Porsche VTS, 19" Carrera Sport Wheels, Full Porsche Service History.

2006 - 997 C4S CABRIOLET (ARCTIC SILVER) MANUAL 37,000 Miles
Black Leather Interior, PSM/PASM/PCM-Sat Nav, Cruise Control, Sports Exhaust, Heated Seats, Memory Seats, Fully Electric Seats, Telephone, BOSE-CD Changer, Porsche Crest on Headrest, White Dials, Rear Park Assist, 19" Sport Design Alloy wheels, Full Main Dealer Service History.

2006 - 997 C4S CABRIOLET MANUAL (BLACK METALLIC) - 62,000 Miles
Black Dark Olive Metallic, Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, Sports Exhausts, Chrono Pack, White Dials, Heated Seats, BOSE-CD Changer, Part Electric Seats, Porsche Crest on Headrest, Rear Park Assist, Climate Control, 19" Alloy wheels, Full Main Dealer Service History.

2005 - 997 C2 COUPE TIPTRONIC (ARCTIC SILVER) 62,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone-BOSE/CD Changer, Heated Seats, M/F/S wheel, Alcantara Headlining, Rear wiper, Climate Control, 19" Carrera Alloy wheels, Full Service History.

PORSCHE 996 GT2 & TURBO

2002 - 996 GT2 CLUBSPORT (POLAR SILVER) 55,000 Miles
ONE OWNER ONLY, Full Porsche Main Dealer Service History with a recent service, GT2 Club Sport Model, White Dials, PCGB Brakes, Radio and CD player, Climate Control, Central Locking, Electric Mirrors & Windows, Porsche Crested Sports Seats, Correct carbon fibre interior

2004 - 996 TURBO COUPE TIPTRONIC (BLACK METALLIC) 37,000 Miles
Black Leather Interior, PSM/PCM-Sat Nav/Telephone, Cruise Control, Heated Seats, Fully Electric Seats, Memory Seats, BOSE/CD Changer, Sunroof, Rear Park Assist, Rear Wiper, Alcantara Headlining, Climate Control, 19" GEN II Turbo Alloys, Full Main Dealer Service History.

2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 70,000 Miles
Black Lther Intr, PSM/PCM-Sat Nav, Telephone, BOSE, CD Changer, Heated & Fully Electric Memory Seats, Climate Control, Cruise Control, Rear Parking Sensors, Original Hardtop Available, Optional Wind Deflector Present, 18" Turbo Alloys, Full Porsche Service History, Detailed Invoices showing high level of maintenance, Extremely Well-Kept Example.

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 - 993 TURBO "S" COUPE MANUAL (SPEED YELLOW) 60,000 Miles
Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy Wheels, full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles
Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.
Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Uprated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles
Varioram, Metropole Blue Lther Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System, 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1995 - 993 C4 CABRIOLET MANUAL (IRIS BLUE) 108,000 miles
Iris Blue Coachwork, Marble Grey Lther Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Full Porsche Service History.

1995 - 993 C2 COUPE MANUAL (SLATE GREY) 74,000 Miles
Grey Leather Interior, Part Electric Seats, Sunroof, Rear Wiper, Alpine Radio and CD Player, Factory Fitted Alarm System, Air Conditioning, Air Bag, Electric Mirrors/Windows, 17" Alloy wheels, Full Service History

1994 - 993 C2 COUPE MANUAL (FOREST GREEN) 104,000 Miles
RHD, Marble Grey Leather Interior, Sunroof, Alpine Radio Player, Part Electric Seats, Rear Wiper, Climate Control, Electric Windows, Electric Mirrors, 17" Alloy wheels, Full Service History

1994 - 993 C2 CABRIOLET (CARRERA WHITE) 103,000 Miles
ONE LADY OWNER ONLY, Metropole Blue Leather Interior, Manual, Part-Electrical Seats Climate Control, Blue Hood, 17" Alloys, Full Service History

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 94,000 Miles
Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 - 993 CARRERA 3.2 CABRIOLET (G50 GEARBOX)
126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) - 108,000 Miles
Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats, Sony CD Player, 17" Alloys, Full Service History

1992 PORSCHE 964 C4 CABRIOLET MANUAL (BLACK) 94,000 Miles
Marble Grey Leather Interior, Semi Electric Seats, Kenwood CD Player & Radio, Electric Window, Electric Mirror, 17" Alloys, Full Service History, Tone cover available.

1989 PORSCHE CARRERA CABRIOLET SUPER SPORTT 98,000 Miles
Grey Leather Interior, Sports Seats, Climate Control, Semi Electric Seats, Pioneer CD Changer and Radio player, 16" Fuch Alloy wheels, Full Service History.

1992 - 964 CARRERA COUPE (POLAR SILVER) LHD - 138,000 Miles
Tiptronic Gearbox, Black Leather Interior, Sunroof, SONY CD & radio Player, Fully Electric Seats, Rear Wiper, Climate Control, Electric Windows & Mirrors, 17" Alloy wheels, Full Service History.

FERRARI - MODELS FROM 1967 +

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles
Full Nero Black lther intr, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-POD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

1973 - FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.
Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 - FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concours & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

Ferrari 330 GTC COUPE - GRIGIO SILVER

Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

2011 LAMBORGHINI GALLARDO SUPPERGRA (YELLOW) 10,000 Miles
Paddle shift Gearbox (Automatic), Interior in Nero Leather, 19 inch Lamborghini Crested Alloys with Yellow Callipers, Sat Nav, Fully Electric Seats with Lamborghini Crests, Aluminium Crested Flat Bottom Steering Wheel, Aluminium Dash Dials and Fascia Trims, Fully Electric Heated Seats with Lumbar Support and Lamborghini Logos, Tracker Fitted, Bi-Xenon Lights, Front & Rear View Camera, Rear Parking Sensors, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Pirelli Tyres Fitted

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997
11,000 MILES, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER, FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SV0 lower Aluminium inlet manifold/upper Aluminium inlet manifold body with performance 65mm throttle body

1972 PORSCHE 911 2.7 RS TOURING 72,000 Miles

7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

1973 Jaguar E-Type Roadster Series III AUTO 25,000 Miles
finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system, The finest Chrome wire wheels, Chrome exhaust system, Previous owner over the 32years, totally restored to a very high standard. Total miles is 25,000. Fortune spent on restoring this superb E Type drives like new. This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCENT SILVER BLUE)

Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, and Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Leathr Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has Been Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003. Car Produced By Gurney Nutting Chassis Completely Original Throughout

PATRICK MOTORSPORTS

From full custom builds, to custom twin plug heads, carb to injection conversions and vice versa, Phoenix, Arizona based Patrick Motorsports has got all bases covered, as we discover

Words and Pictures: Matt Stone



James E. Patrick III liberally credits his father, J. E. Patrick II, for much of what he's become. Patrick III was just a teen when Patrick the elder passed away, but the latter instilled in his son the satisfaction of hard work, the importance of honesty and fairness, never being afraid to take calculated risks, and an equal love of creativity, art and the brilliance of great design work. Like so many kids growing up in the Phoenix, Arizona area during the 1980s, young James developed an early taste for high performance cars and racing. Also, like so many car crazed kids, his first real job was as a detailer or car valet; James cleaned, washed, waxed and polished all manner of cars, satisfied only when the car owner was happy and the car drove away shiny and looking showroom fresh. Along the way he discovered Porsche; having previously worked for a company called Power Haus. The idea for his own Porsche speciality, racing and performance shop was born in a condominium living room about 20 years ago, over time expanding to two buildings sitting in the industrial shadow of Phoenix's Sky Harbor International Airport.

What is now Patrick Motorsports produces and stocks a wide variety of

Porsche parts, accessories and services. Patrick is proud that he and his small, talent rich staff have innovated and developed certain of their products. Yet others, he insists, he only enabled. For example, Patrick admired the technology pioneered and used by independent clutch and transmission components supplier Centerforce in their products, but when he first began dealing with the company it produced products primarily for American brand muscle and racing cars. Patrick felt Centerforce's technology and designs were ideally suited to Porsches, so he worked with the company to adapt and evolve its designs into a line of Porsche-centric clutches and components. And, of course, Patrick Motorsports carries those items today, along with a wide array of new and used factory Porsche components. Other aftermarket providers making up Patrick's stocklist include ARP, Behr, B&M, Beru, Bosch, Bilstein, Eibach, Hella, K&N, Momo, Optima, PMO, Quaife, Sachs, Redline, TRW, TWM, Wilwood, WIX, Wevo and too many more to name.

Wandering the shop area reveals piles of great and rare components, plus countless interesting cars being built, restored, or serviced. Look around and you'll see racks of engines and transmissions, rebuilt and ready for installation. A pair of twin plug heads sitting on a bench awaiting machine

work (all of which Patrick Motorsports does in-house), countless transmissions and bins and bins of nuts, bolts and hardware. James Patrick admits to being a bit of a parts hoarder; but he doesn't hoard them in the sense of keeping them all to himself without sharing; in fact much of his parts gathering is for the benefit of his customers and their cars. "When I stumble upon a cache of hard to find parts, I buy them because I know that someday I'll need them for a customer's car, and I'd rather have them in stock, or even a few too many, than have to hold up the repair or build in search of some odd components."

As noted, many products are developed in-house for often unique needs. Fuel injection to carburettor conversion kits, and conversely, carb to EFI conversions, both of which are popular for a variety of reasons. Twin-plug head and ignition conversions, transmission upgrades and retrogrades, 914 to 914/6 builds, composite body components; if you can dream it up for a Porsche, Patrick Motorsports can likely build it or provide the bits to do so. Patrick is happy to sell you a set of spark plugs, an oil filter, or a rebuilt powertrain, but admits that his greatest satisfaction comes from complete builds, be they a factory original concours quality restoration, a hot-rod tuner Porsche, or a from scratch race car. Mixing and matching components up and down the

What's in a name? Plenty here. Phoenix, Arizona based Patrick Motorsports is named after its founder, James E. Patrick III

Right: At the heart of the business is James Patrick. Car crazed from an early age, he was a valet as a teenager before catching the Porsche bug while working for Power Haus. He founded Patrick Motorsports some 20-years ago



Porsche spectrum, dreaming up the colour schemes, divining wheel and tyre combinations – this is what most makes James Patrick smile. A stroll through the shop's small 'showroom' area evidences many such creations, most built on the customer's behalf, some Patrick's own personal cars, others built on spec "out of a car we found and were able to buy right," and a "pile of parts we had around the shop." One particular work in progress that caught our eye is a highly original, yet very tired, blue '72 911S Targa recently acquired and in the shop for disassembly. A two-man crew was tearing the car down for a much needed complete restoration; Patrick hasn't yet decided if it's going to be 100% factory original, or if he'll amp it up a bit with subtle mods along the way. No matter, it'll likely be spectacular, and worth a ton of money, when the job is done.

Patrick has clients all around the world,

and several of the cars he's built have been shipped to far away places where local shops don't have the skill or experience to accurately replicate something like an IROC spec Carrera RSR 3.0. Boxster Spec and vintage style 914/6 racers are also popular Patrick Motorsports builds. The company

process of a major expansion/relocation. He's acquired an unused building, not far from the current locales, which is currently in the design and planning stages of conversion to a new headquarters, showroom, warehouse and shop complex comprised of about 10,000 square metres

“ Patrick's goal has always been to maintain steady, organic growth ”

also provides parts and services to a wide variety of shops, dealers and racing teams the world over.

Patrick's goal has always been to maintain "steady, organic growth" and has done so to the point of outgrowing its two existing buildings, and is currently in the

and much more customer parking space and visibility than he currently has. Patrick Motorsports' goal is to get the space remodelled, and to move there by the end of 2015. Practising what he preaches, Patrick's own home garage is filled with Porsches, a combination of old school

Below: 914/6 racers are a popular Patrick Motorsports build. Interesting projects litter the premises. We rather like this subtly-coloured '74 Carrera 2.7



TECH: SPECIALIST



Far left: 911 Targa being stripped down for full restoration. It may remain original or may receive some mild hot-rod inspired mods. Left: Machine shop. Twin plug heads are machined on site. Below: Showroom, with IROC inspired 911 in foreground

air-cooled and modern day models. He's deeply impressed with the engineering prowess evidenced in Porsche's current line of production models, having just purchased a Mexico Blue Boxster S PDK currently serving as his wife's everyday driver.

with good bones and all of the Turbo's good suspension and brake bits. Patrick stripped it bare, and began building it back up his way in a somewhat retro-modern RSR style. The engine is a 993 generation aspirated six enlarged via a Mahle 102mm kit, running RSR cams, stainless steel

There is no AC, nor centre console. Pay particular attention to the seat insert fabric, made of supple wool woven to replicate the early '70s 911 houndstooth check pattern. The steering wheel is a just-right looking dished leather wrapped Momo Prototipo. The rear seat was removed along the way, the area covered in lightweight black carpeting. The engine compartment looks rather stock, except for some obviously special wiring to make the later engine work happily in the older chassis, and a few other PMS bits. The front trunk area is detailed to a high level, running a simple shock tower brace, and space saver spare, with no felt matting or floor. Black-finished Fuchs are wrapped by Michelin Pilot Sport tyres, with Turbo brakes behind them. Patrick's goal with this car was to make it relatively aggressive in attitude and appearance, but not a noisy, hard riding, difficult to drive race car that somehow

“ He's deeply impressed with the engineering in Porsche's current line up ”

Upon our request to sample some of the goods, Patrick proudly trots out 'Big Orange', a car that he owns and built to his own tastes for his own use or "until somebody buys it," he adds. Big O was born a 1979 North American spec 930 coupe which provided a perfect body shell

headers and a dual RSR wide tip exhaust system. The transmission is a Patrick Motorsports refreshed '86 Carrera spec 915 five-speed packed with shorter than stock gearing. The cabin is spare but not sparse, running RS door cards and a radio blanking plate but yet with a proper stock clock.



Right: Boxster Spec racers are a popular Patrick Motorsports build and compete in various American club race championships



ended up wearing a licence plate.

The big capacity engine fires up with the usual noises and little other drama, immediately settling to a steady idle with the bass cranked way up. The large diameter pipes plupple out the sounds of an expensive motorboat, overlaid with those of a less cammy RSR at idle. The feeling from the driver's seat is one of a superbly focused big gunner 911, with no radio, sat nav, power massage seats or other needless frippery to distract or dilute from the job of driving. The shifter sits right where it should be, the meaty but not heavy clutch helping you engage first gear easily. This is no flywheel-less, 'zinger and pop' racing car, but with a few revs and smooth pedal action the car takes off with ease, and begins pulling strongly from even low on the tach. As the revs rise, the sounds becomes more 'Daytona 24 Hour 1974' and soon we're in third, really rolling along. The

engine is still fresh, so we maintain a 6000 rev limit, but this car is happy to get there in a hurry. First turns on the wheel offer feelsome steering with plenty of weight and the joyous feedback of manual steering, proper wheel alignment, and great tyres. Patrick directs us to some of his favourite sweeping corners and freeway onramps to demonstrate the car's high grip level and neutral handling attitude. Rev matching and downshifting is easy with this slick shifting 915 and rev-happy responsive 3.8. Where's a race track when we need one?

And back to that sound. This engine/exhaust combo was made in 911 heaven, deep at low revs, and howling at higher rpm, but never blaring or over the top in any way, with power served all around the tach. Select higher gears, drop the revs to highway levels, and the exhaust quietyens to a bassy, happy hum that we could listen to for days and miles on end.

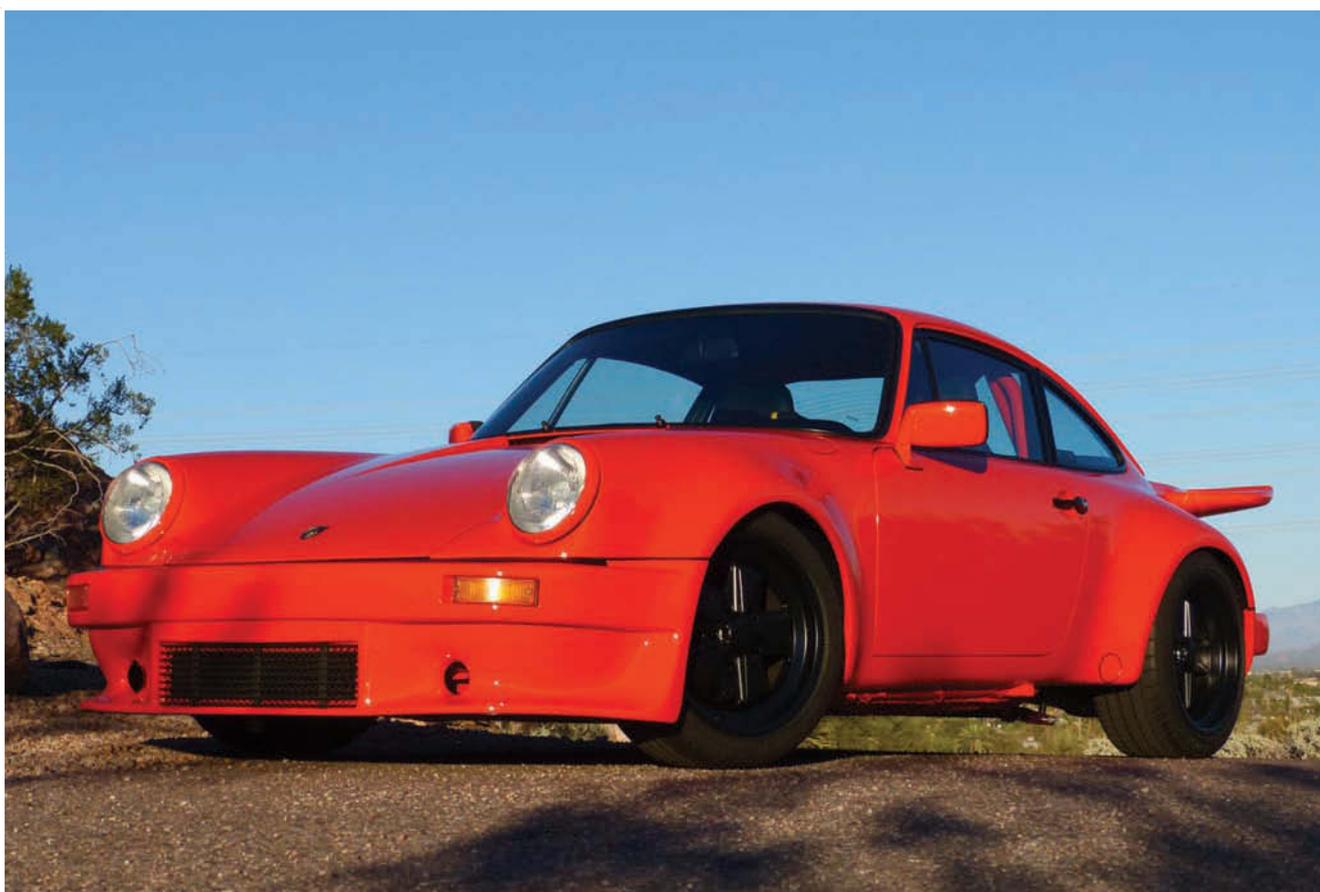
In summary, Big Orange is a blast to drive, focused without punishing, best described as fast, linear and balanced. And what of that colour? Some part Porsche Tangerine? Another part Continental Orange? Some Chevrolet Hugger Orange thrown in the pot? Patrick won't say, but after a fair bit of badgering, he at least cops to "special blend."

