**NOW IN OUR 25TH YEAR!** THE WORLD'S BEST-SELLING MONTHLY PORSCHE MAGAZINE

# 911 & Porsche World

**June 2014** www.911porscheworld.com

# RS PROTOTYPE?

## FACTORY BUILT '72 2.6 S COULD BE THE MISSING LINK

**PLUS:**
OUR CARS,
YOU AND YOURS,
TRIED & TESTED,
Q&A AND LOADS OF
PORSCHES AND PARTS FOR SALE

**June 2014 No.243 £4.60**

9 770959 878098 06 >

US$9.99 CANADA $12.99
www.911porscheworld.com

# ITAL CAYMAN

DRIVING THE LATEST
HAND-BUILT
MACHINE FROM
STUDIOTORINO

fvd BROMBACHER®

30 years

Porsche®-Tuning

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

since 1984

# Tuning | Parts | Service




Like us on Facebook
facebook.com/fvdbrombacher

YouTube™ 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 |

911&Porsche World

**Editor** Steve Bennett
01379 668748; porscheworld@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, Matt Davis, Antony Fraser, Andy Morgan, Ray Northway, Ollie Preston, Per Schroeder, Matt Stone, David Sutherland, Johnny Tipler, Peter Tognola

**Studio manager** Peter Simpson

**Art Editor** Joel Mitchell

**Group advertisement manager** James Stainer
james.stainer@chpltd.com

**Production** Liam Wilson
ant.menhennet@chpltd.com

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

**Administration** Allie Burns, Sandra Household
**Accounts** Bev Brown
**Subscriptions** Debi Stuart debi.stuart@chpltd.com
**Website** www.911porscheworld.com

**Managing director** Clive Household

**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, 2014; ISSN 0959-8782

WHILE ALL DUE CARE IS TAKEN IN COMPILING *911 & PORSCHE WORLD*, THE PUBLISHERS, STAFF AND CONTRIBUTORS CANNOT BE HELD RESPONSIBLE FOR ANY EFFECTS ARISING THEREFROM



We've been obsessing about values in these pages in recent months and rather missing the point of what owning a Porsche is all about. Sure we can kid ourselves that we made a wise purchasing choice, and it's a handy defence when the next Porsche purchase needs to be justified to ourselves, or the management, but market forces will do their thing and the truth is we just lucked in. This obsession with values has dangerous parallels with the UK's obsession with house prices, and we know how tediously dull that is?

As I write this, Easter is just around the corner, and for many it will be time to get whatever Porsche it is that we hold dear out of the garage. Be it a 911, 944, 928, 968, Boxster, Cayman or whatever, it's time to reconnect and just go for a drive.

> "There's nothing like going racing to put everything else into perspective"

Need an excuse? Well consider this. Porsche is heading back to Le Mans this year with the hybrid 919 LMP1 car. There's nothing like going racing to put everything else into perspective and Porsche has been too long away from the race that it has dominated. There are many cliches that surround motor racing, but one that holds true, and we should remember it when value overtakes passion: "When the flag drops, the b******t stops."

**Steve Bennett**

# FEATURES


**YOU AND YOURS** 34
Meet Rupert Knight and his graffiti 911

**NEW 911 TARGA FIRST DRIVE** 40
Does the new retro inspired 911 Targa live up to its stunning looks? We take a first drive

**CAYMAN MEETS ITALIAN STYLE** 48
Alfredo Stola and Studiotorino restyle the Cayman and add 904 influence

**THE MISSING '73 RS LINK?** 58
We uncover a 1972 factory built 911 2.6 S, with clear RS connections. The missing link?

**964 TAKE ON SPA** 68
Tipler and the Peppermint Pig join a posse of 964 owners for a blast to and round Spa

**FROM THE ARCHIVES: GOING GROUP C** 80
A look back at Porsche's most successful endurance racer: the GpC 956/962

**SPECIALIST: PARR** 86
For 30-years plus, Parr have been applying motorsport levels of care to Porsche service

**HOW TO: CARRERA 3.2 HEATING/VENTILATION** 92
How to refurb and make it work efficiently












# CONTENTS 06.14










**SUBSCRIBE**

***Don't miss a single issue of the only magazine that covers every model of Porsche. Why not subscribe today? Special Father's Day gift offer, too!*** **Just turn to page... 109**

## REGULARS

**PORSCHE NEWS** 08
All the latest Porsche news...

**PORSCHE PRODUCTS** 18
...and all the latest must-have Porsche bits and bobs

**USUAL SUSPECTS** 26
Paul Davies on how Porsche took his advice to return to four cylinders

**PORSCHE LETTERS** 30
A packed sack of opinion!

**PORSCHE PROJECTS** 98
Seume's 912 hot rod, Fraser's GT3 and new boy Fennelly's Cayman

**CLASSIFIEDS/T&T/BUYERS' GUIDE** 117
Porsches, parts and plenty more for sale




PORsport.com

**Don Ahearn 631-786-6511 EST**




1968 Swedish Rally Car (Red)
1967 911 S Soft Window Targa (Blue)



1973 911 Carrera RS First Series (Yellow)
1975 911 Carrera 2.7 RS MFI (White)





Please visit our website for complete early 911 inventory **www.Porsport.com**



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

Whether it's a new set of brake pads or a replacement clutch, rest assured that with our new fixed price tariffs for a range of maintenance jobs on selected Boxster and 911 models* it doesn't have to be a balancing act between quality and cost. Our Porsche accredited technicians are trained to the very highest standards and only use the precise tools and genuine parts required to do the job to the standard your car deserves.

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

For more information visit **www.porscheownerservices.co.uk**

PORSCHE

**Porsche Centre Aberdeen**
0845 5202165
/aberdeen

**Porsche Centre Belfast**
0845 5202166
/belfast

**Porsche Centre Bolton**
0845 5202167
/bolton

**Porsche Centre Bournemouth**
0845 5202168
/bournemouth

**Porsche Centre Bristol**
0845 5202169
/bristol

**Porsche Service Centre Byfleet**
0845 5202198
/byfleet

**Porsche Centre Cambridge**
0845 5202170
/cambridge

**Porsche Centre Cardiff**
0845 5202171
/cardiff

**Porsche Centre Chester**
0845 5202172
/chester

**Porsche Centre Colchester**
0845 5202173
/colchester

**Porsche Centre Dublin**
00 353 1235 3375
www.porschedublin.ie

**Porsche Centre East London**
0845 5202174
/eastlondon

**Porsche Centre Edinburgh**
0845 5202176
/edinburgh

**Porsche Centre Exeter**
0845 5202177
/exeter

**Porsche Centre Glasgow**
0845 5202178
/glasgow

**Porsche Centre Guildford**
0845 5202179
/guildford

**Porsche Centre Hatfield**
0845 5202180
/hatfield

**Porsche Centre Jersey**
0845 5202175
/jersey

**Porsche Centre Kendal**
0845 5202181
/kendal

**Porsche Centre Leeds**
0845 5202182
/leeds

**Porsche Centre Leicester**
0845 5202183
/leicester

**Porsche Centre Mid-Sussex**
0845 5202185
/midsussex

**Porsche Centre Newcastle**
0845 5202186
/newcastle

**Porsche Centre Nottingham**
0845 5202187
/nottingham

**Porsche Centre Portsmouth**
0845 5202188
/portsmouth

**Porsche Centre Reading**
0845 5202189
/reading

**Porsche Centre Sheffield**
0845 5202190
/sheffield

**Porsche Centre Silverstone**
0845 5202191
/silverstone

**Porsche Centre Solihull**
0845 5202192
/solihull

**Porsche Centre Sutton Coldfield**
0845 5202193
/suttoncoldfield

**Porsche Centre Swindon**
0845 5202194
/swindon

**Porsche Centre Tonbridge**
0845 5202195
/tonbridge

**Porsche Centre West London**
0845 5202196
/westlondon

**Porsche Centre Wilmslow**
0845 5202197
/wilmslow

*Participating centres only. Fixed price maintenance tariffs apply to Boxster Type 986 (1996-2004) and selected 911 Type 996 (1998-2005) models only. Fixed price maintenance tariffs may be withdrawn or varied at any time. Contact participating centres for full details, terms and conditions.

# PORSCHE NEWS

## QUICKEST EVER BOXSTER AND CAYMAN




The Boxster and Cayman ranges have been expanded to include GTS versions, which have more power and higher top speeds than any previous models. They are permanent models, not limited edition batches, and can be ordered in the UK now.

The GTS badge (for "Grand Turismo Sport") was first seen on the Porsche 904 Carrera, a mid-engined sports car racer built in the mid 1960s, and whose sophisticated four-cam flat-four engine of two litres produced just under 200bhp. That was almost the same horsepower of the first, 2.5-litre Boxster which was launched three decades later, but the new GTS version of the two-seat roadster has 326bhp, an additional 15bhp over the existing 3.4-litre Boxster S, on which it is based. Pulling power increases by 7lb ft to 273lb ft torque.