Patrick will sell you this one, or build you one just like it, or to your own tastes. Patrick Motorsports spans the gamut of the Porsche spectrum, with unique style, skill, enthusiasm and the parts to get the job done. **PW**

Below: 'Big O' is Patrick's own machine, or at least it is until someone makes him an offer he can't refuse. Packing a 3.8-litre, 993 based motor, it's got all the go needed to back up the loud colour

CONTACT:

Patrick Motorsports, 4025 E Madison Street, Phoenix, AZ 85034 (new address pending in 2016). Tel: 602-244-0911 patrickmotorsports.com



PATRICK MOTORSPORTS

PORSCHE & MID-ENGINE PERFORMANCE SPECIALISTS

FLYWHEEL & CLUTCH PACKAGES

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



Conversion Experts for Over 23 Years!



TRANSAXLE SPECIALISTS





ENGINE CONVERSIONS





"TWIN PLUG" IGNITION



Phone: (602) 244-0911 | www.patrickmotorsports.com
Phoenix, Arizona - USA | Daily Worldwide Shipping

© 2014. All Rights Reserved. - Patrick Motorsports, LLC. "MIDON" IS A REGISTERED TRADEMARK OF DR. SIG. S.O. F. PORSCHE AG. These products are not officially approved by PORSCHE AG.



**PORTI CRAFT
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

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

PORSCHE PARTS



01257 472866
07801 456066

WWW.DOUGLASVALLEY.CO.UK



D9 AUTOTECH
AUTOMOTIVE PERFORMANCE ENGINEERING SPECIALISTS

www.d9autotechporsche.co.uk

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

AMERICAN EXPRESS Mastercard VISA

F:01656 746911 E: discount9auto@aol.com www.d9autotechporsche.co.uk
Unit 23 South Cornelly Trading Estate, Bridgend, South Wales CF33 4RE (Junction 37-M4)

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 for 912 & 356



Clewett Engineering
Innovation & Performance

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



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

SPECIALIST CARS OF MALTON LTD

APPROVED MOTOR CARS



Official Distributor

WANTED

<p>356 Speedster 2.7 RS 2.8 RS 3.0 RS 3.2 Speedster 959 964 RS 964 Turbo 964 Cup Car 964 Speedster</p>	<p>993 Carrera 2 993 Carrera 4 993 Carrera S 993 Carrera 4S 993 Turbo 993 GT2 993 GT2 Evo 993 RS 993 Cup Car GT1</p>	<p>996 GT3 996 GT3 RS 996 Cup Car 996 RSR 996 GT3R 997 Cup Car 997 GT3 997 GT3 RS Carrera GT Le Mans cars</p>
--	---	--

Any other interesting or rare Porsches
RHD OR LHD

Telephone: 0844 7000 997 • 0844 7000 993 • 07794 911 911 (after hours) Fax: 0844 7000 959
Visit our award winning site – www.specialistcarsltd.co.uk
22 York Road Business Park, Malton YO17 6AX
Part of Specialist Car Group of companies

PROJECTS

We don't just write about Porsches, we drive and live with them, too

THE TEAM

STEVE BENNETT

944 LUX/996 C2



The 944 is still away but due back end of June after its nine month holiday. It will be in for a bit of a shock because in its cosy garage there is now sitting a 996 C2 as you can see opposite. Will the 944 survive?



KEITH SEUME

912/6



Will I ever drive this car? I'm running out of excuses – especially now I have a functioning alternator and a reworked ECU. Perhaps I can find another reason not to drive it – like it's got no heater, or radio...



CHRIS HORTON

924S, 944



Making real progress on the 944 now: water pump and timing belts are back on, the engine turns over on the starter motor, and my next consignment from Euro Car Parts should see it actually running!



PETER SIMPSON

CARRERA 3.4 TARGA



Project Backdate has come across a slight problem: the 935-style rear suspension is a very tight fit with the SSIs fitted. Once the car is on the ground I hope this will sit far enough away to not rub!



BRETT FRASER

BOXSTER 3.2S



The Boxster and me, our relationship is becoming strained. I took the offside front wheel off to see how badly the spring had broken, to discover that the jagged edge had ripped the tyre.



JOHNNY TIPLER

BOXSTER 986/996 C2



'Pig Energy,' the 996 C2, has already been from Norfolk to visit Tech9 in Cheshire, Williams-Crawford in Cornwall and SCS in Devon. H&R suspension and IMS upgrade on the way.



ANTONY FRASER

996 GT3, SC, TRACTOR



Mrs Fraser is much taken with the thought of turning her SC into something akin to the Dr Brandenburg off-roader from last month's issue. GT3 wheels, meanwhile, are with The Wheel Restorer



BENNETT JOINS THE 996 CLUB

Bennett puts his money where his mouth is and jumps aboard the 996 boat before it leaves him behind. 911 ownership doesn't come much cheaper, or much more modern, so where's the catch...



I thought I'd kicked this whole car buying thing, I really did. My 944 is nearing completion, and really it's been all the car I've ever needed. I've done the 911 thing, even had an air-cooled one, when prices were in the real world, so what was I doing hankering after a 996 of all things?

Well, in the past 18-months or so, since the air-cooled boom, we've been exploring other ways to get a 911 fix at 911&PW, and that's involved a lot of water-cooled content. Not surprisingly, then, there's been a gradual realisation that if I was ever going to get myself into a 911 again, then it was going to be a rather more modern example of the breed. That realisation became rather more urgent when it became apparent that even 996 prices were starting to turn and even climb for good ones. The C4S has been strong for a while now, and early £20s isn't in any way unusual. Out of my league, though.

I was gradually starting to talk myself into the whole idea, and even had a clear idea of what I wanted. I've bored you all with this story already, but to briefly recap: The first 911 I ever properly drove was a 996 C2 from the press fleet 15-years ago. Had it for a week, drove it and drove it, including trips to house hunt in Suffolk, where I live now, and a 24-hour round trip to the Nürburgring, where I had six laps of 911 heaven. In short I was hooked, and indirectly that 996 is probably part of the reason I do what I do now.

You can see where this is going can't you? So, quite simply I wanted that car. Well, not that exact car, but something close enough. So a silver 996 3.4 C2, manual. How hard can that be? You would have thought not very, but I had a relatively meagre budget and, when you strip out

the Cabrios, the Targas and the Tiptronic, then actually there's not much left, plus I would in all likelihood be looking at a private sale, since dealer premiums were outside of my financial comfort zone. Tricky, but doable I figured.

So I started to search, everywhere. It's murky territory for the early 996 buyer. The established specialists generally won't touch them unless they are super low mileage, which leaves the non-specialist dealers who generally have a 996 on the forecourt because they're taken in part-ex for something else. This isn't necessarily a problem, but as I've already mentioned I wasn't in that dealer market, and so it proved. Dealer cars in my price range were way too leggy for my liking. The best value to be had was undoubtedly through a private sale, and there were a few about although again, once the Cabs, Targas, Tips and strange interior colours had been stripped out then choice was... Well, the choice was obvious actually, it's just that I prevaricated for about a week before picking up the phone. Why? Well mainly because Edinburgh is a long way from Suffolk.

Yes, typical isn't it? I tried to ignore the ad on pistonheads.com which said encouraging things like M030 suspension, limited slip diff, hardback sports seats, upgraded sound system and dark grey extended leather interior. It was, after all, a long way to go. In a moment of weakness I called the seller, but got voicemail. Being the shy sort, I didn't leave a message. So I left it for a few days and then called again. This time I was through to Jim. I rather put him on the spot and reversed the seller/buyer relationship. If he were in my shoes, would he jump on a plane and fly to Scotland to buy his car? Well, I hoped this would winkle out any

STEVE BENNETT

996 C2

Occupation:

Editor, 911 & Porsche World

Previous

Porsches: 911 Carrera 3.2, plus numerous 944s

Current

Porsches:

944 Lux/996 C2

Mods/options:

Augment Automotive ECU and camshaft, Koni dampers. 996 C2 is standard, but with factory M030

Contact:

porscheworld@chp

ltd.com

This month:

So after months of deliberation and watching prices start to shift, I've finally gone and got myself a 996 C2.

It's a proper modern motor. Do I like it? Not sure yet!



So this is what entry level 911 ownership looks like. Hard to believe in many ways that the first of the modern era 911s is now at this point, but there you go, such are the quirks of fashion. It's a 1998 C2 with a raft of extras, like LSD and M030 suspension, which Bennett isn't very keen on

issues that perhaps ought to be mentioned. And to Jim's credit he did squirm somewhat as he weighed up the situation, but after an extensive telephone interrogation, backed up by detailed pics, evident service history and a few sweeteners like a recent clutch, new rear tyres, refurbished M030 and some paintwork, I was convinced and booked my plane ticket. Thank goodness for Squeazyjet and a £60 flight.

I had a week to wait, which is plenty of time to get cold feet, particularly when it's a 996 that we're talking about. In the ads I looked at, there was no shortage of cars that were boasting new engines under warranty, or rebuilt by the likes of Hartech. There was no evidence of 'my' car having had any issues, but nor had it had any remedial work, like an upgraded IMS bearing. But, I reasoned, it had completed 77,000 trouble free miles, so if it was going to go pop, it would have done so by now. Instead I cheered myself up by revisiting my initial ramblings of 15-years ago, before any notion of IMS implosions, or cylinder liners disintegrating: "By now I'm convinced that the 911 Carrera 2 is the best car I've ever driven. Others may be faster (but not many), some may handle better, but as an overall package this is the one. I want one so badly it hurts." Goodness, gushing praise indeed from a younger me, and now it looks like I'm going to get one. Only taken 15-years mind. Other contemporary scribblers felt the same

way too as the 996 scooped multiple car of the year awards, even beating the Ferrari F355 to the accolade in *Evo* in 1999. Oh, and *Autocar* managed to launch a 996 C2 to 60mph in just 4.6 secs in their first road test. All of the above for just £13,000? That's not buying a car, it's stealing it!

So the day of reckoning. A rattler to Stansted, a two-hour delay and finally touch down at Edinburgh. A quick call to Jim and two minutes later a 996 burbled into view. It looked good, it looked way better than any other common as silver 996 C2, not because it specifically was, but because potentially it was 'my' silver 996 C2. That makes a big difference in the buying psychology.

Jim needed a lift home and I needed to drive the car, and give it a good check over, but first the view from the passenger seat. Crash, bang, wallop. Goodness, I didn't need to be in the driver's seat to realise that the M030 suspension was stiff. Still, wait until I'm behind the wheel before making a judgement. Jim pulls over a few miles from the airport and we swap. It's all good. Clutch, gearchange, smooth, gutsy engine, but that suspension. I'm getting a buyer's wobble here, I hate overly stiff suspension. But hang on, haven't I driven a 996 with M030 before? I'm sure I have, and I'm sure it wasn't like this. But am I really sure? It's OK on smooth or undulating terrain, but throw in some broken or rippled/corrugated

Tarmac, or motorway expansion joints, and it thumps and crashes.

So back at base I pore over the paperwork. The M030 is effectively 20,000 miles old, having been fully replaced by JZ Machtech at a cost of well over £2000 by a previous owner, so it's certainly not worn out. The invoice backs it up. There's plenty more chunky expenditure too, topped off by that clutch that's got less than 25,000-miles on it. I can't live with that suspension though, I just know I can't, but will I be throwing the baby out with the bathwater? After all, one man's sports suspension is another man's trip to the chiropractor.

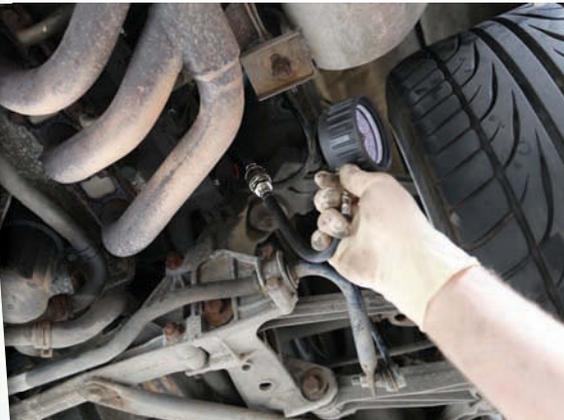
I mull, I pace around, I mull a bit more for good measure. Ah, to hell with it. The rest of the car is too good. Suspension can be sorted, I may not like the M030, but plenty of other people do and will. I can strip it off and revert back to standard, or just go my own way with something aftermarket. Jim looks relieved as I hand over the bangers and mash and jump in to 'my' 996 and head for home.

It's an uneventful journey down the A1 but complicated by various night closures for road works and diversions. The long straight tedium is alleviated by the cruise control, which works a treat and I arrive home at 1.30am and put my new Porker in the garage. To be honest I haven't learnt much, aside from attacking the odd roundabout and revelling in the sublime steering feel. It's



Far left: Previous owner, Jim O'Hara, who owned the 996 for four years and lavished much attention on it, which is why it looks so super-shiny! On the lift at RPM Technik

TECH: PROJECTS



A thorough going over at RPM Technik revealed a fair number of issues but, thankfully, the engine is in fine fettle, which really is as good as it gets. Top middle: checkover extends to compression test on all cylinders

CONTACT
RPM Technik,
Units 6/7,
Old Airfield
Industrial Estate,
Cheddington
Lane,
Long Marston,
Herts HP23 4QR
Tel: 01296
663824
rpmtechnik.co.uk
These guys know
their 996s (and
everything else
Porsche related).
Gave Bennet's new
purchase a good
going over and will
assist with
suspension
development

Eibach UK,
25 Swannington
Rd,
Broughton
Astley,
Leicestershire
LE9 6TU
Tel: 01455
285853
eibach.com
Eibach at the ready
and to the rescue as
Bennett strives for a
more comfortable
suspension set-up

Right: A set of spare suspension arms will make the job of rebushing a lot easier. Eibach Pro-Kit springs are the first step to sorting the suspension's firm nature

straight. Another thought on the suspension. I still hate it, but I suspect the optional 18in wheels hardly help. No one ever specced a 996 with standard 17s, but the press car I drove all those years ago had 17s and it was better for it. May go back to 17s too.

The following day I'm up early for an appointment with RPM Technik for a 996 health check. RPM's main man, Darren Anderson, is a 996 advocate and has offered to get one of his techies to have a good look at my purchase. It's a bit arse about face, since I've already handed over the readies, but at least we'll know where we're starting from, so I crash and bump my way to Hertfordshire and RPM's Long Marston premises.

To be honest, if the news is bad, I'm not sure that I really want to know, but in no time the 996 is up in the air and technician Dan is all over it, with torch and tick sheet. It's got a full year's MOT, a full service history, how bad can it be? Dan doesn't pull any punches. This is a proper, analytical going over. And? Well, it's a long list, but probably commensurate for a car that's actually 18-years-old now. The good bits? Well, the biggest unknown was the engine and, let's face it, that's the biggest cost with a 996. Probes are stuck down the bores and pictures taken. All good down there, which is a relief. Next the coil packs (all good too) and plugs are removed, and each cylinder is compression tested. Again all good. Phew, I

have a strong engine at least and it even passes the aural test both cold and hot. "They can make all sorts of strange noises," reckons Darren.

Darren gets his paint depth gizmo out and discovers evidence of paintwork and possible repair on the rear wing, but it's not major, so I can live with that. John, RPM's bodywork man has a good look underneath. "Above average," he pronounces. There is some light corrosion starting to set in that would benefit from being attended to, notably under the top of the front arches, where stones have battered the paint around the strut mounts. It's not major, but in another 10 years' time it could be going the way of your average SC. We conclude that the time to attend to it is when the suspension comes off.

Typically, the air con condensers are leaking and the metal pipes to the power steering rack are corroded. Can they be replaced I ask? Apparently not, it's a reconditioned exchange rack or nothing. What else? Well, most notably the suspension. The dampers, springs and roll bars are sound, but there's wear in the bushes on the coffin arms and the rear top suspension arm bushes are perished. Not the end of the world, and all typical 996 stuff really. The list goes on. Play in the rear toe arms, noisy front top mount (despite being replaced 20,000 miles ago) and split rear spoiler curtain, which I can live with.