Porsche is out of step with other carmakers in not electronically limiting the top speed of its cars to 156mph, hence the regular Boxster S can be wound up to 172mph. This edges up to 174mph when the Porsche is in its standard, manual six-speed form, the PDK automatic car topping out at 173mph. Acceleration is sharpened too, the GTS's 4.7sec 0-62mph (PDK) reduced by 0.3sec compared to the Boxster S. The engine spec makes the GTS the first Boxster to comply with Euro 6 emissions, but fuel consumption – 34.4mpg on the combined cycle, with PDK – remains the same as the Boxster S.

The Cayman has always been slightly more powerful than the equivalent Boxster, and hence the extra 15bhp gives the GTS version of the closed coupe 335bhp, while the added 7lb ft torque results in 280lb ft. Top speed for the six-speed manual car is 177mph, 3mph more than the Cayman S, and the 0-62mph sprint with PDK falls 0.3sec to 4.6sec. As with the Boxster GTS, fuel consumption is unaffected.

The Boxster and Cayman GTS are priced at £52,879 and £55,397, increases of £6767 and £6614 over the S models. Both come with Porsche Active Suspension Management (PASM), Sport Chrono package, Sports exhaust, 20-inch Carrera S wheels (with 235/35 front and 265/35 rear tyres) to replace the standard 19-inch, Dynamic Lighting and Sports seats Plus, all of which would add almost the price difference to the S models, allowing the extra power to be seen as something of a bargain.

Additionally, both GTS models are available with a new sports chassis setting, lowering the ride height by 20mm, priced at £689. The original 1964 Porsche 904 Carrera GTS pictured here sold for €1.3m (about £1m) at auction in Paris in February 2014.







*GTS tag pays homage to the 904 GTS of the '60s. The four cylinder coupe will be an even more relevant association with the arrival of four cylinder engines for the Boxster and Cayman*












## 919 HYBRID 'NEEDS IMPROVED RELIABILITY'

The countdown to Le Mans continues, in late March all six LMP1 works drivers – ex-Red Bull Racing pilot Mark Webber, Timo Bernhard and Brendon Hartley (car 20), and Romain Dumas, Neel Jani and Marc Lieb (14) – on duty at the Paul Ricard circuit in the south of France for two- and three-day final testing sessions of the 919 Hybrid. The first was interrupted several times by technical problems, but over the two sessions the two cars between them covered almost 5200 test miles on the 3.6-mile circuit, where testing conditions were described as 'excellent.'

However, team principal Andreas Seidl described the first session as 'a very challenging one for the entire crew. The test taught us that we have to improve in terms of reliability.' In the second session, at which the full World Endurance Championship (WEC) field was present, the 919 Hybrid's fastest lap time, 1min 41.289sec, was posted by Hartley.

This was the first time the 919 Hybrids had appeared with their final race livery, which includes the "Porsche Intelligence Performance" logos on the sides of the bodywork. The sessions took place just over three weeks before the beginning of the eight-race season, Le Mans being the third fixture in.

At the same circuit a 911 RSR, Porsche's entry to the WEC's GTE-Pro class, posted the top test session time. The car was shared by works drivers Marco Holzer, Fre´de´ric Makowiecki and Richard Lietz.












## NEW LE MANS CAR A MUSEUM PIECE



Even before the 919 Hybrid – the car that takes Porsche back to the top Le Mans category after an absence of 16 years – started its first race, it had occupied a place in a museum. It wasn't that Porsche was having second thoughts about ending its long, self imposed exile from the famous French race, just that its presence was part of the carmaker's special display to mark the entry of the LMP1-H racer, with its V4, 2.0-litre engine and twin energy recovery systems, to the World Endurance Championship kicking off on 20th April at Silverstone.

The 919 Hybrid – or rather a convincing mock up of it – forms the centre piece of the "24 Hours for Eternity" display at the Porsche Museum in Stuttgart which runs until 13th July. More than 20 of Porsche's endurance racers are on show, some for the first time in the Museum, such as the 1969 Porsche 908/2 Spyder Long Tail (pictured), 1971 911 T/R, 1974 911 3.0 RSR and 1981 936/81 Spyder. Others on display include a 1979 935, 911 GT2, the 1994 962 GT Dauer Le Mans and the 1998 WSC LMP1. There will be smaller exhibits too, such as a 956 brake disc and the relevant diary of Ferry Porsche.

Besides the display, Porsche is throwing the museum open overnight on the Le Mans race weekend, 14/15th, June so that visitors can follow the 24 hour race live, with free entry. The 1:43 scale models of all 16 of Porsche's overall Le Mans winners will be charged for, however.

### AMERICAN DREAM

Classic Porsche tuner EB Motorsport in Yorkshire plans to raise its profile in the US in 2014, having signed up a new North American distributor, Rothsport Racing based in Oregon. 'With an estimated 60 per cent of Porsche production originally exported to America, it's the adopted home of classic Porsche and an important arena for our products,' says EB's managing director, Mark Bates. 'We're delighted to confirm Jeff Gamroth at Rothsport Racing as EB's North American distributor.'

Established in 1998, Rothsport Racing is a respected brand amongst US classic Porsche enthusiasts. Its 911 builds (as pictured here) are in great demand, but Rothsport's own line of Porsche tuning products was the initial attraction for EB Motorsport, says Bates.

'From manufacturing to motorsport, the EB approach mirrors our own – attention to detail and the pursuit of perfection,' says Jeff Gamroth. 'We're delighted to offer EB's high quality product line to our customer network and look forward to racing with these fellow Porsche guys one day.'

A consignment of 911SC RS bumpers for narrow and wide-bodied cars, lightweight RSR body panels and the all new high-capacity EB Motorsport 911 RSR oil tank with EB's pressure relief valve is already en route to Oregon, with more parts to follow. The full range of EB parts can be seen on the EB Motorsport website at www.eb-motorsport.com. Potential US buyers should contact Rothsport directly to check prices and availability.



## HAND BUILT CAYMAN UNVEILED

As we report in detail on pages 48-53, the era of the specialist coachbuilder may be long gone, but in the best Italian tradition of rebodying an already more than respectably handsome sports car, Studiotorino, based in Turin has rendered its version of the Porsche Cayman S, even arranging for its unveiling in March at the National Automobile Museum in Turin.

Although Italian styling houses have found life tough going in recent years – one of the most famous, Bertone, went bust recently – Studiotorino's founder Alfredo Stola, who founded the business in 2005 (although a family tradition in coachbuilding stretches back a century), is confident that he will find buyers for the 19 examples of the Moncenisio planned, who will pay a conversion cost of €145,000 (about £120,000) plus taxes on the Cayman they supply. This must be registered and taxed, with all paperwork presented.

The Moncenisio, which takes its name from the Susa-Moncenisio race, dating back to 1902 and said to be the first hill climb competition in the world, retains the Cayman's original structure, mechanicals and electrics. It was designed by Stola family friend, Daniele Gaglione, who was inspired by the 1960s Porsche 904 (see this month's lead story), and the shape was created by traditional manual modelling, not computer design.



OUR TAKE

### CLASSIC CASE

**Never mind the out of reach 1973 Carrera 2.7RSs, the 924, 944 and 968 are the new classics to snap up, advises David Sutherland.**

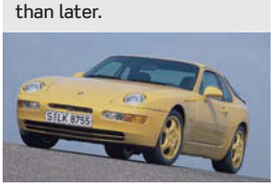
Whether the recent runaway prices of early 911s, including a Carrera 2.7 RS Lightweight going for almost £850,000, is a good or bad thing depends on whether you are buying or selling. But one thing that surely everyone will agree is a positive in that the general jacking up of classic car values has trickled down to the four-cylinder 'transaxle cars', the 924, 944 and 968, manufactured from 1976 to 1995.

For far too long they have been the unwanted Porsche. Fine if you want a cheap set of wheels bearing the Zuffenhausen crest, but the derisory values were no spur for restorers, simply an encouragement for owners faced with a big bill to make that one-way trip to the scrapyard.

Has one made a big price at auction? No, the news of the cars' increased classic potential arrived in a lower key form that that. Michael Schnarr, of Porsche tuner Cargraphic in Germany, which has re-launched its transaxle exhaust systems due to increased requests, said of the 924/944/968: "They are becoming like the early 911s were. People are restoring them and they are becoming more popular."

This should not only stabilise the number of surviving cars, but in time ensure that people are prepared to spend more cash on them. In turn, the specialist parts suppliers – the unsung heroes of the classic car world – will begin to think it worthwhile sourcing and remanufacturing what people need.

It's likely that the cars will be seen as "Young timer" rather than full on classics, and thus prices will progressively firm up but not go silly, as even "ordinary" 911s from the early 1970s have. But of course, failing a major classic market meltdown as in 1990, values can only go one way. So if a Porsche with a four-cylinder motor at the front and its gearbox at the rear is for you, better to move sooner rather than later.





# IT ALL STARTS WITH MICHELIN TYRES.

**DISCOVER INSIDER STORIES WITH MICHELIN AT:**
*ROAD-TO-PERFORMANCE.MICHELIN.CO.UK*

TBWA\PARIS

**New Porsche Macan fitted with new MICHELIN Latitude Sport 3 tyres. Ready for ignition.**

First times mean a lot – like your first encounter with a new car. So for an unforgettable ride, Porsche chose the new MICHELIN Latitude Sport 3 as the very first tyre homologated for the new Porsche Macan.