Dan takes it for a drive, and then so does Darren. I'm keen to know whether the M030 is as it should be, or whether there is a problem? Judging by the other suspension ailments, maybe it's not the M030 that's the culprit. Both Dan and Darren reckon that

the driving experience is 90% there and that is, indeed, what M030 should feel like. OK, fine, now at least I know. The wear in the other various bushes is well within MOT tolerances, but obviously needs addressing if my 996 is to be my own ultimate driving machine.

At first I'm a bit despondent but, as Dan points out, this is all typical 996 stuff and equally typical of a car that's been serviced all its life but only had issues sorted as they become noticeable. Few cars come under this sort of scrutiny. Hell, at 18-years-old most cars went to the scrapyard many years ago and those that haven't are hanging on by the most generous of MOT certificates.

The most heartening news is that from the engine bay, although there is still the dilemma of what to do about the IMS bearing. Uprate and replace, or cross everything and pray? I think we all know the answer to that.

But first, though, I'm going to sort the suspension and the wheels. That's right, I'm going to renounce fashion and go for 17s. In fact I've already bought them. I'm going to fit standard Bilstein dampers and go lower with Eibach Pro-Kit springs and anti roll bars. 911&PW Studio Manager, Pete Simpson, has a full set of suspension arms kicking around, which he's going to donate to the cause. I'll get these rebushed with standard bushes and then replace everything in one hit and fit new coffin arms too. I know how I want my 996 to handle like, and I'm going to enjoy getting it there.

And, of course, it gives me something to write about here. Well, this is the grubby end of 911&PW. If everything was perfect it would be very dull indeed! **PW**



Porsche Torque Porsche Specialists

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully Equipped Workshop
Bodywork and Restorations
Diagnostics and Tuning
Free Estimates
Engine & Gearbox Re build Specialists
Collection & Delivery Service
Alignment and Geometry Facilities
Audio & Alarm Fitting

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

DISTRIBUTORS FOR
FABSPEED
KW
POWERFLEX

01895 814446

07507 623997

www.porsche-torque.com

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



Mobil 1
SERVICE CENTRE

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



**DIAGNOSTICS
SERVICING & MOT'S
4 WHEEL ALIGNMENT
ENGINE & GEARBOX
BUILDS
AUTO ELECTRICS
ODOMETER REPAIRS
IMS BEARINGS
ROAD - TRACK - RACE**



01603 626 668 - Norwich

www.porsche-servicing-norfolk.co.uk

EuroCupGT.com

PERFORMANCE & STYLING

911

964

993

996

997

970



924

944

968

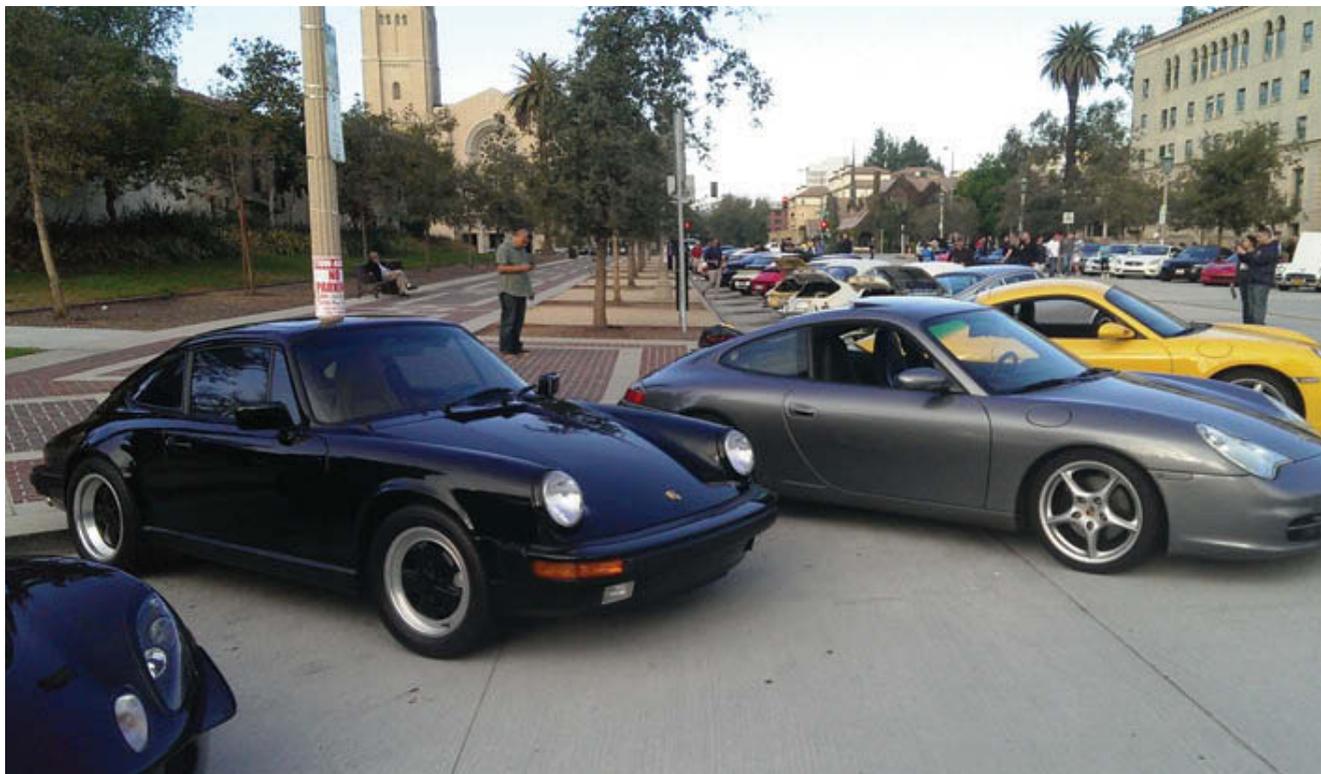
986

987

955

WORKING THROUGH THE LIST

A niggle here, a niggle there, plus some rather larger issues, like defunct air con (no fun in LA) and the need for a major service and new dampers and other components, and Matt Stone's Carrera 3.2 is in the workshop for the long haul



MATT STONE

911 3.2 CARRERA

Occupation:

Freelance motoring journalist and US 911&PW correspondent

Previous Porsches: 1

Current Porsche:

911 Carrera 3.2
Mods/options: Standard save for S.Car.Go exhaust
Contact: mattstonerama@gmail.com

This month: Nothing short of a full overhaul and going over at Porsche specialist Callas Rennsport in Los Angeles

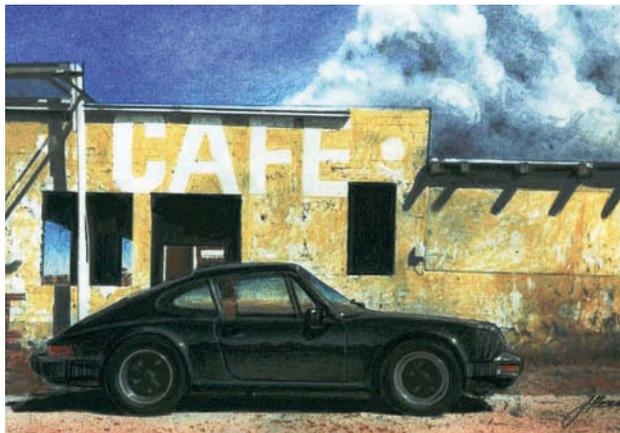
Matt's Carrera 3.2 keeping good company at one of those California breakfast club meets that are so popular, not to mention feasible in a warm climate like California. Not that we pasty Brits are jealous or anything...

My '89 Carrera had been nothing but generally solid during my first several years of ownership. But its list of minor needs was getting longer, and I had no records of its last major service or tune-up. Not to mention I needed to do something about its long suffering and mostly inoperable air con system. Try owning a black car in Los Angeles, no fun during summer. So I'd begun making 'The List,' and started checking in with our local Porsche community about who would be properly qualified (technically and attitudenaly) for a detailed, thorough, bumper to bumper major service. I wanted every fluid refreshed, every filter changed, a comprehensive tune, new shocks, new tyres, a four wheel alignment, and the damned AC fixed. The names of two shops

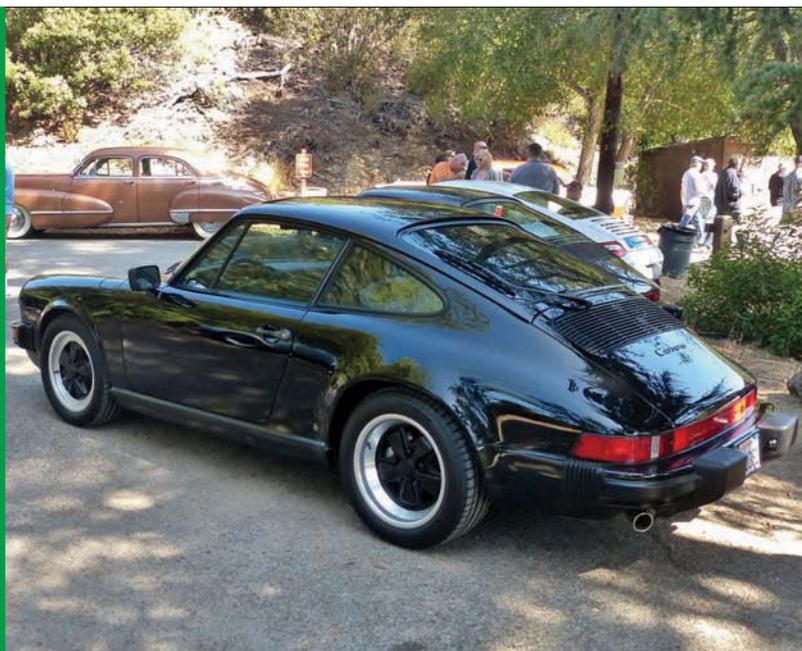
continued to be circulated, and I reached out to them both. The first said they were so busy that they were not taking new clients. The second, Callas Rennsport, was willing to talk about my car and the job, so I made an appointment with Anthony 'Tony' Callas to show him the car and talk over my service needs and expectations. Callas, a longtime Porsche racing team mechanic and Le Mans class-winning crew chief, interviewed me as much as I did him. He liked my car and assured me that his work wouldn't be fast or cheap, but if I'd give him the time and empowerment, he'd make my car "just bitchin'." I also liked that his shop was organised, and filled with great Porsches including several race cars, an authentic 911R just back from the paint shop, and at least one 959. Callas turns down more work than he accepts, and is known as a picky perfectionist. Perfect,

exactly what I was looking for.

So I left the car and caught a ride home with a friend. His 30K mile major service covered everything I knew I wanted done plus a few things I didn't even think of. He spotted a swirly grease stain on my engine lid, and bet me that my AC problems would come down to replacing the seal on the fan belt end of the compressor. We discussed shocks, and he recommended Bilstein high performance pieces, and agreed to let me get my own tyres in order to save me a few dollars. I decided on Continental ContiTracs in the factory 16-inch sizes. He assured me that my car was in good hands, and that it would be protected and well cared for. He accepted my wants and needs list as a starting point, promising that he and at least one other tech would go over the car with the proverbial fine tooth comb in order to come up with their recommended job list



Far left: Matt's Carrera captured on canvas. In the home garage. We're liking the flooring, Matt!



and costs. Callas and his squadron of master techs began the basics of the major service, and highly detailed recon mission.

Tony and his team assembled a list of faults and fixes far more comprehensive than I would have dreamed to check. And each bit and process was itemised into parts and labour, with items coded red, yellow or green in terms of necessity: translating to “this car will not leave this shop unless we do this” to “no biggie, fix it if you want, now or later” with much of the rest of it being “recommended” in between. Callas spent an hour with me on the phone one night, and we line-item vetoed a few things that really didn’t matter much, and greenlighted the rest. He asked for another month, or two, to finish the job, and I agreed with the full expectation of a “right and bitchin’” car when it was all done. He also came up with reasonable solutions to semi complex problems, one being that the holes and plastic brackets that mount the center console to the floor were all broken out, and the little centre box designed to hold cassette tapes (remember those?) was also broken out and missing. A new factory console would cost a king’s ransom, so Callas was able to locate a clean used replacement; once installed it would be solid and look right. It is and it does. Prior to changing to my second aftermarket exhaust system, I had the catalytic converter

replaced with an aftermarket MagnaFlow piece, but Callas wasn’t happy with the welding and mounting job done at the muffler shop. So he wanted to take the whole system off, and remount and reweld the cat so the mufflers would hang right and proper. Which he did. Also on the list were new front and rear hood and decklid struts, as the old ones were shot and would no longer hold up their end of the bargain, and a hundred other small fixes beyond detailing here. I smelled a \$10,000 tab in the offing, and I wasn’t far off.

Fortunately the rest of the service proceeded with few surprises, every fluid was flushed, every filter on the car was changed, the front brakes were replaced as were the tie rods (with 930 Turbo units) and the 3.2 got a full tune including air/fuel mixture setting and valve adjustment. And Callas was right about the seal on the AC compressor, which further frustrated me that none of the goons that previously worked on it spotted or fixed it. The car had, along the way, been converted to R134A refrigerant, which Callas recommended we switch back to R12, which even though isn’t as greenhouse gas friendly, is much more efficient, especially for a factory system of moderate capability to begin with. Tony reconverted everything to old style R12 Schrader valves, evacuated the system, changed the seals, and guess

what – it makes cool air. For the first time since I’d owned the car! The question remained “how long would it hold charge” which of course was completely. As we neared the end of the third month of my car’s residence at Callas Rennsport, our punch list grew shorter and shorter, and I dreamed of the day I’d get the car back, fully operative and road ready. Finally we made a date for the car’s delivery back to me, and I caught a ride to Callas’ shop that morning feeling every bit the expectant father. I was pleased to see the car parked in front of the office door, and detailed to near show quality. Callas insisted upon a walk around and test drive before I paid the bill or left with the car. All of the flotsam and jetsam from my trunk, back seats and glove box was neatly placed in a box on the front passenger seat, and all of the used parts were equally boxed up for me to keep or bin as desired.

As I drove home, I was on the verge of tears at how good the car was. Everything was as Callas promised it, the now 25-year-old, 52,000 mile Porsche driving as if it were new. The tyres, shocks, tie rods, and alignment simply transformed the steering and handling, the console no longer rattled, and the engine sounded strong and crisp again. And, as Tony Callas and service manager Tom Prine promised, it was bitchin’. **PW**

Left: On the lift at Callas Rennsport, a well known LA Porsche specialist headed up by Anthony ‘Tony’ Callas, who is an ex-works Porsche and Le Mans mechanic. The ‘to do’ list was extensive, as was the invoice, but Matt’s Carrera 3.2 is pretty much perfect now



CONTACT
Callas Rennsport,
19080 Hawthorne
Blvd,
Torrance, CA
Tel: +1 310-
370.7038
Web:
callasrennsport.
com
Acknowledged
Porsche experts in
the LA area. No
stone (pun intended)
left unturned in the
pursuit of excellence
for US contributor
Matt Stone’s Carrera

STRIP, STRIP, STRIP, WHEN WILL IT END?

Ever wondered if you've bitten off more than you can chew? Perhaps our man Simpson is at that point now with Project Targa, but he's forging ahead with the back end of the car and ready to put on the rear quarters. Onwards and, indeed, upwards!



PETER SIMPSON
911 3.4 & 2.7

Occupation:
Studio Manager,
CHPublications
Previous Porsches:
996 C4, 944S2
Current Porsches:
911 2.4T, 3.2 Carrera
Mods/options:
Plenty, but they're all
coming off
Contact:
pete@chpltd.com
This month:
The new project has
arrived and a project it
certainly is. The front
wings have been cut
off and the spoiler has
been unbolted. The
rear quarters are
currently being drilled
off. The aim is to
return it to its original
1973 narrow-bodied
Targa glory

The Targa rear screen has been carefully removed ready to start the removal of the rear quarters

And so it goes on, but we're still going strong with our '73 strip down. Things are still looking up, going smoothly – just like the first six months of any relationship. But we all know that a lull will come and we really need to keep moving moving at a pace so that we don't get fed up with each other!

The interior has pretty much been stripped out and stored for a later date, when we can start trimming the panels back to black for the original factory look. You

can start to see the original Ivory white colour in different places now, like behind the rear spring plate, which obviously has never been removed by the looks of those bushes, and it would have been pretty difficult to remove them anyway seeing as the big wide wings were completely in the way, and a bar was welded to them, presumably so they wouldn't flap in the wind!

Luckily for us all this is coming off and we have a full set of Rennline high density bushes, decambered ball joints and a front

strut brace to help our 911 sit firmly on the road for the ultimate hot-rod Targa feel.

After removing the huge rear Targa screen, and storing it safely away, we then moved on to the removal of those horrible looking rear quarters. The best thing to do here was to use an air saw to cut through them. If the quarters were reusable this wouldn't have been an option, but this way it would give us more access to see what needed to be done. Once out of the way we could then use a spot weld drill and start removing the left over quarter parts and



The interior has been removed and the lead loaded areas of the rear quarters have been heated for removal. Those massive, heavy quarters are now being cut off



kidney bowls so that we would be back to the shell of the car and ready for new rear Dansk quarters and kidney bowls to be fitted. The rear part of the quarters, which were attached to the body, were lead filled – all very old school. No need for this sort of thing in today's body shops, it's probably a health and safety thing!

We have found ourselves an early left-hand drive bulkhead so, once the rear end starts to look as it should, we will start to unpick the necessary

parts off the dash and replace the boded up right-hand drive conversion. This could be a big job but it's needed for our project. We also received the left-hand drive pedal box, which is a must as ours was chopped beyond recognition. The accelerator pedal and the components to attach the pedal are all new items from Car Parts 911, which is a great help as God only knows what happened to the original parts. More next month... **PW**

CONTACT

Dansk
www.jpgroup.dk
 Pre '73 rear quarters, rear bumper centre panel, front bumper, sills

Car Parts 911
carparts911.co.uk
 Front & rear calipers, oil, filter, bearings, cam cover gaskets, spark plugs, distributor cap, rotor arm, coil, Bilstein shocks, front & rear lenses and accelerator pedal kit.