It was a case of natural selection. Porsche and Michelin have been inseparable technology partners for five decades. They understand each other. Since 2002, when Michelin began to develop tyres with Porsche for its SUVs, the focus has been on the driving sensation.

For the driver, it's more than a feeling. It's the quiet satisfaction of that perfect combination. With the new reference in SUV tyres, the MICHELIN Latitude Sport 3.

***MICHELIN***
***Total Performance***

Get more out of driving with MICHELIN Latitude Sport 3 tyres. Thanks to MICHELIN Total Performance, you can enjoy greater control, dynamic safety and a host of other performance factors together in one tyre.

**MICHELIN & PORSCHE:**

**50 YEARS**
of teamwork

**3 GENERATIONS**
of Cayenne tyres

**12 YEARS**
of joint SUV experience

MICHELIN
*A better way forward*

## PORSCHE IS MCLAREN'S TARGET

While the perception may be that McLaren, its road car range starting at £176,000, sees Ferrari as its natural rival, the Woking based supercar builder is more interested in luring owners away from their Porsches, especially 911 GT3 models. Indeed McLaren bought a latest generation GT3 for evaluation.

'Porsche is the brand we have the most conquests from, people who know and understand Porsche can relate to what we do in terms of technology,' CEO Mike Flewitt (pictured) revealed in an interview with PistonHeads. 'We're less of a fashion statement than Ferrari and Lamborghini.'



Flewitt was also unstinting in his praise for his GT3, even though it will, like all others, have to have its engine replaced by Porsche following fires in two cars. 'The GT3 is one of the most impressive new cars I've driven. I was genuinely astonished at how accomplished that car is.'



## TIME RUNS OUT FOR WATCHMAKER

After a four-decade partnership, Porsche Design is saying farewell to the Swiss company which has been designing and making its exclusive chronograph watches. Eterna's most recent watch for the carmaker's lifestyle division is the latest in the WorldTraveler series, priced between £4950 and £21,500, depending on the finish, while pictured here are the 1972 Chronograph and the Compass watch from



six years later.

Porsche says that despite the end of the licensing agreement it will continue offering watches, but has not said where they, with their high quality movements, will be sourced from. Chronograph watches were a key product for Porsche Design when it was set up in 1972 by the designer of the original 1963 911, Ferdinand Alexander Porsche (who died in 2012), after a management realignment at Porsche left him jobless. Early Porsche Design watches are now moderately collectable. Eterna, based in Grenchen will still work with Porsche Design on various, unspecified projects.



## BBS CHASES WHEEL FRAUDSTERS

BBS, arguably the world's best known alloy wheel brand, and original equipment supplier for certain Porsche models down the years, is stepping up efforts to prevent its products being counterfeited. The Black Forest-based firm says it is working more closely with customs in Germany and other countries and, for example, recently smashed an international counterfeit ring in France which had planned to import copies of BBS's classic CH-R design (pictured).




BBS is particularly concerned about what is happening online. "The offers in well known Internet auction houses range from fake centre caps to complete wheels in trendy styles," the firm says. 'For BBS, this causes significant damage to the brand image. Buyers acting in good faith who buy low quality counterfeits masquerading as bargains might be endangering their lives.'

Because some of the counterfeit wheels are so like the real thing in appearance, BBS refers to them as "professional fakes". Action against those indulging will range from a stiff warning letter from the BBS legal department to damage claims.

## NEWS IN BRIEF

Following the introduction of the Boxster and Cayman GTS models, a hotter Macan bearing the same badge seems likely. 'GTS versions have a tradition at Porsche,' Porsche boss Matthias Müller told the business publication *Automotive News Europe*. 'We haven't made a final decision yet regarding the Macan, but I'm sure it makes a lot of sense.'

In the first quarter of 2014 Porsche delivered 38,663 cars, up five per cent on the same period last year. China was the region experiencing the biggest growth, up 12 per cent to 9885 vehicles, while the territory the carmaker classes as Asia Pacific, Africa and Mideast rose seven per cent to 15,556. UK sales were very healthy, up 29 per cent.

Lancashire-based Jasmine has started up a loyalty scheme whereby customers collect a point worth five pence for every pound spent in its on-line parts shop. The points can be redeemed once a minimum of 1000 have been collected, equalling a £50 discount on further purchases.

Reports say Porsche might have to delay the introduction of the 991 generation GT3 RS because of the recent recall of all GT3s to have a replacement engine. The launch was due this summer.

Porsche tuner Cargraphic, based in Frankfurt in Germany, and run by the Schnarr brothers has restructured. Cargraphic Michael Schnarr GmbH will supply Germany, Austria, Switzerland, Liechtenstein and the Benelux Countries, while Cargraphic Thomas Schnarr GmbH will serve the rest of the world.

## CATCHING UP WITH ADRIAN McMURRAY



What makes a market leader in car paint stripping? The boss of Surface Processing Ltd shares some of his career secrets

**How old are you and where do you live, and work?**
I'm 45, live in Droitwich and work in the Black Country, the traditional heart of British industry.

**What was your big break into the motor industry?**
I come from three generations of foundrymen. My grandfather set up the first steel manufacturing plant in India. I followed in his footsteps.

**Summarise your career**
Apprenticed in a foundry, studied metallurgy and machining on the foundry shop floor, then went into metal testing and worked as a buyer. After that I developed the processes to treat metal components for manufacturing and repair that we use today.

**Are you a petrolhead?**
Of course! We get some fabulous cars through the SPL doors and I never tire of studying their contruction.

**What was your first car?**
A Mini! Everyone had a Mini.

**What was the first Porsche you ever drove?**
A 944 Turbo Cabriolet.

**Which Porsche past or present do you like best?**
The 356. When back to bare metal, you can see how the metalworkers shaped individual panels and gave each car a slightly different character.

**What car do you drive daily?**
A modern Audi, an ideal business tool for travelling between our plants and commercial partners.

**What gets you out of bed in the morning?**
Being part of the UK's rich industrial heritage and seeing amazing cars brought back to life. We've got a brilliant team here and genuinely interesting customers.

**What has been the biggest challenge in your working life?**
Educating the masses. Our process is not just stripping paint: it requires attention to the shell preparation. Focus on quality right from the start, as doing everything cheaply will come back to haunt you.

# HEXAGON
## MODERN CLASSICS
WWW.HEXAGONMODERNCLASSICS.COM




A significant proportion of the cars we have sold this year have been bought to order for clients. If there is a specific Porsche you require not listed on our web site - please call Jonathan Franklin 07522 911911 with your requirements



**1994 Porsche 911 S GT2 recreation**
Solid Guards Red. 51,300 miles. LHD



**1989 Porsche 911 Speedster**
Guards Red. 9,000 miles. RHD



**1993 Porsche 928 S4 Automatic**
Blue. 74,750 miles. RHD



**1997 Porsche 911 993 Turbo - RHD**
Metallic Black, 46,100 miles.



**Porsche 996 C4S Coupe**
Manual. Lapis Blue. 11,700 miles



**1991 Porsche 911 964 RS**
Metallic Amethyst. 58,500 miles. LHD



**1987 Porsche 911 Supersport Cabriolet**
White. 47,600 miles. RHD



**1986 Porsche 911 3.2 Carrera Sport Coupe**
Blue. 55,000 miles.



**1996 Porsche 993 Turbo - RHD**
Metallic Midnight Blue, 21,450 miles.



**1996 Porsche 993 C2 Coupe**
Turquoise. 45,000 miles



**1970 Porsche 911 S Targa**
Black. 41,500 miles. LHD



**1999 Porsche 911 Tiptronic S Carrera - RHD**
Metallic Blue. 65,000 miles.



**1989 Porsche 911 Sport Body 3.2 Carrera**
Cabriolet. Metallic Blue. 55,000 miles

**JOB OPPORTUNITY**

WE HAVE A POSITION AVAILABLE FOR A SALES PERSON WITH A MINIMUM OF 10 YEARS' EXPERIENCE IN THE 'CLASSIC CAR' BUSINESS TO JOIN US AT OUR SHOWROOM IN FORTIS GREEN NORTH LONDON. TO APPLY PLEASE CONTACT SAM CHOW ON 020 8348 5151

WE ARE ALWAYS LOOKING TO BUY CARS OF EXCEPTIONAL QUALITY FOR IMMEDIATE CASH PURCHASE
FULL DEALER FACILITIES AVAILABLE INCLUDING FINANCE & PART EXCHANGE

**CALL JONATHAN FRANKLIN ON 020 8348 5151 OR 07522 911 911**

**WWW.HEXAGONMODERNCLASSICS.COM**

## PORSCHE BACK IN COURT

The legal battle over Porsche's alleged fraud during its attempted takeover of VW Group in 2008 just won't go away. One year after a New York judge threw out a law suit brought by a hedge fund claiming astronomical losses, on the grounds that the case should have been lodged in Germany, lawyers have followed the advice and resurfaced in a Frankfurt court.

The consortium of hedge funds is reportedly suing Wolfgang Porsche (left) and his cousin Ferdinand Piëch, both senior directors and with cross shareholdings in VW and Porsche, for €1.8bn (about £1.5bn) over their stock market manoeuvrings which led to the hedge funds being left way out of pocket when they needed to return the VW shares they had been "short selling". They had banked on the shares declining in value, but with Porsche having quietly hoovered up a significant proportion in the previous months, they shot up to over €1000 once the size of its acquisition was finally announced in October 2008.

Not surprisingly Porsche plans to fight this



latest action, as indeed it said it will the other ongoing claims in Germany. Porsche overstretched itself in the final stages of the takeover, in 2009, and facing bankruptcy was effectively bought up by VW. Since that humiliating role reversal, however, Porsche has once again become one of the world's most profitable car makers, last year making €1.9bn, but the failure cost CEO Dr Wendelin Wiedeking, who rescued Porsche in the early 1990s, his job.

## TIPEC GOES TO NEW FOREST

The Porsche Enthusiasts Club, or TIPEC, is staging its annual show at Beaulieu in Hampshire's New Forest, on Sunday 22 June, a switch from the Heritage Motor Centre in Warwick (pictured), which staged it last year, in September.

Entry is £8.50 if you arrive in a Porsche, but £18.50 if you don't. This includes entry to the Simply Porsche at Beaulieu event including the Trade Village, the well stocked museum, the abbey, gardens and Palace House, home of the Montagu family for nearly 500 years.

For those travelling from afar and wanting to make a weekend of it, TIPEC is planning a special driving route for the Saturday, finishing with a barbeque in the New Forest. For further details of this and the show in general, contact the club via www.tipec.net



Picture: Sue Simmons

## "DEBUT" FOR ELECTRIC PORSCHE

In early February, Porsche, already with an amp powered Cayenne and Panamera to its credit, unveiled another electric vehicle – just 118 years after it was made. While the first production car to bear the Porsche name was the 356 in 1948, under the stewardship of Ferry Porsche, his father Ferdinand (pictured) came up with the "Egger-Lohner electric vehicle, C2 Phaeton model", thankfully shortened to "P1" in 1898. Only the world wasn't ready for it.



Also the first ever Porsche design (P1 stands for Porsche number 1), it featured a compact electric drive weighing only 130kg, offering 3hp. And proving that little is new under the sun, it could provide an overload mode of 5hp for short periods, allowing a 22mph maximum. The P1 could go for 50 miles, suggesting that the present range of most electric cars hasn't advanced spectacularly.

It was first shown in Berlin in September 1899, and at the end of that month won a race for electric cars, Ferdinand not only crossing the finishing line 18 minutes ahead of the second placed car, but recording the lowest energy consumption in urban traffic. Fewer than half the participants finished the race.



The P1 was brought out of storage to mark the fifth anniversary of the opening of the Porsche Museum in Stuttgart. It is now a permanent exhibit there, forming the centre piece of the Prologue display, intended to show the links between present and past Porsche technology.

# EVENTS

## THE PORSCHE MONTH AHEAD

### SHOWS AND EVENTS

**May 4**
**Goodwood Breakfast Club**
Goodwood, West Sussex
Get up early and take a drive to Goodwood for a spot of breakfast on some great roads before the rest of the world wakes up. Supercar Sunday is the theme.
www.goodwood.co.uk

**May 5-9**
**St Mawes Classic Car Festival**
St Mawes, Cornwall
A classic event in one of Cornwall's most picturesque villages. Fine driving and fine dining in equal measure
www.nearwaterevents.co.uk

**May 9-10**
**Mini Britannia**
Start and finish, Woodcote Park, Surrey
Competitive and regularity tests, taking in Dunsfold Park (Top Gear test track), Brooklands Museum and Mercedes test track among others. A 911 victory highly likely
www.tourbritannia.com

**May 15-18**
**Mille Miglia**
Brescia to Rome and back
The annual re-enactment of Italy's great road race
www.1000miglia.it

### Sport

**May 3**
**MSA British Historic Rally Championship**
Round 3
Pirelli Historic Rally, Carlisle
www.hrcr.co.uk

**May 3-4**
**Porsche Club Speed Championship**
Round 2
Shelsley Walsh, Worcestershire
www.porscheclubmotorsport.co.uk

**May 3-4**
**Porsche Carrera Cup/BTCC**
Rounds 5/6
Thruxton, Hampshire
www.btcc.net

**May 10**
**BRSCC Porsche Championship**
Rounds 3/4
Croft, North Yorkshire
www.porscheracingdrivers.co.uk

**May 10**
**Porsche Club Championship**
Round 2
Croft, North Yorkshire
www.porscheclubmotorsport.co.uk

**May 17**
**Porsche Club Speed Championship**
Round 3
Snetterton 100, Norfolk
www.porscheclubmotorsport.co.uk

**May 31**
**British GT Championship**
Round 4
Silverstone, Northants
www.britishgt.com







- 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




**997 GT3 RS 4.0** – It gives us great pleasure to offer this 997 GT3 RS 4.0L with only 11,940 miles from new. This RS has Transferable Porsche Warranty until January 2016 and also benefits from an armourfend application to the front and forward facing panels to protect the un-blemished paintwork beneath.



**2.7 RGruppe 911** – The history file for this car is enormous. The Porsche Certificate of Authenticity tells how it started life as a simple 1973 911T with US equipment, painted in the same 2323 Tangerine with Black Leatherette trim. Read the extensive history and restoration details at **jzmporsche.com**




**3.2 SSE Cabriolet** – This Super Sport was a delight to inspect, the engine is completely dry without a trace of oil, even from the timing chain housing. The sills and kidney bowls are exceptional along with all areas that commonly see fault. This SSE has covered most of its miles during the summer over the last 25 years.




**996 Turbo Coupe** – As time goes by 996 Turbos have become incredibly hard to source and the condition of many leave little to be desired. This Polar Silver Turbo on the other hand has a service record full of official Porsche and JZM stamps.



**Cayman S** – This is a Cayman we sold just over three years ago (plus continued to service) and it is a pleasure to have purchased it again for our showroom. A clean and tidy example and sensibly priced for first time Porsche ownership.

# JZM PORSCHES ARE SPECIAL

## We're having a record-breaking spring and need more cars! If your car's in JZM condition, sell it to us or through us!

Call Russ today to talk about your Porsche and how we can sell it, fast! Or visit www.jzmporsche.com/sell-your-porsche

FUCHS

MANTHEY

Winners 2008, 2009, 2010, 2011 & 2012

MOTOR INDUSTRY CODE OF PRACTICE Service and Repair

@jzmporsche

JZM

**PORSCHE SALES, SERVICING & TUNING**

**01923 269 788 www.jzmporsche.com**

# SCART

Hand made exhausts

Sport exhausts for
Porsche, Ferrari, Lamborghini
Maserati & Aston Martin

Since 1990 these skilled hands have made more than 6000 sport exhausts.

Some have won the FIA WRC, others have taken part in the 24h of Le Mans, the Paris-Dakar & tens of national championships.

They could make yours.



www.rs-TUBE.com

Designed and made in France since 2003

martin.scart@rstube.fr
YouTube : Martin SCART
Tel. : 00 33 139 901 911

# PORSCHESHOP.co.uk

Tel: 0121 585 6088

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

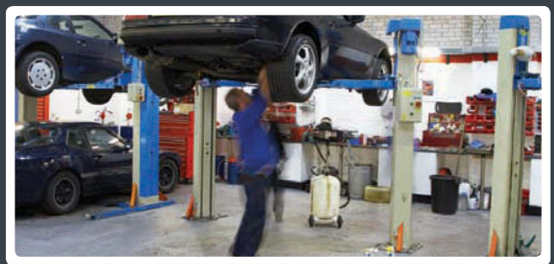
### Phone Number

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**

## Gen-2 997 Body Updates

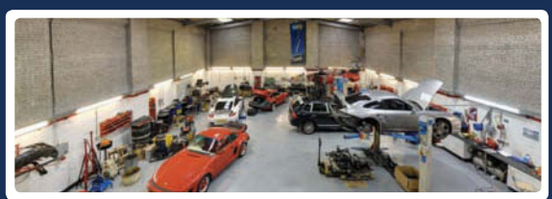




- All G-1 to G-2 updates are undertaken at our premises
- Using all factory Porsche parts
- 20+ Custom options available
- See website for full menu!

**Available from £1,500+VAT**

## Service & Workshop



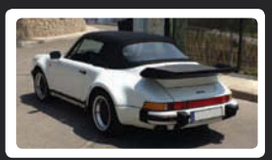
- Free MOT or brake fluid change with every major service
- Free collection & delivery service
- Courtesy car option on request

**See Website for Menu Pricing**

(All work is quoted prior to being undertaken)

## 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**

# BUYING POWER

**THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES**

## Transaxle Porsche pipes



You need not look far to find a wide choice of aftermarket sports exhausts for the 911, but owners of the 'transaxle cars' – the 924, 944 and 968, all of which have their gearbox integrated in the rear driving axle – have been far less well catered for. Such systems that have been available have tended to be manufactured in the Far East and have been criticised on quality, and this was the spur for Porsche tuner Cargraphic to re-launch its range of stainless exhausts for these four-cylinder cars.

Although based south of Frankfurt in Germany, Cargraphic actually has its exhausts manufactured in south west England. The system offered for the 924 – the original transaxle car, launched in 1976 – is the Sport Rear Silencer, which with its reduced back pressure is claimed to give a 10bhp and 7lb ft torque increase, and is priced at €395 (about £330), with a gloss or matt black coated tail pipe optional.