EBC
ebcbrakesdirect.com
 Front and rear uprated discs and Yellow Stuff brake pads.

Rennline
www.renline.com
 HD Spring plate bushes \$95
 HD front control bushes \$195
 HD trailing arm bushes \$150
 HD Front top mounts \$160
 Decambered ball joints \$350
 Strut brace front \$225

New Rennline HD bushes and front strut brace are ready for our hot-rod Targa. Plus our new pedal kit and we found a bulkhead!

The rear quarters being cut off with an air saw to reveal the inner wings, which look pretty solid



Hayward & Scott

Specialists in Stainless Steel Exhausts,
Tanks and One Off Fabrications



Porsche 997 GT3 Centre Silencer Bypass Pipe

All our supplied and fitted systems carry a full guarantee
UNIT 11, NOBEL SQUARE, BURNT MILLS INDUSTRIAL ESTATE,
BASILDON, ESSEX SS13 1LS.

Tel: Basildon (01268) 727256

Fax: (01268) 590772

sales@haywardandscott.co.uk

www.haywardandscott.co.uk

Cotswold PORSCHE SPECIALISTS

Servicing from **£220**

Over 30 years experience Fast diagnosis & repair

AMAZING VALUE SERVICING DEALS FOR YOUR PORSCHE

Minor service **£220**

Major service **£299**

Most models from 911 to 924

SAVE UP TO 75% ON 1000'S OF FULLY TESTED OE PARTS

Supplied or Fitted? Why not
take full advantage of our
workshop fitting service?



Call **01242 620 180** or visit
www.cotswoldspecialists.co.uk

Unit 4 Alpha, Orchard Trading Estate, Toddington,
Gloucestershire, GL54 5EB. Less than 60 minutes from Bristol,
Coventry, Birmingham, South Wales, Oxford, Swindon and only
90 minutes from London.

DOVE HOUSE SERVICE CENTRE



www.dovehousecars.com

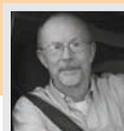
Crown Way, Rushden, Northampton, NN10 6BS

Telephone: 01933 354144 Fax: 01933 314402

Email: sales@dovehousecars.com



TECH: Q&A



CHRIS HORTON
911 & Porsche World



PAUL STACEY
Northway Porsche



PETER TOGNOLA
Tognola Engineering



ROBIN MCKENZIE
Auto Umbau Ltd



PHIL LONG
Dove House Motor Co

E-MAIL US AT PORSCHEMAN1956@YAHOO.CO.UK, AND WE'LL FORWARD YOUR TECHNICAL PROBLEMS TO OUR RESIDENT EXPERTS TO ANSWER

Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts do their best to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine and our cars. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations that we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.

Sponsored by



993'S MYSTERIOUS FRONT-END SHIMMY

Q I have owned my 1995-model 993 Carrera 2 for 10 years. It has a full history, and it has never suffered any accident damage. The car has covered 130,000 miles. It is my daily transport, and is meticulously maintained by my local Porsche specialist in Alkmaar, here in the Netherlands. Ronald Paul is the owner of the company, and has 30 years' experience with Porsche.

Basically, the front end of the car vibrates under both acceleration and braking. The vibration reaches its peak at around 60mph, and then seemingly clears. The car brakes in a perfectly straight line. I have had this problem for the last three years.

During the last service Ronald cleaned the front wheel bearings and refaced the discs (although the latter had covered only 11,000 miles). The suspension has been aligned (twice), the wheels have been balanced with Porsche weights (also twice), and I now have brand-new Michelin Pilot Sport tyres all round.

In fact, this appeared to solve the problem, but after just 1000 miles or so the vibration is back. Not as bad as before, certainly, but it is definitely still there. Do you have any ideas how I can solve this, once and for all?
Nick Payne, Heemstede, Netherlands

A **Paul Stacey, Northway Porsche:** Were the tyres fitted and balanced by the same supplier on both occasions? And, if so, were they also inflated from the same compressed-air supply? The reason I ask is that if the fault initially disappeared and then returned after 1500km then it almost certainly has to be connected with the tyres.

I have had experiences in the past where because the air compressor being used has not been maintained correctly it has allowed water into the tyre, which in turn can cause vibration as it moves around. The first thing I would be inclined to do, then, is remove the tyres again and check that there is no water inside, before having them refitted and balanced again. It would be interesting to see whether this alone makes any difference, even if only temporarily.

A **Chris Horton, 911 & Porsche World:** Perhaps I can add a thought on wheel/tyre balance? As I only recently discovered myself, even after more than four decades of 'doing' cars, many modern tyres are marked with a mysterious-looking white spot on each sidewall. This indicates the heaviest area of the tyre, and for



Nick Payne's 993 Carrera 2 – not this one – is his carefully maintained and thus highly dependable daily transport, but for some time has been suffering from an annoying and certainly rather disquieting vibration under acceleration and braking, although it pulls up straight and true, he reports. Wheel bearings and brake discs have been checked and found to be OK. Puzzling, agrees our man, Paul Stacey, but suggests checking inside tyres for water – introduced via the compressed-air supply

optimum balance, using the minimum number of weights, should ideally be positioned on the rim so that it is adjacent to the valve.

It is remarkable – and certainly a little worrying – to see how many professionals ignore this, as you will most likely be able to prove for yourself by a quick glance at just

about any row of vehicles parked on the street – or even at a gathering of performance-car enthusiasts. This may well not solve your problem, of course, but it is worth knowing about.

And don't forget that it is vital for optimum balance – and safety – that the tyres are correctly inflated. This is a legal requirement, too, of course.

NOISY 944S2 GEAR-SHIFT LINKAGE: A SIMPLE SOLUTION?

Q As you may recall from my previous submissions to your enquiry service, I own a 944S2, and would be interested to hear if anyone with a similar model has experienced a slight and continuous rasping sound from the gear lever. It's not a squeak or a whine; more like a rasping noise. Touch the gear stick lightly and the sound immediately vanishes. Under acceleration, too, the sound disappears. Somehow I don't think it is the gearbox itself. I would be pleased to hear whether it is curable – and, if so, how. Thanks once again for your help!
Simon Mitchell, Siena, Italy

A **Paul Stacey, Northway Porsche:** The 944's gear linkage can wear in two quite different places, causing noises and/or poor gear selection. First, the linkage on top of the gearbox itself can either wear out, causing the noise, or develop rust on the shaft which in turn gives a very stiff gear change. The rear linkage costs £114.44 plus VAT from Porsche, and the part number is 944 424 013 02. The downside is that you may have to lower the gearbox from its mountings in order to remove the linkage from the shaft, as they tend to seize. Second, and the more likely cause

of your noise, is the actual gear-lever shaft itself. The gear lever has a pivot point just under the centre console, which attaches to the main shaft running to the rear of the car. This pivot point wears oval, again leading to noise and/or vibration such as that you describe. The part – 477 711 205 D – costs £29.44 plus VAT from Porsche, and you will have to remove the trim around the gear lever and the gear lever itself in order to replace the shaft.

944 gear-shift linkage on transaxle can be dismantled for greasing, but safest bet – given the difficulty of accessing it – is a new assembly from Porsche. Fit and forget – and if the noise persists check bushes on gear lever itself





WANTED: GEN 2 997 TURBO AS A ROLLING TEST-BED

We have received a rather unusual but also intriguing request from one of our long-standing and regular advertisers – and one that could ultimately be highly advantageous to at least one of our many readers, as well.

Peter Miles at Forge Motorsport in Gloucester is looking for a Gen 2 997-model 911 Turbo, similar to the one shown here, on which the company can (responsibly!) road-test and evaluate its newly developed 'Y'-pipe, plenum chamber and intercoolers. The owner gets to keep the 'Y'-pipe and plenum FOC for his or her trouble, says Peter, with an option to buy the intercoolers at cost price if desired.

You will obviously have to work out the finer legal details and so on with the company – we are acting merely as a conduit for information here, although naturally we would be very keen to follow the story within the magazine – but if it sounds like something you might be interested in give Peter a call on 01452 380999, or e-mail him at info@forgemotorsport.co.uk.

WHICH BRAKE FLUID FOR TRACKDAY 996 TURBO?

Q I have been reading your magazine for some time now, and took the plunge into Porsche ownership last January with a 996 Turbo coupé with the standard six-speed manual transmission. I have had what you might call some 'quick' cars in the past, but this one beats them all!

I had the car serviced recently at my local independent, and asked for the brake fluid to be changed, because I shall be driving it to a trackday at Spa-Francorchamps in July. They told me that the hydraulic system had previously been filled with DOT 5 fluid, and so they were unable and/or reluctant to do the job due to the supposed incompatibility of the fluid with 5.1, which is what I normally use in my Ford Cosworth.

So my question is, do your experts know of a reliable way of flushing this stuff out without sustaining any long-term seal damage, and so on? I have read somewhere that pure alcohol can be used (and I have around two litres of that available, if necessary), but any advice would be very useful. Ideally I would like to refill the system with 5.1.

Paul Lynch, Tyne and Wear

A **Chris Horton, 911 & Porsche World:** Potentially quite an awkward one, this. My initial reaction, given the apparent logic of the DOT ([United States] Department of Transport) numbering convention, was naturally to question why you thought you had a problem. (And presumably your specialist really is absolutely certain that the system does currently contain DOT 5?) Surely 5.1 must be merely an incremental improvement on 5, I reasoned, in the same way that computer operating systems are updated and renumbered and then (usually...) work with existing applications. Well, you would, wouldn't you?

But that is WRONG. Incredibly, as I have since discovered (and as you obviously knew already), DOT 5, which is silicone-based, must on no account be mixed with any other type of conventional glycol-based fluid. I was quite surprised by this, to be honest, not least because I have successfully used silicone-based fluid in several cars over the years, albeit after a full drain and fill/bleed to flush out the previous glycol-based fluid. (And those cars were also, to be fair, a lot older and thus a lot less sophisticated – and certainly a lot less quick! – than your 996.)

But therein, I think, lies both the source of and the solution to your problem. It appears that it is the mixing of significant quantities of the two fluids –

such as that achieved by topping up one with the other – that causes the problem. Obviously both DOT 5 and DOT 5.1 are individually fully compatible with the hydraulic seals in your 996, and as far as I can ascertain those seals will not be destroyed – or even damaged – by coming into contact with a combination of the two. If that were the case then, since your Porsche would have had glycol-based fluid from brand-new, they would already be irreversibly damaged.

I believe that your best course of action, then, is to have your specialist flush through the system with either glycol-based DOT 3 or DOT 4 or, since you will be using your Turbo for a trackday – and it is plainly a very fast car, in any case – DOT 5.1. (The numbers, again as you probably know, refer to the so-called dry and wet boiling points of the various grades; in all cases the higher the better.)

Porsche recommends the use of a pressure-type bleeding system for all later cars such as your Turbo (rather than the old-fashioned method of pumping the brake pedal, which can itself introduce air into the new fluid), and this would be particularly important in this situation. I certainly couldn't recommend the use of pure alcohol as some sort of flushing agent, though, because that might itself cause all manner of damage to the seals.

For an excellent and rather more technical explanation of the whole sorry DOT 5/5.1 saga, have a look at this page on the Millers Oils website: millersoils.co.uk/pdf/automotive/Brake_Fluid.pdf. If we had the space I would show it here in full, but the passage quoted below gives a good overview

of the shortcomings of silicone-based DOT 5 fluids – although personally I would still be happy to use those (on their own, of course) in the hydraulic systems of my fleet of classics, for the sake of overall corrosion prevention.

'Silicone based DOT 5 was originally introduced to give [improved] higher temperature performance over glycol DOT 4. Silicone fluid also has other advantages, it does not damage paintwork and it does not absorb water. However, silicone fluid is a poor lubricant and does not lubricate ABS pumps as well as PAG [glycol] fluids. It is also more compressible than PAG fluids, which can result in a sluggish or spongy pedal. It therefore requires special design considerations in braking systems. Further, because it does not absorb water, any water remains as globules, which can pool in low spots in the system and cause corrosion. This water can vapourise when heated under heavy braking giving a disastrous effect on braking efficiency. DOT 5 fluids are not recommended for motorsport applications.'

A litre of Millers DOT 5.1 fluid costs around £18 including VAT, and you – or your specialist – will need perhaps three or four litres to do the job. Make sure, of course, that all waste hydraulic fluid is disposed of responsibly. And enjoy your trackday!

Never judge a book by its cover: this query about brake-fluid compatibility in Paul Lynch's trackday 996 Turbo (below) appeared at first sight to have a blindingly obvious answer, but the truth is far less straightforward. Not an insurmountable problem, though – see above!



BIGGER PICTURE CLEARS UP THE CONFUSION – WE HOPE!

Q With reference to your how-to article in the July 2015 issue of *911 & Porsche World* regards 996 indicator switches: mine has just failed, too, and won't remain in either 'on' position unless I hold it. But is it the switch or the front part of the cowl that is causing the problem? The yellow arrow in one of your photos in that story is pointing at the cowl. I have a switch on order with Euro Car Parts, but I am somewhat confused about which is actually the correct part that I need. Your help would be much appreciated.

David Land

A **Chris Horton, 911 & Porsche World:** Obviously I can't tell exactly what is wrong with your car without seeing it, but from your description it sounds very much like the fault in the one we showed in the magazine, or in other words the indicator switch itself. The yellow arrow you refer to (and which was further referenced in the adjacent caption) was meant to show the small piece of plastic that had broken away from the switch, and by virtue of which it would not remain in the 'on' position: there was nothing wrong with the cowl. And unfortunately the published photograph did end up both rather small and dark. I hope the version shown below – both larger and a little lighter – will clear up the minor mystery.



IN MEMORIAM

Many of you will no doubt remember the occasional enthusiastic and detailed contributions to this section of the magazine from Graham Loncaster, the owner of the lovely GT3-look 996 that I first featured as one of our *Tried & tested* cars a few years ago. (In the August 2012 edition, to be precise.)

Sadly, we will not be hearing from Graham again in that context. Tragically, his young son, Jamie, died very suddenly in March, and understandably Graham and his family are devastated. No less understandably he has lost all enthusiasm for the car, and has sold it back to Yorkshire Classic Porsche (01937 574052; www.yorkshireclassicporsche.co.uk) in the hope that someone else will be able to enjoy it.

I am sure that I can speak for all of us in expressing heart-felt sympathy for the Loncasters' awful situation and, inadequate though any words must surely be, wishing them well for the future.



924S/944 WHEEL OFFSETS: AN ENTHUSIAST RESPONDS

As a fellow 924S owner, Chris, I was naturally interested to read your take on the different offsets for Porsche's 15-inch tele-dial wheels, and I can understand your point about the 'look' of fitting the different offsets. For my part, though, I think I can feel a difference in the handling with the slightly wider type you now have on your 'S' – if that makes sense?

It happens pretty much all the time up here at the Wheel Restorer (www.thewheelrestorer.co.uk). You can imagine how many people I see wanting to fit wide, sporty-looking wheels to their cars, with total disregard to how they will then actually drive and handle! I don't fully understand the technicalities, but it's something to do with the king-pin inclination (KPI), I believe, and I feel sure that the original chassis design of the 924 – including the wheels – would have been calculated to the best of Porsche's knowledge.

As I am sure you will know, when the 944 was developed, to get the wheels fitting correctly within the arches, essentially all they did was change the offset from ET52 to ET23.5 (ie a 28.5mm difference), which I am sure would have changed adversely what you might call the 'angle of the dangle'.

I am further under the impression that the original pressed-steel 924S wishbone was replicated dimensionally in aluminium for the early pre-1986 cars, and then they made a longer version, pushing the wheel hub further outboard, and then reverted back to ET52 offsets. Again I think this must have been some sort of compromise.

At one point on my own lightweight 924S project I was considering a dual-rate spring set-up, ie one spring on top of another, but that's not so easy to design. I was discussing such a venture with the American company,

Hyperco, who produce race springs for NASCAR, Indycar, and so on. The guy there asked me to take several measurements of the 924S's lower wishbone and the strut angle etc, so that he could work out what he called the motion ratio.

He came back to me and said it was an amazing set-up, which was almost as good as it could possibly be! He reckoned that the geometry was like a race car's set-up which discouraged understeer, turned in really well, with minimum camber change, and basically created a very balanced front end.

So, having driven and owned four 944s, one 968, and so far two 924Ss, I think the 924 somehow has the better set-up and thus overall feel. The proof should hopefully be in the pudding when I get mine (above) finished, and then I would hope the handling, together with the braking and the engine's performance, might even surpass what I had with my 968.

A narrow track on a car gives more loading and initial grip, contrary to most people's belief that wide is best. I have spent considerable time, money and laps of kart tracks racing 100cc and 125cc six-speed machines, which all have adjustable-width track front and rear. Many a time I would narrow the front track to create more grip, and vice versa. And I just wonder if this is why the 924 has good front grip. I'm not saying that the 944/968 doesn't, but I think the narrow car is more 'pointy', and the wheelbase will effectively be longer compared to the track width on a 924 compared to a 944S2 or 968.

That's my problem in a nutshell, then: having worked in sales and marketing at Demon Tweaks for five-plus years, and also in F1 for four years, and having raced...I probably just think too much!

Roger Bracewell, Wrexham

944 HEATER BLOWER: RESISTANCE REALLY IS FUTILE

Q My 944's heater fan now works only on the fastest of its four speeds. This suggests to me that the motor itself must be basically OK, and that the fault must lie with the switch and/or somewhere in the wiring. Can you give me any helpful pointers, please?

David Wilson

A Chris Horton, 911 & Porsche World: I can, indeed – I have discovered exactly the same problem in my long-dormant 944, currently undergoing surgery outside on the driveway.

It is almost certainly the blower motor's ballast resistor that has failed. This seemingly insignificant but actually surprisingly important component is secured to the upper left-hand part of the heater casing, directly below the plastic water deflector that covers most of the so-called plenum chamber at the rear of the engine compartment.