A full system is made for the 944S2, the Full Sport Exhaust System N-GT, so named because it has been approved for N-GT class production car racing. It gives the same increases as the 924 pipework, and is priced in sections: the front downpipe with 100 cell motorsport catalyst is €895 (£740), the centre and silencers €245 (£200) and €395 (£327) and the tailpipe €145 (£120). The system for 968 and 968 Club Sport, pictured here, is said to give an extra 15bhp and 11lb ft torque, and is priced in two forms: downpipe/centre box at €1390 (£1160) or centre/rear silencer and tailpipe, costing £1135 (£940).

Transaxle cars also of course include the V8-engined 928, and Cargraphic supplies for this too, a sports rear tailpipe priced at €595 (£490, with a round or oval tailpipe). Further details can be obtained at www.cargraphic.de



## On a roll

Suspension specialist Eibach has launched a range of hollow anti-roll bars for the first generation, 986-model Boxster, the 996 911 Carrera 2 and 997 911 Turbo. The German firm, which has also developed factory suspension componentry for Porsche (including the 918 Spyder), McLaren, Ferrari and Maserati, says the hollow technology allows the bars to be more substantial than the original parts, but no heavier – and, in the case of the 996, 62 per cent lighter than those from aftermarket rivals.

Eibach also says it listened to owners when developing the anti-roll bars, and built in maximum adjustability while retaining the factory mountings, allowing them to be a direct replacement fit. The kits come with SuperPro bushes, claimed to enhance tautness without compromising what ride comfort there was originally.

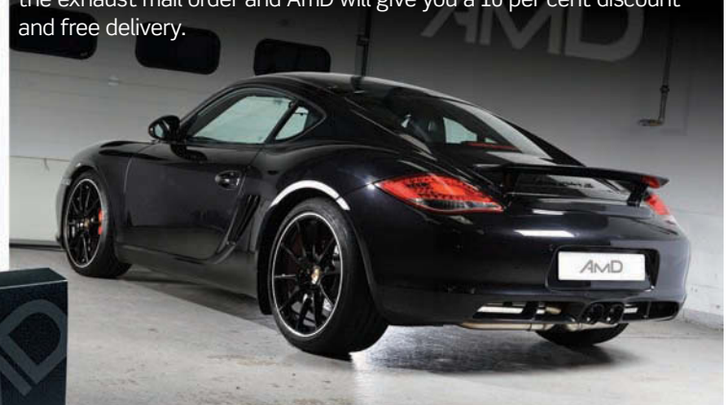
The Boxster kit is £367 including VAT, the 996 Carrera 2 £361 and the 997 Turbo £397. Kits for the 964- and 993-model 911, the 996 Turbo, 997 Carrera 2 and 987 Boxster are to follow soon, Eibach says. More information can be seen at: www.eibach.com

## Mapping out the treatment

There may be an increasing feeling that if a Porsche engine does not have a turbo attached, it is not worth tuning, such is the effort and expense of extracting a moderate amount of extra power compared to the relative ease of turning up the boost on a turbo and watching the horsepower flow freely. However, AmD Tuning in West Thurrock in Essex begs to differ, and is offering a remap and exhaust package for the last of the previous shape Cayman S models, from 2009 to 2013.

The ECU remap is AmD's own, that being its speciality, and it adds a claimed 15-18bhp and 15lb ft torque to the Porsche's factory 335bhp/280lb ft torque. The exhaust, supplied by Milltek in Derby, might on a good day give a little extra power, maybe 4-5bhp, but its main effect is to make the car sound fruitier, especially if you go for the "resonated" rather than "non-resonated" type. However combined, the two are 'more than the sum of the two parts due to the added efficiency,' AmD says, also promising that no fault codes on the Porsche will be triggered in error.

The remap costs £599 including VAT, and the exhaust £1096. Buy the exhaust mail order and AmD will give you a 10 per cent discount and free delivery.






Eibach®



# DOMINATE THE TRACK. RULE THE STREET.



PRO-KIT



SPORTLINE



ANTI-ROLL-KIT



PRO-SPACER



MULTI-PRO-R1



PRO-STREET-S



PRO-ALIGNMENT

## 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 | North West | South West | South East |
|---|---|---|---|
| RPM Technik Ltd | Ninemeister | Regal Autosport | Design 911 |
| 01296 663 824 | 01925 242342 | 023 80558636 | 0208 500 6699 |
| workshop@rpmtechnik.co.uk | ask@ninemeister.com | sales@regal-auto.co.uk | sales@design911.com |
| www.rpmtechnik.co.uk | www.ninemeister.com | www.regal-auto.co.uk | www.design911.co.uk |

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

## Boost for Turbo rebuilders

Stoddard, the Ohio based Porsche classic parts specialist, and which claims to stock more Porsche parts than anyone outside the carmaker's Zuffenhausen base, periodically unearths 'new old' consignments of useful components, and recently has come up with a piston and cylinder set for 1976-77 versions of the original 930 3.0-litre Turbo, with 6.5:1 compression ratio. They were manufactured by Mahle for the factory, and the cylinders feature that firm's patented low friction Nikasil liners. The part number is 930-103-958-01, and Stoddard's price is $4330 (about £2600) plus shipping. For further information visit: www.stoddard.com






## Fast fire fighting

It can be good detailing that sets a personalised Porsche apart from others, and this Quick Release Fire Extinguisher mount from multi-makes racing accessories supplier Brey-Krause certainly qualifies as one. Indeed the Pennsylvania-based firm describes the CNC-machined, T6061 billet aluminium item as 'a work of art'.

Weighing just 0.5kg and with a clear anodised finish, it holds any 90mm diameter fire extinguisher, and allows it to be released with one hand. The Brey-Krause part number is R-9530 and the price is $230 (about £140, fire extinguisher not included, obviously) plus shipping from the US. Visit: www.bkauto.com for more information.



## On your bike

Following in the footsteps of first the Cayenne, and now the Macan, is the launch of another Porsche off-road vehicle. This time with only two wheels, though – a new bike range. The Bike RX, a mountain bike, has 27.5-inch wheels and 20 Shimano gears, features a carbon frame, DT Swiss air-suspension fork and hydraulic disc brakes from German brake specialist Magura, while the Bike RS, as the letters suggest, is the lightweight model, tipping the scales at just 9kg. The brakes on this superlight bike, intended for street use, are also superlight.

The "entry" model, the plain Porsche Bike, has eight speeds, a low wear belt drive that operates very quietly, and Magura disc brakes. If you think the frame has a resemblance to the silhouette of Porsche's cars, that's how it was intended, Porsche says.

With the Porsche Bike RS priced at £5500, the RX at £4500 and the Bike £2500, clearly security is an important issue, and all three carry an anti-theft label under the frame's paint. The unique code of each bike can be checked with an iPhone and the appropriate app, and if the cycle is registered online as stolen, this will show up, making them hard to sell on when hot.






# The Tyre DEPOT

An expanded range reaffirms Toyo as a major player in the track day tyre sector.

The company has now expanded its range of R compound track tyres, the R888, with Porsche specific applications among its three most important new tyres for 2014. These are 245/35 ZR19 and 325/30 ZR19 for the front and rear of the 997 GT3 and GT3 RS, and 265/35 ZR19 for the rear of the 987-model Porsche Cayman and Boxster. The front 235/35 ZR19 has been made for some time. For enthusiastic track drivers who require an alternative to the Michelin Pilot Sport Cup and Pirelli Trofeo R, it gives a credible and slightly more affordable alternative. And for people who want maximum grip on the road, the Toyo R888 offers something more than standard road tyres.

Toyo has proven itself in the R compound tyre world, being the original equipment tyre of choice for the Renault Sport Megane R26R, as well as being the control tyre in the UK Porsche Championship, and used widely in worldwide Time Attack series. Indeed the Toyo R888 has become one of the most popular track day tyres currently in use, and is still fully road legal.

It boasts an outstanding handling compound which delivers optimum results in the dry, and also in the wet, vee-shaped grooves giving good water dispersal for a semi slick tyre. Testing carried out by Toyo in both Japan and the UK ensures these tyres perform well in all conditions.

These additions now give Toyo's motorsport range some of the best coverage for Porsche models – everything from the 924, 944 and 986 Boxster through to the 996, 997 Turbo GT3 and now the GT3 RS.



# ONE OF THE UK'S LEADING SUPPLIERS OF ULTRA HIGH PERFORMANCE TYRES

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

BRIDGESTONE
Continental
YOKOHAMA
PIRELLI

MAY OFFERS

Porsche Cayenne 29535R21 107Y Pirelli Pzero N1 £276.95
Porsche Cayenne 27540r20 106Y Pirelli Pzero Rosso N1 £242.95

Porsche 997 Turbo/2S/4S front 23535ZR19 Bridgestone RE050a N1 £173.95
Porsche 997 Turbo/2S/4S rear 30530R19 Bridgestone RE050A N1 £268.95

Porsche Cayman Boxster 986 Front 20550Z17 Bridgestone SO2 N4 £129.95
Porsche Cayman Boxster 986 Rear 25540ZR17 Bridgestone SO2 N4 £154.95

Porsche 991 S Front 24535ZR20 91Y Pirelli Pzero NO £214.95
Porsche 991 S Rear 30530ZR20 103Y Pirelli Pzero NO £302.95

Porsche 996 Front 22540R18 Continental Sport Contact 2 N2 £144.95
Porsche 996 Rear 26535ZR18 Continental Sport Contact 2 N2 £195.95

**All Prices are Fitted including Adhesive Balance, New Valve and Environmental casing disposal**

## Elite Garages

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

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

ZR-TYRES

Bush Tyres

Endyke Tyres

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

**Call: 0845 6801537 • Email: enquiries@bushtyres.co.uk • www.bushtyres.co.uk**

KENWAY TYRES

Kenway Tyres branches in: Aberdeen • Dundee

**Call: 01224 497000 • Email: konrad@kenwayautotrade.co.uk • www.kenwaytyres.co.uk**

CB cooper bros

Cooper Bros branches in: Newmains • Carluke • Cumbernauld

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

MAGOWAN tyres

MT Wholesale: Co. Atrim N. Ireland Magowan Tyres Co: Atrim N. Ireland

**Call: 02890 848444 • Email: info@magowantyres.co.uk • www.magowantyres.co.uk**

## Firm decision

West London-based Powerflex, maker of the distinctively coloured upgraded suspension bushes, is offering kits to stiffen up the already firm chassis of a number of top end 997-series Porsche 911s, the 997-series 911 GT2, GT3 and GT3 RS. There are also kits for 996s and the original Boxster.

They come in two grades, the Purple grade which is suitable for road use and the occasional foray on track, being firmer than standard but not uncomfortably so.

The Black Series is the hard core set up for dedicated track day and race use, and using a 95 Shore A compound, they're 25 per cent stiffer than the Purple grade and 80 per cent more so than standard. You need inner and outer bushes front and rear, and prices per pair start at £30.43 per pair including VAT. For further details, visit: www.powerflex.co.uk




## A new timescale

As reported in the news pages, Porsche's lifestyle offshoot, The Porsche Design Group, is ending a four-decade association with the Swiss watch firm Eterna, which made all the carmaker's classic chronograph watches, the early ones of which are now collectable. Here then is the last one that Enterna designed, the P'6752 WorldTraveler, a smaller version of the P'6750 WorldTraveler launched in 2007.

The P'6752's prime function – apart from looking good on the wrist, and showing the time, of course – is to 'help globetrotters keep an eye on the time back home.' You can select from the world's 24 time zones, the present zone being on the outside of the face, and the one you wish to compare it to on the inner face. The 42mm diameter watch, with its shot-blasted titanium case, is waterproof down to 50 metres, and the balance in the Eterna calibre 3945A movement is calibrated at 28,800 half-oscillations an hour, which you have got to admit sounds impressive. In the titanium and black colour scheme it costs £4950, in all black £5490, and in rose gold £21,500.




## Prior information

There are some body kits that, most with a normal complement of critical faculties would judge, should have stayed on the back of the cigarette packet. But from the picture shown here, we think that this one for the Panamera works quite well, giving the Mercedes-chasing Porsche an agreeably hunkered down look, especially with those over-sized wheels.




From Prior-Design, based near Essen in Germany, the Prior600 Aerodynamic Kit is made from Dura-Flex FRP (Fibre Reinforced Plastic), which the maker says is tough and durable, and also easy to paint.

It comprises front and rear bumper, bonnet, side skirts and rear boot spoiler, all of which total £14,673 including VAT though the items are priced and available individually if desired.

A full carbon bonnet and carbon boot spoiler are also offered. Further information is available at www.prior-design, or Prior-Design's UK agent, Autoenhance in Essex, on 020 8598 9115 or at www.autoenhance.co.uk




# POWER



## PROXES R888

DOT competition tyre for drivers who know what it means to really push a car.
An optimised casing and tread design to maximise dry performance
without losing wet traction, and to keep your car fully
under control in extreme driving situations.

**www.toyo.co.uk**

facebook.com/ToyoTyreUK
youtube.com/ToyoTiresEurope



# RSJ SPORTS CARS

Specialising in Porsche Cars www.rsjsportscars.com



**911 (997) "2S" 3.8 (2009 - 09)**
Basalt black with stone grey leather,
Sat Nav, 23,000 miles.....**£41,000**



**911 (997) TURBO 3.6 (2007 - 07)**
Basalt black with black leather,
Sat Nav, 51,000 miles.....**£43,000**



**911 (997) TURBO CAB (2008 - 57)**
GT Silver with ocean blue leather,
Sat Nav, 37,000 miles.....**£49,000**



**911 (997) TURBO 3.6 (2007 - 07)**
Basalt black with black leather,
Sat Nav, 51,000 miles.....**£43,000**



**911 (997) "2S" 3.8 (2007 - 57)**
GT Silver with stone grey leather,
Sat Nav, 36,000 miles.....**£36,000**



**911 (997) "2S" 3.8 (2007 - 57)**
Silver with red leather,
Sat Nav, 30,000 miles..... **£33,000**



**911 (997) "2S" 3.8 (2008 - 57)**
Silver with black leather,
Sat Nav, 44,000 miles.....**£33,000**



**911 (997) "2S" 3.8 (2007 - 57)**
Basalt black with black leather,
Sat Nav, 40,000 miles.....**£33,000**



**911 (997) "2S" 3.8 (2007 - 07)**
GT Silver with black leather,
31,000 miles..... **£33,000**



**911 (997) "4S" 3.8 (2006 - 06)**
Seal grey with stone leather,
Sat Nav 49,000 miles.....**£31,000**



**911 (997) "2S" 3.8 (2005 - 55)**
Basalt black with black leather,
Sat Nav, 49,000 miles.....**£28,000**



**911 (996) "4S" 3.6 (2004 - 53)**
Lapis blue with stone grey,
Sat Nav, 57,000 miles..... **£22,000**



**911 (996) "4S" 3.6 (2003 - 53)**
Polar silver with metropole blue,
Sat Nav, 61,000 miles.....**£22,000**



**CAYMAN "2S" 3.8 (2011 - 61)**
White with black leather,
Sat Nav, 14,000 miles..... **£34,000**

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

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



**CAYMAN "S" 3.4 (2009 - 58)**
White with black leather, PDK
37,000 miles..... **£30,000**



**CAYMAN "S" 3.4 (2009 - 09)**
Meteor grey with black leather, PDK
Sat Nav 42,000 miles.....**£30,000**



**CAYMAN 2.9 "GEN 2" (2012 -12)**
Meteor grey with black leather,
Sat Nav, 11,000 miles.....**£31,000**



**CAYMAN 2.9 "GEN 2" (2012 -61)**
Basalt black with black leather,
Sat Nav, 12,000 miles.....**£31,000**

**PORSCHES WANTED (2003 TO 2012)**

# GIVE YOUR CAR THE BEST

## SUPERIOR AIRFLOW, SUPERIOR POWER

**Designed to Improve Engine Power**

Cotton – brought to you by Mother Nature and used for filtration by K&N, the leader in washable performance air filters. Cotton breathes easier than paper and that can help improve engine performance by reducing airflow restriction. Another natural feature of cotton is its durability. It can be washed again and again. That means a K&N stock replacement air filter can last for the life of your car reducing waste and saving money.




**Washable & Reusable**
Up To 50 000 miles Between Cleanings
Under Normal Motorway Driving Conditions

**Lifetime Product**

5 minute install | save money | reusable | more power



OVER **45 YEARS** OF EXPERIENCE
**MILLION MILE LIMITED WARRANTY**

**WWW.KNFILTERS.CO.UK® | TEL.: 01925 636 950**

K&N
THE WORLD'S BEST AIR FILTER

# Hot Products

2014





## Adjustable Gas Pedal

986/996/987/997/981/991/Pano

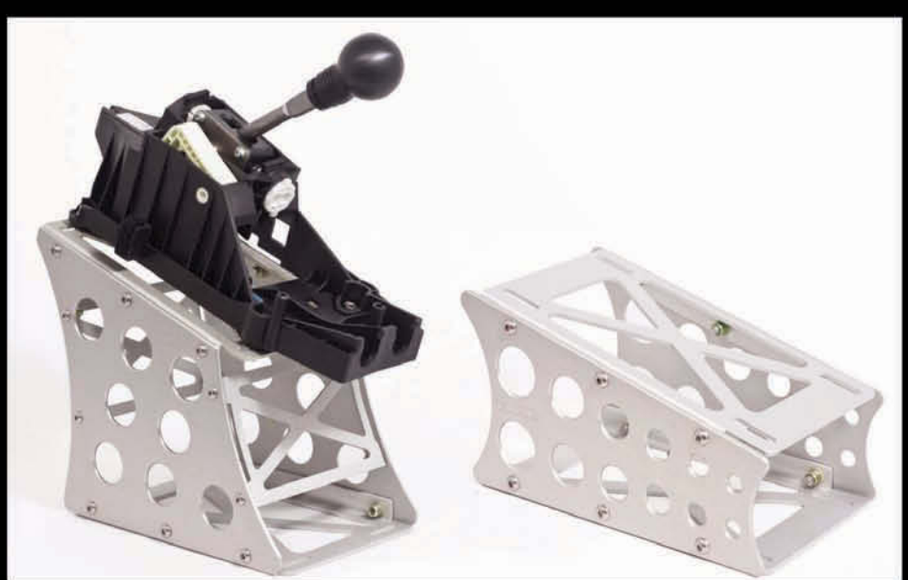
Rennline's fully adjustable gas pedal system is an industry first, and finally solves the problem of the weak and unstable throttle assembly found on the late model water cooled cars. These factory plastic assemblies are notorious for hinge and housing failure due to its flimsy construction that was designed strictly for street use. The factory replaced these assembles on their race cars with a true metal to metal mount system, and now so can you. Rennline's fully adjustable pedal is a very unique system that gives you that true metal to metal mount, yet retains all your necessary electronics and or cables. Additionally, this pedal system can be adjusted in any direction, not only for height and depth, but also laterally and angularly, as well as width-wise using the supplied throttle extensions. You'll never again have to struggle to heel-and-toe, or be towed into the paddock due to a pedal failure.