To access the resistor, carefully pull off the rubber sealing strip at the front of the plenum chamber, and then equally carefully lift the front edge of the cover. It

should be flexible enough to do so without either cracking or breaking away from the double-sided self-adhesive tape securing its rear edge to the metal flange directly below the windscreen. Pull off the electrical connection (warning: the plug will be quite a tight fit on the resistor's pins), and then undo the two cross-head screws before lifting the resistor out, complete with its rubber gasket.

The rearmost screw will need either an angled driver to undo it, or else the complete removal of the water deflector, in which case you will later have to stick that back down again, as best you can, with new double-sided tape, or more likely buy a new one. And in that case be aware that the replacement – around £60 worth new from Porsche – will quite probably need slight trimming here and there if it is to fit correctly, especially around one or other of the windscreen-wiper spindles.

If you are a whiz with an electrical multimeter you will no doubt be able to work out the possible implications of the readings across the ballast resistor's five pins, but the fact of the matter is that – given the symptoms you describe – the unit is probably completely 'shot'.



944's heater blower motor speed is controlled by this odd-looking gadget secured into the top of the fan casing, itself hidden beneath the plenum chamber cover. Text below describes how it's meant to work – but if it doesn't the realistic alternatives are either a brand-new unit from Porsche (circa £150 all in) or, since the fan will probably still work on its highest speed, just to live with it

The following passage – from Wikipedia – says it all.

'Another common use of a ballast resistor in the automotive industry is adjusting the ventilation fan speed. The ballast is a fixed resistor with usually two centre taps, and the fan speed selector switch is used to bypass portions of the ballast – all of them for full speed, and none for the low-speed setting. A very common failure occurs when the fan is being constantly run at the next-to-full-speed setting (usually three out of four). This will cause a very short piece of resistor coil to be operated with a relatively high current (up to 10 amps), eventually burning it out. This will render the fan

unable to run at the reduced speed settings.'

In theory you can sometimes persuade one of these Porsche units to work again, I am told, by cleaning and fiddling about with the contacts, but those are not exactly easy to get at, almost certainly very easily damaged, and no less certainly likely to fail again in the near future. A new resistor from Porsche is thus the quickest, the simplest and arguably the most cost-effective solution, although at currently £129.22 plus VAT it is not exactly inexpensive. (A second-hand unit, even if it is working when you buy it, can obviously not be guaranteed to last for ever – and for obvious reasons they

are not particularly easy to find. Or cheap.)

Given, though, one of the stated reasons why the resistor most often fails in the first place (ie running for most of the time at setting three), I would be inclined simply to put the old unit back in and make do with setting four for the blower. I think that's what I shall be doing with my car, at least for the time being – although I did mention it in passing to Jonny Hart at Classic Retrofit (see this month's how-to on pages 104–107) to see whether he thought it might be feasible to come up with some rather more modern alternative in the style of his clever fuse board for 1974–1989 911s. Watch this space!

IN FOR A PENNY – OR FOR SEVERAL THOUSAND POUNDS?



I always enjoy watching professional Porsche technicians at work; there is always something new to learn. Just this morning, for instance, I was over at Dove House Motor Company in Rushden, Northamptonshire, for a couple of what I hope will be really useful future how-tos, and quite by chance discovered how you can quickly tell if your PCCB-equipped Porsche – or the one you are about to buy, perhaps – needs terrifyingly expensive new brake discs.

Somehow built in to the material, and thus gradually revealed as it wears away, is this roughly penny-sized marker, left. (There are two, actually, diametrically opposite each other.) Whether you would at that stage need immediately to replace the discs – either with original-equipment ceramics again, or perhaps some of the significantly less expensive steel alternatives now widely available – is a moot point, and the cynics among us might have their own views on why Porsche provided this facility, but either way, forewarned is forearmed. And there is no doubt that it could be a pretty strong bargaining point.



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



eporsch.

Specialist Porsche Sales and Servicing

t:01483 799245

e:info@eporsch.co.uk

w:www.eporsch.co.uk

1 Oldhouse Lane, Bisley, Surrey, GU24 9DB

PORSCHE SERVICING,

Fixed price servicing, Repairs,
Diagnostics, MOT, Tyres, Air conditioning,
Geometries, Suspension &
Brake upgrades, Courtesy cars



We will buy your Porsche! Take the hassle out of selling your car and call us now for our best bid.

You will receive cleared funds by same day transfer and we can even collect your car from your home or work.

PORSCHE CARS WANTED FOR STOCK

Yorkshire Classic Porsche



Yorkshire's No. 1 choice for classic to modern Porsche

Please call us on
08434 996 911



Yorkshire Classic Porsche are a used Porsche dealer in Collingham near 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.

www.yorkshireclassicporsche.co.uk

Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA

Discover detailing.

LEARN THE SECRETS OF
AUTOMOTIVE DETAILING
AT WAXSTOCK 2015.

FROM SIMPLE CAR CARE HINTS
AND TIPS TO MACHINE
POLISHING ADVICE FROM THE
PROS, YOU'LL DISCOVER MORE
DURING ONE DAY OUT THAN
FROM SPENDING WEEKS ONLINE.

YOU CAN ALSO SAVE HUNDREDS
OF POUNDS ON DETAILING
GEAR, WITH DOZENS OF
EXCLUSIVE OFFERS ON
SPECIALIST PRODUCTS.

WATCH A LIVE DEMO. TRY A
MACHINE POLISHER FOR SIZE.
SEE CARS COMPETE IN THE
DETAILING WORLD SHOWDOWN.

ALL AT WAXSTOCK, EUROPE'S
LARGEST CAR CARE EVENT.

FOR ONE DAY ONLY.



detailing - valeting - car care

WAXSTOCK 2015

SUN 26 JULY 2015. RICOH ARENA, CV6 6GE. STANDARD ENTRY £15 [SEE WWW.WAXSTOCK.COM FOR FULL INFORMATION].

DETAILING SCIENCE: PART ELEVEN

CONVERTIBLE HOOD RESTORATION

TIME REQUIRED: 2 HOURS TO 2 DAYS DEPENDING ON CONDITION

Convertible hoods take quite a beating in the UK climate, even on cars that are garaged all year round. Here, then, is how to revive your rag top to its full and original splendour

Even in the British climate, a convertible motorcar is a wonderful thing to possess. Regardless of whether you own a modern or classic, that wind-in-your-hair feeling while driving really does take some beating, but sadly weather, age and use do tend to take their toll on our 'ragtop' friends, leaving a faded and leaky roof which would make even the most beautifully polished bodywork pale into insignificance beneath.

Thankfully, there is a solution to this oh-so-common problem in the form of renovation kits which can be bought from a variety of suppliers. In our example, Ian of Demon Finishers Auto Cosmetics & Detailing of Kemble, Gloucestershire has used a kit from Furniture Clinic (furnitureclinic.co.uk) to restore the original hood on a 2008 Boxster S.

As you can see, the hood has experienced some considerable fading and wear, particularly on the support ribbing. Happily this is an excellent example of the type of conditions you will find – to some extent – on most convertibles, in particular those which have to live outside, braving the elements year-round.

Most kits will include a number of lotions and potions, but the basic contents will include a cleaner to ensure the surface is properly prepared, a dye-solution for recolouring the fabric back to the original colour and a protective treatment to rejuvenate the roof's waterproof qualities.

Back to the Boxster – having protected the surrounding bodywork and windows, Ian thoroughly cleaned the fabric using the supplied cleaning solution and agitating the surface with a brush before wiping away the dirt extracted by the chemical. Next, another chemical was applied to the seams and folds to kill and remove any mould and fungal spores which can collect there and would affect the longevity of the restoration.

Once the roof had been thoroughly visibly and invisibly cleaned, the process of recolouring the fabric could begin. Due to the unevenness of the fading on our Boxster, Ian used a patch-dyeing technique to fully prepare the worst affected areas, applying and working the dye into the material with a coarse sponge where it had worn the most, on the tops of the support ribs and along the edges and seams where the fabric is under the most tension needed particular treatment. This would then ensure that a uniform colour would result following the final stages.

There are a number of techniques that can be used for applying the final coats of colour to a convertible roof. Perhaps the best is to use an airbrush to apply several thin coats of colourant evenly over the entire surface, but many home users will not have access to such equipment. Other methods include either sponging the dye onto the surface, or even painting it on with a brush, but it is always best to follow the individual instructions supplied with whichever kit you have purchased. Most importantly, ensure you wait for the material to be completely dry, and the dye completely cured, before you move to the next and final stage.

Once happy with the depth and evenness of the fabric colour and having ensured that the last coat of colourant had properly dried, it was time to lock-in the new finish using the protective solution supplied in Ian's kit. This acts not only as a barrier to water, but also guards against future staining and mould and algal growth, as well as providing UV protection to delay the fading of the rejuvenated surface. Again, these come in a variety of forms, from those that are merely sprayed onto the surface from a pump-sprayer to others that may need to be more thoroughly worked. With our Boxster, a simple but long-lasting spray was all that was required and Ian carefully applied three coats to the entire roof, each coat sprayed

perpendicular to the last, to ensure every millimetre was covered.

We're sure you will agree that his efforts were worthwhile. The Boxster has been transformed, even though it was in pretty fine fettle to begin with! **PW**



sponsored by



From bottom to top: The hood on this Boxster wasn't actually too bad, but even so you can see that it has benefited from a good clean and re-dye of the somewhat faded fabric

WE WANT YOUR CAR

We don't just want to make our own cars super-shiny, we want to work on yours, too. Drop us a line at porscheworld@chpltd.com and let us know why your car could be a detailing candidate

Kit List

Chemicals - Furniture Clinic Convertible Roof Restoration Kit (furnitureclinic.co.uk).

Hardware - Most of what you need is included in the kit, however a variety of cloths and a means of masking the car are useful.



PROTECT YOUR PORSCHE

WITH THE WORLDS LEADING CAR CARE PRODUCTS

VISIT US ONLINE AT WWW.SWISSVAX.CO.UK

STRASSE
SPECIALISING IN PORSCHE
EXPERIENCE OUR EXPERIENCE

ATTRACTIVE SERVICING

TELEPHONE 0113 2340 911 STRASSE, BRIDGE RD, HOLBECK, LEEDS LS11 9UG WWW.STRASSE.CO.UK

RS-911

Porsche Specialist
Mid Wales
Tel : 01686 440 323
Roselea, Llangurig, Llanidloes, Powys SY18 6QJ

Specialising in all aspects of high quality
Bodywork Restoration, Welding & Fabrication
Work carried out on all models
Insurance work, Early 911's for sale & restoration
Replicas built to order, to any stage at realistic prices
Agent for PMO carburettors

www.rs911.com
Email: mark@rs911.com

TWINSPARK
WWW.TWINSPARKRACING.COM
PASSION FOR EARLY 911



WE SPECIALISE IN:
FIA COMPLIANT S/T, RSR
EARLY SPORTS PURPOSE
IN-PERIOD UPGRADES
**EXCLUSIVE DISTRIBUTORS
FOR WEVO PARTS IN EU**
NEW:
MOTORSPORTS INSPIRED LUXURY GOODS
BERGMEISTER ROAD TRIPS

SPECIALIST CAR VALETING & DETAILING

Who can you trust to detail your car?

pro-detailers.co.uk
THE UK'S LARGEST CAR CARE TRADE ASSOCIATION

APPROVED
WINNING FORMULAS
PROFESSIONAL VALETTERS & DETAILERS
• Skilled
• Proven
• Insured
TRADE ASSOCIATION

NOW OVER 180 MEMBERS NATIONWIDE

**PRO-VALETS.CO.UK
DETAILER SHOWCASE**

**WILTSHIRE
demonfinishers.co.uk**
Tel: 01666 820 011
website@demonfinishers.co.uk

Demon Finishers are the Cotswolds premier Detailing professionals, specialising in the art of detailing, car cosmetics and restoration. From regular maintenance washes, through to full show and photo-shoot preparation, our detailing work speaks for itself. Our customer service and aftersales are of the highest quality, keeping our satisfied clients coming back time after time.

Demon Finishers services extend to brake caliper refinishing.

PRO-VALETS SUPPORTERS

DESIGN911

CLASSIC CAR CENTRE

Telephone:
+44 (0) 20 8500 8811



Porsche 911S 1975 Targa 2.7L Manual Gearbox, RHD, Finished in gorgeous special-order Silver Metallic 936 with Black interior.



Porsche 911T 1969 Coupe 2.0L Manual Gearbox, LHD, Bahia/Guards Red (originally - Bahama Yellow) with Black interior.



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



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



Porsche 911T 1973 Coupe 2.4L MFI, 5 Gear Manual, LHD, Sepia Brown with a Dark Brown interior.

SEE OUR WEBSITE FOR A FULL LIST: WWW.DESIGN911.COM/CARS

PORSCHE IN DORSET

Put the **oomph!** back into your **Porsche!**

Personal service and fair prices. Servicing, Repairs, 4 wheel alignment, Restoration, Bodywork, Race prep & engine rebuilds.



t: 01308 459106
e: infomarque21@aol.com
www.marque21.co.uk

Marque 21

Independent Porsche Specialist

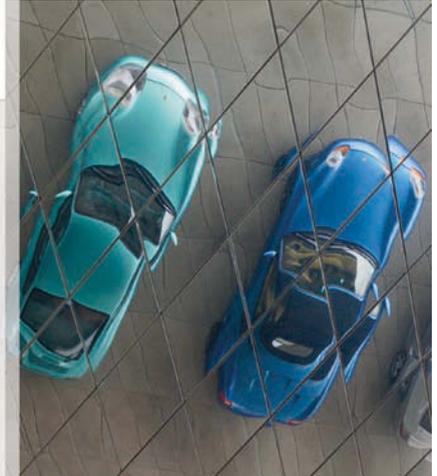
THE INDEPENDENT
PORSCHE ENTHUSIASTS CLUB

TIPEC

The all model club for enthusiasts; even if you don't own a Porsche

Discount schemes
Valuation service
Busy online forum
Technical assistance
Bi-monthly magazine
Regional & national events
Family friendly

One year membership £40
Two year membership £50
0845 602 0052
www.tipec.net



1970's Wheel Brace...



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

PMO

New EFI/MFI Throttle Bodies



In 40, 46 and 50 mm sizes

Throttle Bodies, Air Horns, Fuel Rails (EFI): \$2550.00

Complete Kit with Manifolds, Air Cleaners, Linkage, Insulators, etc.: \$3100.00

Check out our Website

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

www.pmocarb.com

VISA, MasterCard, or Prepaid

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 Services, London Road
Whimble, Exeter, Devon EX5 2QB



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.dsdmotorworks.co.uk

CALL US ON

07002 911 356

OR

07774 854 418



911



911 (993) Targa, manual 6 speed P-reg, only 76,000 miles, full Porsche documented service history, comes with comprehensive history file including all bills, lots of receipts, Varioram engine, met Ocean Blue with grey Comfort seats/interior/carpets, e/w, e/glass Targa roof, e/blind, e/s, e/m, Kenwood radio/CD/MP3 player, rear hoop spoiler with 3rd brake light, 17" Targa alloys, r/c/locking, alarm/immobiliser, full toolkit/bookpack. Tel: 07966 454645. Email: paulgills@hotmail.com (Leeds).
£39,995 P0815/020



911 (993) Targa, manual 6 speed P-reg, 111,679 miles, full Porsche documented service history, Varioram engine, met black with Marble Grey seats/interior, carbon black hard back Sport seats, e/w, e/glass Targa roof, e/blind, e/s, e/m, Sony cassette/radio with 10CD autochanger, RS front and side skirts, 17" Targa two piece split rim alloy wheels, PAS, ABS, remote c/locking, alarm, immobiliser, full toolkit/book pack, keys, MOT. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire).
£42,995 P0815/025



Carrera 4S 2003 Tiptronic Immaculate wide body Carrera 4S with Tiptronic in Basalt Black, full Porsche service history, well maintained, garaged, red leather interior, Euro sat nav, rev sensors, Porsche phone + hands free, heated seats, electric seats, sunroof, 18" alloys, low mileage 76,350, HPI clear, Bose sound system, climate control. Tel: 07825 301243. Email: burgin71@gmail.com (Lincs).
£15,995 P0315/026

911



911SC, only 81K miles Unfinished project, has had full respray, rebuilt engine, new clutch, new starter motor, new carpets, too much to list, does have a cold start problem, easy fix for an enthusiast, please call for more details, I'm open to sensible offers. Tel: 07789 901895. Email: g.plummer13@sky.com.
£20,000 P0815/021

2004 911 996 Carrera 2

Manual, in silver, 04 plate so one of the last 996 to be made, low mileage at 58,500 miles, only 1 owner before me, bought new in the UK, full Porsche service history with the latest done in early May this year, MOT done at the same time, recent work includes new alternator, new brake pads on all corners, manifold bolts replaced, spark plug leads replaced and more, excellent condition. Tel: 07850 253250. Email: mjfergie72@gmail.com (Leeds).
£17,500 P0815/005

PETER MORGAN CONSULTING
INDEPENDENT Porsche DRIVER'S CONSULTANCY

PRE-PURCHASE INSPECTIONS
Insurance valuations
www.porscheinspections.com
or call +44 (0)1672 514038

911 Targa 2004 real head turner!!

Originally green with professionally applied Metallflake orange wrap, new custom made stainless steel exhaust system, brand new Kahn 20" alloys with tyres, MOT Aug 2015, 69,000 miles, immaculate tan leather interior, private plate included in sale, fantastic car to drive, sad to see go, real head turner!! Car located in Elgin. Tel: 07986 591712. Email: therabster@hotmail.com (Moray).
£16,500 P0815/026

WILLIAMS CRAWFORD

Passion for Porsche



We need your Porsche. Should you be considering selling your Porsche, thinning your collection or changing for another, please call. We are continually buying and selling classic and modern Porsche in a safe, friendly and pleasant manner. Anywhere in the UK or Worldwide. From 356 to 991. Boxster and Cayman, front engine, rear and mid. Perfect or project. Outright sale or brokerage. Ask for Adrian or Richard.