## Folding Tow Hook

Most Models

Rennline's stainless steel folding race hooks install in minutes on any Porsche with factory screw type removable tow hooks. Unlike the aluminum units on the market that are usually advertised as "for decorative purposes only", Rennline's stainless steel tow hooks are precision machined and will stand up to the extreme abuse seen in any race environment. These pulls have a 2" opening as required by most organized race events and screw directly into the factory bumper pull location. Each hook comes with a rubber bumper to be applied on the back side to insure your bumper cover will never get scratched from hook contact. Also included is one red tow sticker. Keep the corner workers and track officials happy by installing a set of hooks that are both highly visible and highly functional



## Shift Tower Riser

986/996/987/997

Rennline's Shift Tower Riser solves the problem of the shifter being too far away from the steering wheel for fast precision shifts demanded by hard track driving. By installing this shift riser you can enjoy quicker and easier shifting, with a feel similar to the factory cup cars. This unit is machined from aircraft grade aluminum and available in anodize or powder coat black finishes. All hardware included and installs in minutes with no drilling required. Note: This unit is not intended for use with the plastic center console installed.

RENNLINE.com

802.893.RENN (7366)

# USUAL SUSPECTS

**FRESH AFTER RELOCATING FROM HIS FOREST OF DEAN LAIR TO THE FLAT(ISH) LANDS OF BEDFORDSHIRE, PAUL DAVIES EMERGES TO CROW OVER (NEAR) REALISATION OF A PROPHESY, SAY GOODBYE TO THE TAX DISC, AND HELLO TO THE MARVELLOUS BATTLE OF BRITAIN FLIGHT**



**PAUL DAVIES**

## TOLD YOU SO!

Now I'm not one to crow about things, but it was way back in 2008 – in these very pages no less – that I predicted the Porsche future might involve four cylinders. Now it seems (according to the weekly motoring bible *Autocar*, in turn quoting the no less divine German magazine *Auto Motor und Sport*) that the company's head honcho, Matthias Muller, has declared that a flat four engine is on the cards for a future Cayman/Boxster model.

Muller calls it 'down-sizing strategy', so I must assume he got the idea from my column of six years ago when I suggested the ultimate Porsche of the future would be two pots short of the current 911-family configuration and would be a measly but powerful 1.7-litre.

My master plan involved a switch back to air-cooled cylinders (saves weight), the use of hi-tech materials (again to keep weight down), four valves per cylinder actuated by electric tappets, and induction by both mini super and turbo pressurisation. I reckoned 250bhp was all that was needed for my 750kg all-up (re-cycled board body panels, no electric assists, basic trim level) 'Carrera 1.7RS', and that all-important carbon emissions could be down to 75g/km.

But, it looks as if I didn't get it all right.



*Here's a four-cylinder, mid-engine car Porsche built earlier. The Targa is back in favour as well!*

Auto Motor etc quotes Muller as throwing in a 395bhp figure to whet the autobahnstormers' appetites, which clearly doesn't equate to my small engine, light weight, back to basics approach. Perhaps he nodded off before the end of my tome.

But, my piece of 2008 also predicted that big off-roaders would have be banned on environmental grounds, and Porsche ownership of VW – it was on the cards at that time, but since then has been turned head over heels, with the aftermath the subject of legal wranglings – mean the best seller of the range would be a Stuttgart coat of arms badged Golf GTI. Instead (sad to say) the Cayenne is top of the charts, and more and more new Porsches seem to be relying on VW-Audi group underpinnings. Not that, in itself, the latter is a bad thing – engineering wise – but it is, in my mind, taking the soul from what was once a unique product.

Anyway, enough bitching, it's nice to see Porsche getting part of my message.

## R.I.P THE TAX DISC

European or US readers may not totally understand this, but for a very long time, every year, UK motorists have had to buy a small circular piece of paper to stick in their windscreen to show they had paid what was originally called Road Fund Tax, but more latterly Vehicle Excise Duty. Back in yore (the days of...) it was supposed to be directly related to a pot of gold to assist in paying for the upkeep of our roads. That premise went out of the window some time ago, as the pot holes now prevalent in almost any British road will illustrate.

Now the need to show that bit of paper is to be eliminated. In future the drivers of Britannia will be checked not by a vigilant Peeler but solely by networks of camera linked to a computer deep within the bunker of the DVLA (Driver and Vehicle Licensing Agency for our overseas friends!) in South Wales, which will also be able to determine if the car is insured and has a current MOT test certificate if it's required. It's progress of a sort.

But just like the latest speed (sorry 'traffic enforcement') cameras, the new technology will, doubtless, be able to print out and post any infringement notice without a human hand or brain needing to be present. That's the worrying bit.

And now for something much nicer from the kind folks at Swansea, or perhaps we really mean the Chancellor of the Exchequer. At last, exemption from excise duty (that tax that soon won't need a sticker displayed in the windscreen) for classic cars seems to be taking another tottering step, and now cars manufactured before 1st January 1974 do not need said excise duty.

A 25 years roll-over was proposed when the exemption was first introduced (so, by now cars built before 1989 should be eligible), but that was suspended back in 1997. Now there's no surety that next year the roll-over will continue and pre-'75 cars will be eligible. Apparently the Chancellor will make the decision annually.

Still, it does mean that if you've managed to scrape together the £200,000 (*and the rest! Ed*) or so required to buy a '73 Carrera 2.7RS you won't need to pay an extra £225 for the tax disc you no longer need display!




*Tax disc on display will soon be a thing of the past. Carrera RS owners can save as classic car exemption now extends to cars built in 1973*

*Here they are: The usual suspects, 911 & Porsche World's elite squad of journalists and Porschephiles. They've always got plenty to say so we've given them a couple of pages each month to chunter on*


STEVE BENNETT


CHRIS HORTON


BRETT FRASER


JOHNNY TIPLER


KEITH SEUME

## ACTION STATIONS

I belong to the Guild of Motoring Writers (sometimes referred to as the Guild of Muttering Rotters), which does not mean we all have to go around with one trouser leg rolled up, but does – amongst other worthy things for auto scribes et al – mean that every now and again we go on various jaunts, usually of motoring or at least engineering interest.

One time we visited the Bloodhound land speed record project under construction in Bristol, and on another occasion we got close-up to XH558, the last surviving flying Vulcan bomber. We also toured the Morgan car factory. All Rotters are interested in 'planes and land speed records, I reckon.

To bring you up to date, I can report that Bloodhound is on-target to start running tests to 1,000 mph in South Africa next year, and that Castrol (a faithful long-time LSR sponsor) has agreed support. The Vulcan, meanwhile, keeps on flying but desperately needs help of the financial kind to keep it in the air. You can show your support for Bloodhound by logging on to: www.bloodhoundssc.com, or to assist the Vulcan project go to www.vulcantothesky.org.

Morgan, meanwhile, rolls on without direct Morgan family involvement since inception, but they're still making cars in the traditional manner at Malvern. When I visited, I could not help thinking that I must have been in a slightly (but only slightly) more up to date version of a certain old saw mill in Gmund, Austria, back in 1946.

Our latest trip, however, was to see another icon of the skies – or at least three of them. Supermarine Spitfires and Hawker Hurricanes (several of each in fact) plus the last flying Avro Lancaster bomber make up the Battle of Britain Memorial Flight (www.raf.mod.uk/bbmf/) housed at RAF Coningsby in Lincolnshire. There's also a lovely old DC3 (Dakota) transport plane used for hauling crew around, and helping young RAF pilots, weaned on super-fast jet Tornados or Typhoons, acclimatise themselves to multi piston engines and nose-up undercarriage.

Whilst a Spitfire is beautiful in its original and pure form – like an early 911 in fact – the Lancaster is brutal and functional, bit like a 935 Group 5 sports racing car really. Compare a Lancaster with a Vulcan, however, and there's not that much difference. True there's a big delta wing and four massive Olympus jet engines to haul the Vulcan's bomb load from Ascension Island to the Falklands (the only active service the Cold War bomber saw) instead of wings that bend in flight and supercharged Merlins, but they both rely on the same crude operating systems.