Free Valuations by email or phone without obligation. We are happy to discuss the market and your options for selling. It is easier and less painful than you might imagine.

Sales and Sourcing. We stock or have access to a huge variety of Porsche which will not be on our site, collectibles to moderns - 60 years of Porsche. Are you searching for something special? Just call, we may be able to help and the advice is free.

Service and Restoration. We are happy to look after your Porsche, all models and ages, from a 356 with bullet holes to 991.

Porsche Technician required. Ideally pleasant with plenty of Porsche expertise to join our happy team.

www.williams Crawford.co.uk
01752 840307

info@williams Crawford.co.uk
01768 555855

Established 1991. Over 4000 vehicles supplied. We value our reputation

OLD SCHOOL 911T

Classic 911s are the hot ticket right now, and prices are only going one way. It's all about degrees though, and while 2.4 and 2.2 Ss are though the stratosphere, the 911T is still, just about, within reach, and in many respects, perhaps, the sweeter option to drive



WHAT TO PAY:

It would be flippant to just say lots, but it's tempting. However, look closer at the market and whereas 911 2.4 S prices are hovering around, or above, the £200,000 mark, a 911 2.4 T can be had for a fraction of that price, with most around £60,000, which actually makes it the bargain of the classic, pre '74 world. And these are not snotters in need of restoration, but cars in excellent condition and ready to go. Ready to go up in price too, because as the 2.4 S and 2.2 S keep increasing in value, then so will the more humble T. Our advice? Get in there now.

The Porsche 911 has been around since 1964, but the more recent generations – the 996, 997 and now the 991 – really bear little resemblance to the original design, save for the engine location and the badge.

Porsches – along with all modern cars – are getting more complex by the year. Electric power steering, PSM, Tiptronic – amazing technology, yes, but somehow all conspiring to make the driving experience more remote, more clinical.

But what if the driver had to work that little bit harder to get the best out of his car? What if there were no electronics to step in and save the day when everything's 'going wrong'?

Driving an early Porsche 911 is an amazing experience, especially for someone who's only used to driving a 'modern'. And cars like the 911T represent Porsche driving at its most pure. Even with 'only' 130 or 140bhp, you can have great fun hustling a 1970s 911 along twisty minor roads. Get it all right and you're rewarded with the satisfaction that you did all the hard work.

We have a soft spot for the older cars as they are closer to the original Porsche ideals of light weight, low power. And that air-cooled flat-six engine is a real gem: smooth, torquey, willing and with a sound to

die for. By the time the 2.4-litre models came along, they had been refined to a high level, with even the basic 911T feeling every inch a thoroughbred.

The T may have been the entry-level 911 (a step up from the four-cylinder 912, you could say) but it was and still is an impressive car.

With values of all older Porsches on the rise, you'd better be quick if you want to grab a bargain. One thing's for sure – unlike a brand-new 991, an early 911 is better than money in the bank!

PRODUCTION & MODELS

The Porsche 911T first appeared in August 1967 with a 2.0-litre, 110bhp, six-cylinder engine – the 'T' stood for 'Touring' and the car was seen as the entry-level 911, with trim specification similar to that of the four-cylinder 912.

For the 1969 model year, along with the rest of the 911 series, the 911T benefited from a revised heating and ventilation system. Gone, though, were the opening quarter-lights seen on all previous models.

The big news was that the wheelbase was extended by 57mm to 2268mm by increasing the length of the rear trailing arms. This had the effect of moving the engine forward in relation to the rear wheels, helping to even out the front-to-rear

weight distribution.

In August 1969, the engine was increased in size to 2.2-litres, with 125bhp. A further increase occurred in August 1971, with the introduction of the 2.4 models (actually 2341cc, but who's counting?). For just one year only, the oil tank was relocated from behind the right-hand rear wheel to just in front – as on the car shown here. Note the oil filler flap behind the right-hand door...

STYLING/BODYWORK

You'll hear *aficionados* constantly singing the praises of the 'pre-impact bumper' cars. So what are they going on about, then – and why?

You see, in August 1973, Porsche had to give in to pressure from the US market, where '5mph' bumpers were now a requirement – that's right: a car had to be able to withstand an impact at 5mph without sustaining any damage. It was a way to cut down on repair costs, as much as anything.

The early ('pre-impact') cars – like the one seen here – featured slim, body-hugging bumpers which most people feel are far more attractive than the later, heavier 'impact bumpers'. As a consequence, you'll pay a premium for cars built before the 1974 model year – more often than not a big premium.



Interiors can suffer with age, but most materials and panels are available, albeit at a price. Porsche Classic has even started to reproduce the dash top panels

SPECIFICATION

Porsche 911T
 Engine: 2400cc flat-six
 Transmission: 5-speed manual/Sportomatic
 Max power: 130bhp at 5600rpm
 Max torque: 144lb ft at 5600rpm
 Brakes: Vented discs, 282mm front and rear, 2-piston front and rear calipers
 Wheels & tyres: 5.5x15in front and rear, 165xHR15 front and rear
 Weight: 1065kg
 0-60mph: 9.5secs
 Top speed: 127mph

WHAT THE PRESS SAID

“Changes have been confined almost entirely to the engines – and the transformation is tremendous. Never before could a 911 be classified as a high powered car; now it can. You also get a remarkable car, incredibly fast when you remember the engine only displaces 143ci (2400cc), and runs on regular gasoline. The 911s have an even further distinction in being among the very cars of the 1972 crop that not only meet emission control laws, but are more powerful than the models they replace. In fact the 911T has exactly the same acceleration in the quarter mile (15.1 secs) as the 2.0-litre 911S of 1969 and is a whole lot less fussy about the way it’s driven
Car and Driver, February 1972

These are the last years of the chrome trim, the narrow wheels and bodywork – the purity which defines the first Porsches. The styling is timeless and much missed...

INTERIOR

Five dials present themselves to the driver, the dominant being the centrally-mounted tachometer. To its right are the speedometer and clock, to the left a combination gauge showing oil pressure and temperature, and to the left of that is another combination gauge indicating fuel and oil levels.

The stock seats are very comfy but can hardly be described as supportive – but they do recline and give the interior a certain period charm.

While the dashboard will never win any awards for ergonomics, the same basic design remained in use all the way up to the (much) later 993 series. There are two (vestigial) rear seats – just adequate for children or an adult sitting sideways. ‘Snug’ is the word...

ENGINE

When introduced in 1967, the 911T came with a 2.0-litre flat-six producing 110bhp. Displacing 1991cc, the engine had a bore and stroke of 80mm x 66mm. This was increased in August 1969 to 2.2-litres and 125bhp. Both versions ran with

carburettors. The 911T used a non-counterweighted crankshaft and cast-iron cylinders, emphasising its lowly position in the 911 line-up.

In August 1971 the engine size was increased yet again, this time to 2341cc – but Porsche’s marketing men decided that didn’t sound good enough, badging the new models as ‘2.4’.

All models now used the same counterweighted crankshaft. The 911T now produced 130bhp in Euro-trim, relying on Solex/Zenith carburettors, while the US-specification ‘T’ produced 140bhp, thanks to the use of Bosch mechanical fuel-injection. This is one of the few occasions where the US-market model is the more attractive! However, in Jan ’73, US models adopted Bosch K-Jetronic (CIS) fuel-injection.

TRANSMISSION

The 1972 911T came with a new transmission as standard: type 915. This was a stronger unit than the former 901-series gearbox and was derived from the ‘box developed for the 908 sports racing car of 1968/69. First and second gears were in the same plane, rather than the ‘dog-leg’ pattern of the old 901.

The 911T came with the four-speed as standard, but most customers chose to specify the five-speed alternative. There was also the semi-automatic ‘Sportomatic.

Classic 911 shape. The 911T is one of the last really affordable early 911s, although that is of course all relative. We base that on 911S prices nearing £200,000, while a good 911T can still be had for around £65,000

PARTS PRICES

(Prices supplied by group tyre.co.uk and carparts911.co.uk)
 Tyres: £45.24 (each)
 Front pads: £40.20 (set)
 Front discs: £37.20 (each)
 Distributor cap: £20.70
 Dampers: £85.20 (f), £97.20 (r)
 Clutch kit: £318.00

SERVICING

(Prices supplied by Northway Porsche: northwayporsche.co.uk)
 6000-mile service: £240.00
 Brake fluid change: £50.00



TECH: BUYERS' GUIDE

SUSPENSION

At the rear, there are two transverse torsion bars, one each side, to which attach what are referred to as spring-plates. Semi-trailing arms, which pivot off the torsion bar housing, complete the layout.

At the front, longitudinal torsion bars serve as the inner pivot points for lower wishbones, the outer ends of which are attached to the bottom of a pair of damper struts. Braking is by non-servo four-wheel discs. Vented discs replaced the former solid type in August 1969.

WHEELS AND BRAKES

The first 911Ts came as standard with steel wheels. However, in August 1969, Fuchs alloys were available, the standard fitting for 1970 and 1971 model years being 5.5Jx14, although most owners preferred the more common 6Jx15 type, as fitted to the remainder of the 911 range. The smaller-diameter wheels were dropped for 1972.

5.5Jx15 steel wheels were still fitted as standard in many markets, but they were not popular. Only today have they become popular once again.

WHAT TO LOOK FOR

Remember, these cars date back to an era when rust-proofing was barely given a second thought – or if it was, it meant an extra coating of underseal, but little else besides. Rust can be a major problem – and costly to put right.

The most common areas to watch out for

are the sills, floors, rear parcel shelf and the panel surrounding the fuel tank. The latter doubles as the mounting point for the front torsion bars, so it pays to take a good look (and have a poke) around.

The sills are a major structural part of the car, and are complex in construction. Look for signs of bubbling above the area around the jacking point and, in particular, what are known as the kidney bowls. These are located ahead of the rear torsion bars and obscured by the rear wings – they are expensive to replace.

Look for rust in the floors – leaking window and door seals lead to damp carpets and the onset of corrosion. A leaking rear window seal will lead to the parcel shelf rusting through, and also bring about rot in the rear seat bases. Also check for bubbling on the B-pillars, especially close to the door lock, and the tops of the rear wings.

Mechanically, the 911T is pretty robust, and most will have had at least one engine rebuild. Try to ascertain by whom, though. Valve guides and piston rings/cylinders wear, leading to oil smoke – most older 911s puff out a bit of smoke on start up, but it should disappear within seconds. If it doesn't, budget for at least a partial rebuild. Gearboxes are a bit agricultural by modern standards but don't give much trouble.

As with all Porsches, check carefully for body damage – panel alignment was rarely perfect even when new, but beware of excessive gaps.... **PW**

By 1972 power was up to 130bhp from the 2.4-litre engine. Enough to propel the 911T to 60mph in 9.5 secs and on to nearly 130mph

IN THE CLASSIFIEDS

1969 911T
Ivory, full black tex interior, FSH
bscporsche.com
£64,850

1973 911T
Gemini Blue, black/houndstooth interior,
FSH borderreivers.co.uk
£85,000

1970 911T
73,000 miles, Black, black leather interior,
FSH gmundcars.com
£79,500

USEFUL CONTACTS

Car Parts 911
carparts911.co.uk
O/E and good quality pattern parts at great prices

Porscheshop
porscheshop.com
A great range of O/E and quality pattern parts, plus good value tuning parts under Porscheshop's EuroCupGT range

BSC Porsche
bscporsche.com
Why single out Kings Langley based JZM? Because this Bicester based company specialises in pre '74 classic Porsches and always has two or three good 911Ts in stock

Design 911
design911.co.uk
Servicing, classic and tuning parts from a comprehensive stock list

“ Mechanically, the 911T is pretty robust, and most will have had at least one engine rebuild ”



SPONSORED BY

911SPORT.CO.UK

FOR EVERYTHING PORSCHE

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

911



996 C4 Cabriolet Tiptronic

Navy with full cream leather interior with crested seats, very low mileage, great condition, careful lady owner, JZ Machtech service history, all usual extras including PCM, heated seats, Bose sound system, wind deflector and a factory hardtop with cover and stand, fantastic car, 2003 model, 60,000 miles. Tel: 07802 927242. Email: eddie.sewddon@btinternet.com (Dorset).

£18,950

P0815/015



964 3.6 Carrera 2 Targa (Jan 1991)

Guardsman Red, 137K miles, bodywork in excellent condition (full bare metal respray in 2009), electrics and mechanics have been well maintained and everything is in good working order (MOT, service and maintenance history from new), the interior has received no major attention, but is in reasonable condition. Tel: 07710 066435. Email: katharinegreen@btinternet.com (London).

£22,995

P0815/041



911SC Coupe

3L, 1979, imported 2000, serviced by owner mechanic since 2003, lots of receipts, LHD, 133,513km, solid clean car, MOT end May 2016, Thatcham alarm, private plate, new tyres, two keys, remote control radio, genuine reason for sale. Tel: 07967 908721. Email: trudiw49@gmail.com (East Yorkshire).

£22,500

P0815/042

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



1977 911 3.0 SC, Light Green metallic with cork interior, stunning, low mileage (70,807 miles), matching numbers, magazine featured with concours history, and part of the 911 world record set by Porsche Club GB in Silverstone 2013 for the number of 911s on a track, one of the first SCs to be made, having been completed on the very 1st September 1977 (1978 model car), exceptionally original down to its still fitted Porsche Radiom CR stereo, and AFN supplied 1977 plates, a UK Sport model, which came fitted (and still retains) all options listed on the Certificate of Authenticity, only updates are SSI heat exchangers, Carrera timing chain tensioners, a passenger door mirror, manual antenna, and fitment of MP3/iPod to the back of the stereo, very reluctant sale, would consider part exchange with cash my way on any aircooled Porsche, including a total restoration project, £44,995, visit 911porscheworldmag.co.uk for more info/photos. Tel: 07725 860116. Email: lukehannant@hotmail.com (Cornwall).

£44,995

P0815/052

911



911T 1969 LHD

Chassis 119120519, 2000cc, first registration: USA, 1969, fully restored: chassis, engine; original restoration: paint, engine, gearbox, brakes, chassis, carpets, tyres, and old original Recaro seats, the car has an extensive photo report of the restoration work, second key, owner's manual, more pictures and full description on request, offers welcomed. Tel: 0039 3358 204017. Email: a.compagnoni@nrgeventi.it (Turin, Italy).

£54,500

P0815/040

Two 911 unfinished projects for sale

Selling due to ill health, one 1983 Cabriolet, one 911 Coupe 1972 Turbo body, plus lots of parts and panels, telephone or email me for more details. Tel: 07419 772990. Email: roger.trafford09@mypostoffice.co.uk (Glos).

£7900 ono

P0815/028

The best 993 RS in the UK

If you require the best 993 RS in the country please get in touch, price reflects how special this car is to the right person. Tel: 07831 182971. Email: jjsher123@btinternet.com (Surrey).

£300,000

P0815/027

911 1987

G50 gearbox, Sport model, Fuchs alloys, good condition for age, Cassis Red, rare colour, phone for more details. Tel: 07876 526925. Email: lp.blackwell@btinternet.com (Conwy).

£18,900

P0815/029

911virgin.com

Porsches bought & sold

01895 255222

info@911virgin.com

Porsches wanted **urgently**
Payment **immediate**
Call **today**
Speak to **Dan or Tom**

JTS THOMAS J. SCHMITZ JTS

964 RS, Ferrari Yellow, 21K km (no Asia import) **964 RS, Rubystone, 89K km (no Asia import)**

WE BUY LHD PORSCHE
964 RS & RS CS, 964 TURBO 3.6, 964 TURBO S, 993 RS & RS CS,
993 CUP, 993 TURBO, 993 GT 2

WWW.GERMANSPORTSCARS.NET

CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

911

911 Turbo (996) Tip S
57K, FPSH, 54, black/black Mirano (memory), sat nav, phone, Parktronic, Linguatronic, Bose, exhaust upgrade, auto wipers and lights, new tyres and discs, original documents and keys. Tel: 07963 548599 (Notts).
£38,500 P0815/030

924

9-Apart
Parts specialists for 924
01706 824 053

924S manual 2dr Coupe
Superb condition, 115K miles, MOT Sept '15, only 3 previous owners, FSH (serviced mostly at Porsche specialists Autofarm), serviced Oct '14 and has a new cambelt, new windscreen fitted, CD/MP3 player, power steering, immobiliser, air conditioning, pop up lights, 150bhp, qualifies for classic car insurance, 2.5 litre engine, excellent drive, please call to view/test drive. Tel: 07990 067346. Email: skanderd@gmail.com.
£2850 P0815/031

928



928S4 auto
Unmarked silver with full blue leather, only 89K miles with massive history including engine rebuild, original stamped service book and lots of receipts, old MOTs etc, unmarked original condition, no dents, scratches, interior is in very good condition, never smoked in, also still has the original stereo fitted, excellent tyres all round. Tel: 07789 901895. Email: g.plummer13@sky.com (Kent).
£16,995 P0815/019

944

9-Apart
Parts specialists for 944
01706 824 053

Classic Car Insurance
0800 093 2953



944S2 3.0 16V
A real gem, 3.0L 16v, 122K miles, just MOT'd 5th June in N.Ireland, which means everything gets checked: lights, shocks, brakes, bushes etc, etc, almost full service history with all the important items taken care of, all belts changed 2K miles ago along with engine oil change, gearbox and diff oil just done, Porsche Linen interior with extra option Sport leather seats, Cup 1 wheels, new rear discs. Tel: 07711 249254. Email: greg3lsc@aol.com (Co.Antrim).
£7995 P0815/017

968

9-Apart
Parts specialists for 968
01706 824 053

968 Cabriolet
6 speed manual, L-reg, 1994, 106,351 miles, full Porsche documented history, 17 service stamps in service book, metallic Cobalt Blue, Linen leather interior, black piping with black hood, UK car, e/w, e/hood, e/s, e/m, radio/cassette player with 6 CD auto changer, teardrop Cup mirrors, 17" Porsche Cup alloy wheels, PAS, ABS, r/c locking with alarm immobiliser, 4 owners, full toolkit, MOT till Dec 4 2015. Tel: 07966 454645. Email: kamgills@hotmail.com.
£11,995 P0815/032

968

Classic Car Insurance
0800 093 2953



1993(L) 968 3.0 Cabriolet
RHD, 6 speed manual with 62K miles, in black with black power hood, original Classic Grey leather interior, 16" Cup alloys, electric windows/mirrors, Cat 1 immobiliser, radio/minidisc/CD player + 6 CD auto changer, owned, much-loved and gently driven since 2003, genuinely reluctant sale (as need space in the garage for a campervan), regularly serviced by dealer/independent Porsche specialists (10 service stamps) then imported by me from Jersey in 2003 (including re-registration and taxes paid) with 25K miles. I have a comprehensive service history (8 service stamps) across my 12 years of ownership including new clutch and belts at 55,696 miles, last service including precautionary anti-corrosion work and MOT on 25/9/14 at 61,272 miles and taxed until 30/9/15, a fine example of a rare Porsche combining the versatility of a sports cabriolet with boot/luggage capacity for every-day use or a day's golfing or longer, touring trips away, (private sale only, no trade). Tel: 07850 888841. Email: uwwhoandyr@live.com (Northants).
£10,950 P0815/043

BOXSTER

9-Apart
Parts specialists for Boxster
01706 824 053

Classic Car Insurance
0800 093 2953

BOXSTER

Porsche Boxster 1999 2.5
Turquoise, 65,000 miles, offered for sale by mature owner to fund Lotus restoration project this gorgeous low mileage Boxster, previously owned by a doctor, then banker, originally supplied by Stratstones of Wilmslow, serviced and MOT'd August 2014 then dry stored during winter, recent work includes new radiators, Lambda sensors, front and rear screens replaced, service history, original tool wrap, unused spare, wind deflector, spare keys, receipt file, all hand books, matching Michelin Pilot tyres, 17" S alloys, no car park dents, hood operating correctly, Pioneer CD/radio, black leather interior, no dashboard warning lights showing, before purchasing this Porsche I viewed 10 others, travelling hundreds of miles to do so, this example is truly outstanding, on SORN as not used since last summer. Tel: 01694 723362. Email: don@allmark4292.freemove.co.uk (Shropshire).
£5500 P0815/003

REGISTRATIONS

DRZ 911

'DRZ 911'
DOCTOR'S 911? Or dateless plate for any 911, valued at £3245, on retention cert for easy and free transfer to new owner. Tel: 01463 831668. Email: iantjones@outlook.com.
£2845 P0815/004



'JAZ 4911' private number plate
Dateless number plate currently on a car, can be moved onto retention or onto your car, (JAS, JAS 911). Tel: +44 7944 494840. Email: pssall@hotmail.com.
£1000 P0815/016

PORSCHESHOP.CO.UK

Tel: 0121 585 6088

Choose By Model >

Classics

911 930

964 993

996 997

928 & GTS

924 944 968

Boxster

Cayman

Cayenne

INDEPENDENT SPECIALIST RETAIL CENTRE



EXHAUSTS



ACCESSORIES



CAR SALES



WHEELS



SERVICING



PERFORMANCE



PARTS

ADDRESS: BLOCK 2 UNIT 4, SHENSTONE TRADING ESTATE, HALESOWEN, WEST MIDLANDS, B63 3XB

TRIED & TESTED

With *911 & Porsche World's* consultant editor, Chris Horton

911 GT3 (996) 2004/04 35,529 MILES £79,499

It doesn't take much for me to endorse a 996 GT3. I can – up to a point – forgive all manner of flaws in these modern classics for the sake of the simply magical driving experience they almost invariably offer those who fully appreciate them.

No compromises needed here, though. This second-generation 2004 model – so an 'S2', as I think of them – has a few tiny blemishes, and its left-hand steering might deter some UK buyers. (Although to me, as something of a purist, that merely adds to the car's overall character and desirability.) But it still has fewer than 36,000 miles on the clock, the Speed Yellow paint and black leather that will surely never go out of fashion in this context, the Comfort trim that (just about) makes it a realistic proposition for daily use, and even the PCCB ceramic brakes – fully serviceable; see also page 128 in this issue – that make it a truly formidable track machine, should you so desire.

It has an interesting history, too. Sold brand-new in Germany in August 2004, it fairly soon headed east to Dubai – hence the again character-adding number-plate surrounds, along with four of the stamps in the service book and their associated paperwork. It was registered here in the UK in September 2011, since when it has been in the hands of one further owner – making a total of just two. The last service was at a garage in Worcestershire in May 2013 (when it had minor repairs to the front undertray and rear apron, and a new CV-joint cover), and it will be given similar treatment by the current vendor before sale. The MOT certificate runs to May 2016. Whether the car has ever been 'tracked' is unknown, but judging by the clean underside (it was up on CPS's lift for inspection when I arrived), and not least the recorded rev ranges, that is unlikely.

Equipment-wise you get, as I have said, that iconic colour scheme and the standard multi-spoke wheels of the period. Those are most likely good-quality refurbs, judging by their condition, and the now nearly three-year-old Michelin Pilot Sport tyres have probably 50 per cent of their tread remaining. Inside, there is much of the stuff you would expect to find in any mainstream 996 (CDR33 single-disc CD player, air-conditioning, leather-covered fascia top, glovebox, overmats etc), but also yellow seat-belts – which, in truth, could do with a good clean. Notable but expected absences include the usual rear



seats in favour of a simple carpeted area, the lower front part of the centre console, and – I am happy to report – a sunroof. The seats have manual adjustment fore and aft, but electric backrests.

No complaints on the condition front, and I am told that since my visit the paint has benefited from a full machine-polish. There remain some tiny marks on the front apron, but nothing you wouldn't expect of any car these days. There are some of the equally typical small scrapes beneath the apron, too, and its lip spoiler is missing, but a brand-new one will be provided for the next owner to fit if desired. (It's so low-slung that you have to view it as a consumable.) Elsewhere, a small patch of paint abraded from the lower right-hand corner of the engine lid suggests that it needs a minor adjustment, but all other panel gaps are straight and true. There are some rather odd scratches on the right-hand door glass, but CPS will replace that.

Mechanically, too, this GT3 seems to be in excellent shape. There was a little oil smoke from the right-side tailpipe after a cold start, but given the engine's air-cooled origins and configuration I would have few concerns about that. Likewise the minor oil leak from between the crankcase halves. Besides, the car goes like a rocketship, and sounds fantastic while doing so. The clutch is a little on the heavy side, but engages smoothly, the gear shift has that addictive rifle-bolt precision, and both the steering and ride – never mind those heroically powerful brakes – will never fail to make you take the long way home. **PW**

Although not registered here in the UK (via Germany and Dubai) until 2011, this gorgeous Speed Yellow GT3 was sold brand-new in August 2004, hence its '04' registration (the '54' plates didn't come until September).

Al Ketbi Motors number-plate surrounds are a nice souvenir of its travels that we would be inclined to keep.

It is naturally tempting to suspect that the car led a predictably hard life out in the Middle East, not least given its factory-fitted ceramic brakes, but its condition – beyond some dull paintwork here and there, and a dusty engine compartment – suggests otherwise.

Note, though, the presumably heat-faded VIL label on the underside of the front lid, and the similarly 'aged' red plastic moulding over the lid's safety-catch lever. Wheels are excellent, and so presumably fairly recent refurbs.

Likewise tyres, which we know date from late 2012, and have about 50 per cent of their tread remaining to be turned to dust. Air-con works a treat.

The main analogue speedometer face is still marked in km/h – which might normally be a problem in an MOT test – but as in all modern Porsches there is an easily switchable digital readout, as well. Sorted. Good to go!

CHECKLIST

BACKGROUND

A German-market Comfort-spec car, sold new there in August 2004. Has air-con and single-disc CD player, but no sunroof or rear seats. No roll-cage, either – or signs that one has ever been fitted. Six-speed manual gearbox, PCCB ceramic brakes. Two owners: one in Germany and Dubai, and then another here in the UK since 2011. Reasonable amount of history and bills in file, and recorded engine revs suggest it has never been 'tracked'. MOT certificate to next May

WHERE IS IT?

Cotswold Porsche Specialists Ltd is at Unit 4A, Orchard Industrial Estate, Toddington, Gloucestershire GL54 5EB; tel: 01242 620180; www.cotswoldporschespecialists.co.uk. This young and enthusiastic company, run by husband and wife Lee and Lynsey Jones, offers a gamut of Porsche-related services, from maintenance to large-scale repairs, and also stocks good secondhand spares

FOR

It's a 996 GT3. Enough said. Not quite as 'pure', perhaps, as the first batch of cars, in 1999/2000, but still a 2.7 RS of its generation – and likely to appreciate in much the same way as that enduring icon. Has all the 'right' kit, too – LHD, Speed Yellow, black leather, Comfort spec, and overall is in superb condition

AGAINST

An acquired taste, perhaps, and certainly an indulgence, but what a fantastic way to invest £80K. Ceramic brakes arguably not ideal for road use – too expensive to maintain, and easily damaged by careless handling – but simple enough to replace with plain steel discs for the duration

VERDICT

You may find (slightly) better GT3s, and possibly cheaper GT3s, but I think you will go a long way to find as one as good (or potentially as interesting) as this at the price. Buy now while stocks last!

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



CLASSIFIEDS

ADVERTISE YOUR PORSCHE FOR FREE - ON THE PAGE AND ONLINE AT WWW.911PORSCHEWORLD.COM

REGISTRATIONS



Andrew, Andrea, Andre, Andy??
This number plate is A1 for anyone named Andrew, Andre, Andrea or Andy, absolute bargain buy and will continue to rise in value, imagine this on your motor, get in touch if you want it, it is on a retention certificate so a very simple operation, send me a message now. Tel: 07779 767605. Email: rugbytickets@rocketmail.com.
£1950 P0815/007

PM64 CAN

'PM64 CAN' (Macan) registration for sale
I am selling my 'PM64 CAN' registration, now on retention. Tel: 07870 120574. Email: spencer.i@btconnect.com.
£1000 P0815/013

SP61DAR

'SP61DAR'
Perfect plate for the Porsche Boxster Spyder, the finishing touch to a perfect car, currently on retention, open to sensible offers. Tel: 07816 915700. Email: johnhayes14@hotmail.com.
£1500 P0815/014



Swann or Swan
Super number plate for anyone named SWANN or SWAN, it isn't often that you can get a perfect name plate, so grab this whilst you can, on retention certificate, at just £1999 it is a real bargain, excellent investment for the future, pass it on to your children, can be used on any vehicle manufactured after 1994. Tel: 07020 923542. Email: saltydog1@yamil.com.
£1999 P0815/009



'3 HYG' cherished registration
Rare and dateless cherished registration suitable for transfer onto any age of vehicle, on retention certificate for easy transfer, please leave a message if I can't answer the phone. Tel: 07733 268700. Email: sgarters@gmail.com.
£2995 P0815/001

REGISTRATIONS

GT03 DKT

'GT03 DKT'
On retention. Tel: 07711 713479. Email: bschalmers@hotmail.com.
£350 P0815/010

BOSTOCK NUMBERS

A BOSTOK A BOSTOC

D BOSTOK D BOSTOC

J BOSTOK J BOSTOC

M BOSTOK M BOSTOC

R BOSTOK R BOSTOC

BOSTOCK, ultimate plates
Selling a set of perfect plates for anyone named BOSTOCK, the family set is on the market, due to a move overseas. We have plates for A, D, J, M and R Bostock, take a look at the list, you can buy one or all of them if you wish, as we will of course split them up, this is the best opportunity that you will ever get to own your perfect plate, they're all held on retention certificates. Tel: 07849 398598. Email: onward@rocketmail.com.
£5500 P0815/050



'2 TGA' registration number
The ultimate number for your Porsche Targa, improve the image of your car and make an investment, the only single digit TGA number on the market, bargain price, private sale, therefore no VAT, that price is for the *number only* and does not include the car! Tel: 07702 026877 or 01302 538984. Email: nickhuntridge@lineone.net.
£5500 P0815/048

P911BOX

P911BOX

'P911 BOX'
This is a must for your new Porsche, the best reg that you have seen, 'P911 BOX'. Tel: 07966 527610. Email: bluesky1311@hotmail.co.uk.
£3750 P0815/046

REGISTRATIONS

JJI 9115

Registration for sale
'JJI 9115' number on retention. Tel: 07810 058297. Email: s-blakeley@sky.com.
£2000 P0815/023



'C2 BLA'
Interesting Carrera 2 number which I have had for a number of years but am now unlikely to need it. Tel: 07950 446677. Email: johngregory.featherston@gmail.com.
£950 P0815/049

PARTS



4 Carrera S wheels
8Jx19 H2 ET57 on 235/35 ZR Michelin Pilot 3-4mm remaining, 9.5Jx19 H2 ET46 on 265/35 ZR Michelin Pilot worn, good condition, no kerb or scuff marks. Tel: 01629 814572. Email: anderson_nigel@hotmail.com (Derbyshire).
£1000 P0815/047

Porsche/Becker CR 21 radio cassette player
Mint condition, and has never been used, comes with fitting cage, handbook, code card and window decal, removable security face plate and storage box, price does not include postage and packing. Tel: 07854 685516. Email: t.hartney@btinternet.com (Herts).
£300 P0815/022

Pirelli P Zero Tyres (nearly new 2014)
Pirelli 255/45 ZR19 100Y and 285/40 ZR19 103Y, two of each for sale, they are in perfect condition driven only approx 400 miles, they were fitted on a Porsche Panamera Turbo 2014 model and came with the new car. Tel: 07979 530901. Email: dan@hoji.co.uk.
£350 P0815/033

PARTS



Competition parts
Lightweight Sabelt seats with full harnesses, brackets and runners, Safety Devices half bolt in cage, fitting kits, all as new, various lightweight trim parts, from my 3.2 Carrera but will fit most cars. Tel: Bill, 01246 569689. Email: william.woodhouse@mypostoffice.co.uk.
£350 the lot P0815/045

Two 235/35 ZR 19
Continental ContiSportContact 3s (91Y XL FR), brand new, £180 the pair (collect only). Tel: 07850 654911 (Surrey, close M25).
£180 P0815/024



Porsche 911 space saver spare wheel
Space saver spare wheel from 911 Carrera, never used. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com (Hamilton).
£60 P0815/044

Great stereo for 911
Stereo taken from my 911 Carrera, 6 disc radio cassette with remote control, special speakers for parcel tray which are £300 to buy, brilliant sound. Tel: 07872 490760. Email: jimmydawson20032001@yahoo.com (Hamilton).
£200 P0815/034



Porsche mats for sale
Porsche 997 all models, set of four blue overmats. As new condition. Tel: Rob, 07966 718897 or 01159 664631. Email: rcp1@btconnect.com (Notts).
£100 P0815/012



911 & PORSCHE WORLD READER OFFER **DRIVE A FORMULA ONE CAR** **IN THE SOUTH OF FRANCE!**

To drive a Formula One car is the dream of many. Now that dream can become reality thanks to the special reader offer we've come up with in conjunction with Wildside Events.

From less than £1400 you can get behind the controls of a genuine Formula One car as originally raced in the World Championship, with no artificial rev or speed limits – it's just you and the track!

The track is a 2.2km private circuit used for testing for the Monaco Classic Grand Prix, located just 45 minutes from Toulon airport and 75 minutes from the international airports of Nice and Marseille.

To set you up for your Formula One drive, after a tuition session and kitting you out with helmet and full Nomex racewear, you'll be lapping behind the wheel of a French series Formula Three Opel-Lotus. At 400bhp per tonne this is an exciting experience in its own right, and will enable you to learn the circuit, practice braking technique and acclimatise to single-seater driving.

And then it's on to Formula One.

Cars include Prosts (below) and Arrows, from early examples with six-speed manual gearboxes to modern paddle-shift cars, all fitted with the legendary Cosworth V8 – winner of 176 Grands Prix. Power output is over 650bhp, and top speed on the main straight is 175mph. Acceleration to 120mph takes less than five seconds. Depending on your choice of package you get a minimum of three laps, up to a maximum of 20 for the ultimate experience.

An experience never to be forgotten, for sure.

A choice of dates is available for this special reader offer, from May to October 2015, and packages include hotels, car hire and passes for non-driving guests, as required.

To find out more, and to join that select group of people who have ever driven a Formula One car, contact Wildside Events and quote 'g11 & Porsche World Formula One'.

Tel: +44 (0)118 947 5200
wildside@adren-a-line.com www.adren-a-line.com



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



cmsporsche.co.uk
Telford, Shropshire

We repair and service (diagnostics) Porsche.

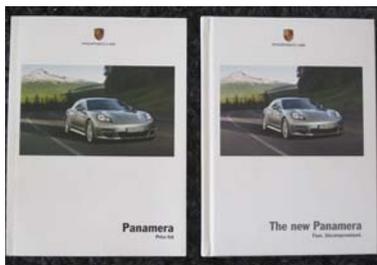
We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.
An independent business, est. 1997, that provides a personalised service with labour rates from only £49.99/hr.

CMS stock 1000s of used parts for all Porsche, from 1984 onwards.
These change on a daily basis.
Collection or Delivery can be arranged if required.

CMSPORSCHE
tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com
Hortonwood 66, Telford TF1 7GB



MISCELLANEOUS



Porsche Panamera sales book
Dealer supplied, model year 2009, 169 unmarked white pages; also price list book, 81 pages, great photos. Tel: 07950 997713.
£17 the pair P0815/051

911 & Porsche World back issues
1998 nos 50-57; 1999 no 58 and 66-69; 2000 Jan - Dec; 2001 Jan and May then Nov and Dec; 2002 Jan - Dec; 2003 Jan and Feb, all in excellent condition, will deliver in the local area or buyer to collect or meet in the region, open to sensible offers. Tel: 07973 843190. Email: geoffmeakin@ntlworld.com (Wiltshire).
£25 P0815/006

911 & Porsche World Jan 2004 to June 2014
125 copies, numbers 118 to 243, including two 911 & PW blue binders, all in great condition and collector's editions from Jan 07 to June 14, great value at £60 (under 50p each), collection only due to weight, DY10 postcode. Tel: 07853 895016. Email: njackson147@aol.com (Kidderminster, Worcs).
£60 P0815/011

MISCELLANEOUS



Universal hard top stand
Here is my Wiesmann hard top stand, barely used and in silver, I bought this for my Porsche(s) hardtop storage from my local dealer, collection preferred but can FedEx it, just let me know your postcode for a quote, best to email me for more details. Tel: 07831 583583. Email: andy@easynet.co.uk (Dorset).
£70 P0815/018

Approx 200 various Porsche models
All makes from Brumm to top end AS/MR/Bosica/MA/BBR, many now obsolete, collecting since '80s, please come and view as too many to show and list, also many CMC models 1/18 scale, mostly Mercs/Autounion transporters and record cars, all models in great condition. Tel: 01733 746567 or 07931 837518 (Peterborough area).
£60 P0815/035

MISCELLANEOUS



Porsche repro garage wall signs
2ft repro garage wall sign for display on your garage or showroom wall, I also have the same in 3ft x 28-inch. Tel: 07704 466754. Email: smithbarrington@gmail.com (Leics).
£50 P0815/008

911 & Porsche World back issues
Nearly 200 editions of 911 & Porsche World, every copy since November 1998 (issue 58), all subscriber editions including 13 official files, all in excellent condition, may deliver to local area. Tel: 07894 510475. Email: bob.tamblin@gmail.com (Kent).
£100 P0815/036

Magazines for sale
911 & Porsche World magazines, issue 176 to 250 inclusive; Classic Porsche magazines, issue 1, 2, 3 and 5; GT Porsche magazine, issue 125; Total 911 magazines, issue 32, 34, 35, 39, 41 and 82. Tel: 07525 843343. Email: peterhancox46@gmail.com (Wolverhampton).
Offers P0815/037

WANTED

Wanted RHD 356 have LHD 356SC and/or 911
I've decided I specifically want a right-hand drive 356, either a B, C or SC as my next car, it can be in any condition from on the road, to full resto project. If the thought of selling your RHD is not enough to tempt you, and I understand that, then: I have a 1964 356 SC (Slate Grey, LHD, matching numbers) or a 1978 911SC (Light Green metallic, RHD, mag/concours history). Tel: 07725 860116. Email: lukehannant@hotmail.com (Cornwall).
P0815/038

WANTED



Porsche 911(993) wanted by private buyer
I am private cash buyer and am looking to buy a Porsche 911 (993) urgently, all models required: Carrera 2, or 4, 2S, 4S, Turbo, Turbo S, Cabriolet, Targa, RS, GT2, any age any condition any colour, manual or Tiptronic, if you are considering selling your 993 please call me, I can travel nationwide and cash funds waiting same day decisions made with CHAPS secure bank transfer, payments on collection. Tel: 07966 454645. Email: kamgills@hotmail.com (Leeds).
P0815/002

Wanted 911
Got a 997 with finance on it and want rid of it? I will settle finance for you, private ad, am not trade, email me. Tel: 01475 529216. Email: lporsche997@aol.com (Renfrewshire).
P0815/039

TRADE

BRIAN MILLER MOTORS

SPECIALIST IN PORSCHE AND GERMAN MARQUES

- SERVICE • TUNING • FUEL INJECTION
- ELECTRICS • PRE-PURCHASE INSPECTIONS
- 46 YEARS EXPERIENCE
- OPEN MONDAY TO SATURDAY

0131 443 7806
2 LANARK ROAD EDINBURGH EH14 1TQ

INSPECTIONS

Probably the largest independent Porsche inspectors in the UK

We provide a bespoke, individual Pre-Purchase Inspection service on any Porsche, nationwide, including Cat C, D and repair inspections. We'll thoroughly check all aspects of the car, inside, outside, underneath and by road test. Avoid lemons, get faults fixed for free and reduce asking prices!

Our fee is £320 inc. VAT and travel
01780 749449

www.carinspections.co.uk

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 September issue is 16th July (October issue deadline 13th August).

No car drying - ever!

Filter out all dissolved minerals for NO water spots

- Refillable filter produces enough pure water to rinse c. 70 cars
- No pressure loss, easy to connect
- Simply wash 'n' go - leave car to dry in bright sunshine
- Resin refills only £45 - reduce long term costs
- 4 Star AutoExpress & Evo reviews

'The best car cleaning product I have bought in my entire life. Wish I'd bought one years ago'
J. Longden, Huddersfield.

'Brilliant product and great service from Race Glaze'
T Blanks, Herts.

'Can't recommend this product enough!
J Weaver, Bristol



Race Glaze Ltd, +44 (0)1780 749449, www.raceglaze.co.uk

PORSCHE

motorInsurance

New & exclusive schemes available now!



Carrera 991s

Driver Age: 42
No Claims Bonus - 5+

£800.00*

Value : £85K
xs£750



Boxster 981

Driver Age: 40
No Claims Bonus - 5+

£480.00*

Value : £55K
xs£500



Macan S

Driver Age: 40
No Claims Bonus - 5+

£450.00*

Value : £44K
xs£300



Panamera Diesel

Driver Age: 42
No Claims Bonus - 5+

£650.00*

Value : £70K
xs£500



Cayenne S Diesel

Driver Age: 40
No Claims Bonus - 5+

£700.00*

Value : £83K
xs£750



991 Turbo S

Driver Age: 40
No Claims Bonus - 5+

£1,000.00*

Value : £120K
xs£1,000



mayfaironline
insurance & mortgage consultants

COVER INCLUDED: May be subject to charge & terms.
Up to Four Named Drivers | Porsche Approved Repairer
Genuine Porsche Parts | Track Days (Available)
Agreed Value (Available) Please call for more details!

mayfaironline.co.uk
Performance
INSURANCE

Tel: 08444 935 714

A member of Mayfair Insurance & Mortgage Consultants Limited

* Subject to Terms & Conditions.

Calls may be monitored for training purposes.

Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm

MayfairPerformanceInsurance

@Mayfair_INS



TIME MACHINE

A nostalgic look back at *911 & Porsche World* from days gone by

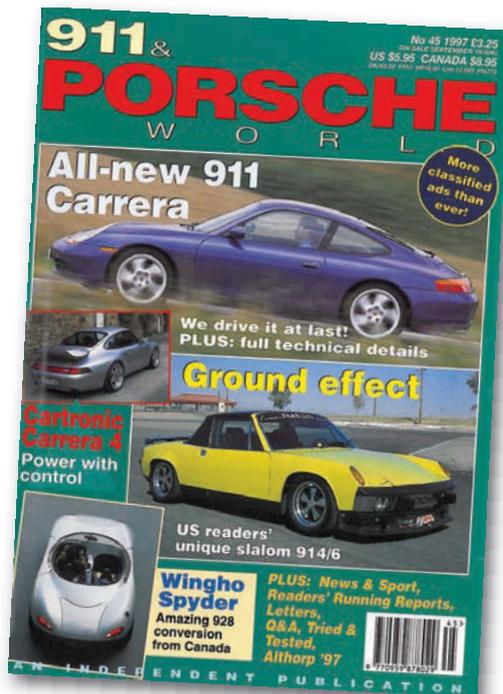


SEPTEMBER 1997 (ISSUE 45)

All-new 911 Carrera, we announced on the front cover of issue No 45, with the footnote, that 'We drive it at last!' As events go it was a pretty seismic one in the world of Porsche and for *911&PW*. Regular contributor at the time, Ian Kuah, got the gig and with that the responsibility of conveying and analysing the biggest upheaval in the 911's then 34-year lifetime. This was the beginning of the modern era, although thanks to the Boxster's arrival a year earlier, we were prepared.

So what did we think? Well, as per most of the motoring press, it was hard not to be beguiled by Porsche's achievement. The 996 was a ground up and game changing reboot of the 911 concept and it made everything that had gone before look slightly archaic. You could argue, and we did, that it had lost some of its raw appeal, but the amazing thing was just how much it still retained, despite the adoption of water-cooling for the engine and a new level of refinement that made the 911 perhaps more of a GT car than an out and out sports car. The public certainly lapped it up. The 911 without the quirky bits, proved to be an absolute winner.

Elsewhere in the issue, we reflected on the success of Porsche Club GB's National Day, held at Althorp, the home of the Spencer family. It was the biggest gathering of Porsches ever assembled in the UK, and held under blazing sunshine. The report went to page before the tragic death of Princess Diana, but as Editor Chris Horton reflected in his editorial leader, it was hard not to be touched by the events. This year the Club returns to Althorp for the first time and it will no doubt be an event of mixed emotions.



It was business as usual in the rest of the mag. We dropped in on Dave Nunn at Southbound Trimmers, who revealed that his business start up was an advert in *911&PW*: "The most successful advert I've ever placed," he said. We drove a strange aero inspired 914 and an even stranger 928 based, two-seater 'Spyder,' with no windscreen. In the classifieds a 356 Super 90 would set you back just £14,000.

AUGUST 2000 (ISSUE 77)

A rather low looking Cargraphic 996 GT3 graces the front cover and it's the first of many modded GT3s that we'll drive over the years, although not always at Hockenheim!

Regular columnist, Michael Cotton, reflected that there would be little chance of a Porsche victory at Le Mans in 2000, "for the simple reason that the factory clearly has more important things on its mind at present." And so it proved as Audi swept to a 1-2-3 victory, Hard to believe that it would be another 15-years before Porsche reclaimed Le Mans as its own.

Guest Speaker in this issue was Managing Director of Porsche Cars GB, Andy Goss. We had met Andy before, when he turned up unannounced at one of *911&PW*'s pub meets. "I thought I should come and say hello," he recalled. At the time the Porsche world was getting hot under the collar at the prospect of some sort of Porsche SUV, codenamed E1. Andy tackled the concerns head on: "Macro-economic trends are taking other car manufacturers away from their core activities or markets these days, but Porsche has to – and will, I'm sure – retain its traditional purity."



AUGUST 2008 (ISSUE 173)

911 fights back. Bold words indeed on the front cover of the August 2008 issue. We were championing the makeover of the 997 as it morphed into its Gen 2 guise, with the arrival of the PDK gearbox and direct fuel injection. We were, to put it mildly, somewhat beguiled with the seamlessly shifting PDK 7-speed transmission and it has proved to be something of a gamechanger, making the previous Tiptronic set up look antiquated and challenging the relevance of the manual gearbox in one fell swoop.

There were celebrations in order as we carried on with our 'Porsche at 60' archive special, examining the 356 years. Elsewhere we again reflected on Porsche's notable absence at Le Mans (not that we were becoming obsessed or anything) and the joys of Le Mans camping summed up here by Peter Morgan: "Nothing worse than a hangover in a hot tent, when you can see the sun rising up the side of the material, like Goldfinger's laser inching towards 007's balls." Eloquently put, Mr Morgan.

In the back of the mag, the internet hadn't quite decimated the classifieds. Get your "if only I had bought one then" cheque books out for a 924 Carrera GT at £20,000 and any number of Carrera 3.2s at £13k.



CLASSIC PORSCHE INSURANCE WITH EXTRA SPARKLE

HOW WOULD YOU LIKE TO WIN THIS KIT?

Just call for a quote to enter
our **FREE** prize draw*



R.R.P £60

NOW SAVE EVEN MORE!

YOU COULD
**SAVE
41%**
WITH A MULTI-CLASSIC
CAR POLICY†

Quote **AUTOGLYM** when you call

0800 093 2953

Classic | Camper Van | Specialist | Military | Performance
Visit us online at cherished.carolenash.com



CAROLE NASH
30TH BIRTHDAY
The care it deserves

97% reevoov of customers
would recommend
Carole Nash

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. *Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx †Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. 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.

PORSCHE INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classiclne*
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.classiclneinsurance.co.uk

Authorised and regulated by the FCA. * Terms and Conditions Apply.

EVERYTHING YOU NEED TO KNOW ABOUT BUYING, RUNNING AND ENJOYING A PORSCHE

YOUR FIRST PORSCHE



PLUS: PROJECTS, YOU AND YOURS, HOW TO, PORSCHE Q&A, TRIED AND TESTED AND LOADS OF PORSCHE PARTS FOR SALE
SEPTEMBER 2015 ISSUE OUT: 6 AUGUST

SUBSCRIBE & SAVE

PAY JUST £4.00* PER ISSUE INSTEAD OF THE £4.60 NEWSSTAND PRICE

GUARANTEE YOUR COPY OF THE 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

**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

ADVERT INDEX

9 Apart	44	Engine Builder Supply	61	Paragon GB	71	Sportwagen Eckert	93
Addspeed Engineering	36	Eporsch	129	Parts Heaven	28	Stoddard Parts	31
Auto Umbau Porsche	80	EPS/Vertex Auto	73	Patrick Motorsports	114	STR of Norwich	119
Braunton Garage	36	Euro Cup GT (Porscheshop)	119	Paul Stephens	80	Strasse	19, 131
Brey Krause Manufacturing	8	Fabspeed	4,5	Pelican Parts	41	Tech Art / Tech9	148
BS Motorsport	108	FVD	2	PMO	132	Thatcham Research	49
Cargraphic	147	H&R Suspension (Euro Car Parts)	43	Porsche Cars GB Aftersales	9	Tipec	132
Carole Nash Insurance	145	Hartech Automotive	50	Porsche Club GB	102	Toyo Tires	35
Cavendish Porsche	82	Hayward & Scott	124	Porsche Torque	119	Twinspark Racing & Engineering	131
Classicline Insurance	145	Hendon Way Motors	109	Porscheshop	37	Yorkshire Classic Porsche	129
Clewett Engineering	115	Hexagon Modern Classics	13	Porschtek	95		
Cotswold Porsche Specialists	124	Hillcrest Specialist Cars	114	Portiacraft	114		
Coys	29	HP Motorsport	94	Professional Valeters & Detailers	131		
CSF Inc	22	Jasmine Porschalink	50	Promax Motorsport	108	CLASSIFIEDS	133-142
D9 Autotech	115	Jaz Porsche	89	Ramus Porscha	36	Brian Miller Motors	
Dansk (Design 911)	83	JMG Porsche	108	Reap Automotive	80	Car Inspections	
Dansk (Euro Car Parts)	15	JZM	8	Rennline	67	CMS Porsche	
Demon Tweaks	82	K&N Filters	40	Restoration Design	59	DSD Motorworks	
Design 911	45, 132	LA Dismantler	40	RGA	72	Karmann Konnection	
DoDo Juice	129	LN Engineering / Fast Forward	94	RPM Specialist Cars of Harrogate	72	Octane Garage	
Douglas Valley Breakers	114	Marque 21 Racing	132	RPM Technik	22	Peter Morgan Media	
Dove House Motor Company	124	Mayfair Performance Insurance	143	RS911	131	Prestige & Performance	
Eibach UK	51	Nine Excellence	115	RSJ Sportscars	28	Race Glaze	
Elephant Racing	81	Ninemeister	60	Scuderia M66	89	Roger Bray Restoration	
Elite Garages	33	Northway	44	Specialised Covers	44	Williams Crawford	
Elite Motor Tune	94	Ohlins (Design 911)	23	Specialist Cars of Malton	60, 115		

TUNING // SERVICING // MOTORSPORT // STYLING // SALES // RESTORATION



THE PERFECT PARTNERSHIP FOR YOUR PORSCHE

PARR

Specialists In Porsche

5 The Faraday Centre, Faraday Road,
Crawley, West Sussex RH10 9PX
United Kingdom

CARGRAPHIC THOMAS SCHNARR

Tuning Programs For Prestige And Sportscars

Wieslauterstraße 20,
D-76829 Landau, Germany

With nearly 30 years experience, **Parr** is the UK's leading Porsche specialist. As the official importer of **Cargraphic** tuning products we offer a wide range of parts for your Porsche and other marques.

From simple tuning and upgrades to bespoke modifications, performance engineering with style is as much a part of our DNA as our passion for all things Porsche.



+44 (0) 1293 537 911 // PARR-UK.COM

+49 63 41 968 911-0 // CARGRAPHICTS.COM

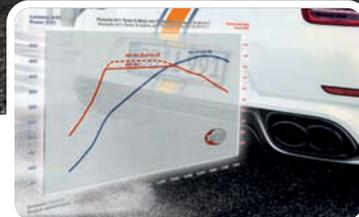


Sport. Plus.

TECHART for the 911 Turbo Cabriolet.



The TECHART Formula IV Race Wheel.



TECHART Powerkits and Sport Exhausts.



The TECHART Carbon Sport Package.

Powerful styling, superior driving dynamics and unsurpassed quality.

TECHART for the 911 Turbo models is real individuality. Such as the TECHART Aerokit, the beautiful TECHART wheels, the TECHART Carbon Sport Package and a lot more.

The **TECHART Engine Powerkit** provides a 60 horsepower boost and a torque increase by 130 Newtonmetres. And whenever you're in the mood: push the button for the spectacular soundscape of the valve-controlled TECHART Sport Exhaust System.

www.techart.de/turbo



TECHART in the United Kingdom:

Tech 9 Motorsport Ltd
Hale Garage, Hale Road, Hale, Liverpool L24 5RB
Tel: +44 (0)151 4255 911, Email: sales@tech9.ms
<http://www.tech9.ms>