The Vulcan came too soon after the Lancaster to reap the benefits of computer technology, fly-by-wire, and composite construction; however, put a 935 up against this year's Porsche 919 Hybrid Le Mans contender and you'll really see a difference, where energy recovery systems can be added to all the other new 'ologys' the 935 didn't have. Progress is much swifter nowadays.

Continuing the Porsche connection theme, which Mr Editor Bennett rightly insists should be part of the *Usual Suspects* remit, I'll add that during lunch before our BofB flight visit (visit the Bluebell Inn at Tattershall Thorpe, Lincolnshire, and take in the meaning of the WW2 bomber memorabilia) I presented a virgin Airfix kit of the Flight for auction in aid of our own Guild Benevolent Fund. The winner, I'm pleased to say, was a chap who owns a Porsche 924 Carrera GT and has just added a 914 to his stable. Now, going back to the first item on these pages, there's two four-cylinder Porsches with a future!




*Battle of Britain Flight Avro Lancaster has much in common with Porsche's 935 says our man. Both are brutal and functional*


*WF558 is the last flying Vulcan. Your help needed to keep it in the air*




Porsche® enthusiasts like Rick 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.

PARTSHEAVEN

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

call now 0121 55 77 911

www.ramusporscha.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

100% MADE IN GERMANY

# Premium Quality Suspension Components

*Nürburgring tested, Autobahn approved.*



## Components for more than 19,000 different models

trak+ | roll bars | springs | cup kits | coil overs | accessories | ets



H&R

w.www.h-r.com / t.020 8782 2485 / e.uksales@h-r.com
H&R distributed by Euro Car Parts / t.0845 603 3636

# LETTERS

**GOT SOMETHING TO SAY? NEED TO EXPRESS AN OPINION ON THE PORSCHE WORLD? WELL, HERE'S YOUR CHANCE...**




## ANALOGUE v DIGITAL

I read your air- vs water-cooled 911 feature (May 2014) with interest. It's an age-old debate that I doubt will ever die down. I've owned a 996 C2 3.4 (my daily driver from 30k to 100k miles), a 996 Turbo (incredible) and now a 964 C4 (which is billet tough and full of character). Each had their charms: the 996 was an easy daily driver and its full potential was exploitable on track. But the interior fit let it down and known issues (leaking radiators, snapped gear linkage cables) spoiled the fun.

My 996 Turbo was a rocketship and, as a 2002 model noticeably better made than the '98 3.4. It took my wife and me to Berlin one Easter in true GT style and is the only car that I've owned that has sportsbike straightline performance. Exhilarating! And with the Metzger engine, there were no nagging worries about cracked cylinders.

But the gearshift cables failed again on a French road resulting in recovery to Porsche Nancy and an unplanned overnight stop *en route* to Tuscany. I then went to work abroad and sold my immaculate Porsche Centre Colchester-sourced Turbo to a friend – and then shed a tear as I handed him the keys.

I fell in love with the 964 C4 the first time I drove it at Paul Stephens. I had been looking for six months at 993s to no avail – viewing many optimistically priced mediocre cars and the odd low-mileage 'at silly money and so unusable' garage queen.

The 964 is well engineered and comes alive when you drive it. Much like an air-cooled Ducati, Guzzi or Harley, it ticks and pings and whirrs as you drive along. The sound changes as the engine warms and the rod linkage gear shift is precision defined.

So what have I learned? 996s are usable every day, offer fantastic performance and are great value. I would always go for the Turbo, for the classic engine, the rush it delivers and the all season reassurance of four-wheel drive.

At £25k they are a bargain compared to £40k-plus 997 Turbos. And they cost no more to run than a new modern premium car.

The issue with the water-cooled cars is that, as Porsche moved into modern lean production and aimed for volume, quality suffered. Parts became modular and more often bought in. Push fit replaced screws, nuts and bolts.

The air-cooled cars are more alive and feel better engineered. They, too, have design issues but feel more robust and rebuildable. They require more attention from the driver, with offset pedals *(only a problem in right-hand drive models– KS)* and random switchgear. But the reward is a deeper analogue experience.

Much has been said about prices but this is simply a matter of supply and demand. The air-cooled cars fetch more because demand outstrips supply, and good cars are becoming hard to find.

So how to choose? It depends on the experiences you like and how you will use your Porsche. Digital watches cannot be beaten for accuracy but a Swiss watch delivers a richer ownership experience. It simply comes down to personal choice. Do your homework, buy from a reputable dealer and your 911 will make you smile.

And me? In a couple of years I think I'll find a well loved Generation 1 997 Turbo as a daily driver. They'll be around £30k by then and ideal for my daily 100-mile commute!

***Stewart Reeves, via E-mail***

## AIR OR WATER?

Reading through your piece on air- versus water-cooled 911s made me think back to when I went shopping for a 'new' 911 a few years ago. I came to the conclusion that the matter of air or water as a coolant was immaterial – the real question was one of quality.

The biggest drawback with any 996, Turbo or non-Turbo, is the *lack* of quality. The interior trim seems cheap and the whole car feels mass-produced compared to a 993 (and the later 997). That's the really important point to make.

***Brian Walters, via E-mail***

## EASY FIX?

In the March 2014 issue, Chris Horton made a valiant effort to uphold *911 & Porsche World*'s position on the IMS seal issue, without actually really saying anything helpful.

But, when all's said and done, I think all myself and contributor Peter Hancox would like to know is where the statistics, such as they are available, are trending, ie, likelihood of failure versus car/engine/year/mileage. If they are all over the place, then just say.

Personally, I am desperate to buy a 996 and treat it to a lot of care and attention – I love the shape and the lack of pretention that now attends these. When I look through ads, I search for the words 'Hartech' or 'Rebuilt' (hoping it's another known specialist) but these are few and priced out of the 996's current true value. If I am going to have to pay £6-8k over the market for a fully-'Harteched' car, I might as well hang on for a later 997, shouldn't I?

So, I then jump back to page 18 of the same issue to a piece *Water world: IMS Eternal Fix Kit (£550 plus four hours).* Is this what we should do, buy the 996 of our choice and get one of these done right away? I appreciate this isn't a full rebuild, but it's addressing the main problem, right?

***Richard Maxwell, via E-mail***

## FAST BUT UGLY...

Seeing your piece about the 919 WEC challenger a few days after witnessing the 917, 956 and 962 at the Goodwood Members meeting brought home to me just how ugly many purpose-built racing cars have become – and that includes F1, too.

Of course, the cars only look as they do for the soundest of technical reasons, but I think back to my younger days when you wanted a car that looked like a racing car. Nowadays you might want something which looks a lot better!

***Martin Broadribb, via E-mail***

**Keith Seume replies:** ***So true. Somehow I don't think we'll be seeing a modern remake of Steve McQueen's* Le Mans *film – can you image it with 919s and the V4 Hybrid sound? No, me neither...***



## Authentic. All.

The passion that surrounds the Porsche marque is demonstrated by the fact that over 70% of all Porsche cars are still in use — and being enjoyed by enthusiasts all over the world. With each passing decade, they are all becoming revered classics waiting to be refreshed or restored. As it always has been, our commitment is to provide the most comprehensive supply of authentic parts for your car, including Porsche Classic and our own production of long unavailable items. That mission includes offering parts for all the later Porsche models, even through the 1990s.

## Stoddard NLA-LLC stoddard.com

Highland Heights, Ohio 44143 USA 800 342 1414 | Reno, Nevada 89502 USA 800 438 8119



**Center Reflector**
Porsche Classic Part
Fits 911 1989-1994
964-631-159-01



**Door Handle**
Fits all 911, 912 1965-1967
Polished Stainless Steel
with lock seal
SIC-531-061-10



**Alloy Lugnut**
Fits all 911, 912, 944
with alloy wheels
SIC-182-003-36



**Steel Wheels**
6.0X15 1965-1976
From original tools
SIC-361-021-20
SIC-361-021-10 paint



**Engine Grill**
Fits all 911, 912 1974-1989
Black plastic
911-559-411-01



**Ignition Wire Set**
Fits 911 1968-1973
With correct wire retainers
and 90-degree connectors
SIC-609-061-00



**Steering Rack Puck**
Fits all 911, 912 1965-1968
Pressure block repair piece
SIC-347-929-00



**Front Bumper Seal**
OEM manufacture
Fits 911 1974-1989
SIC-182-003-36



**Rocker End Cap**
Black aluminum
Fits all 911 1974-1989
SIC-559-941-04
SIC-559-942-04



**Owners Manual Cover**
Fits all 1964-1989 cars
NLA-460-420
NLA-460-420-BLU

# All Porsche's should be Waterless!

Is your watercooled Porsche, waterless?

*Porsche trained Technicians. Over 28 years experience.*

Cavendish
INDEPENDENT PORSCHE SPECIALISTS

EVANS AUTHORISED AGENTS

We Specialise in....
Sales
Servicing
Repairs
Tyres
MOT'S
Air con servicing
Bodywork
Interior repairs
Vehicle detailing
Full Engine Rebuilds
4 wheel alignment
Upgrades
PIWIS diagnostics
and much more...

NO WATER, NO OVERHEATING,
NO PRESSURE, NO CORROSION,

## NO PROBLEMS!

Evans Waterless Coolants prevent engine hotspots which cause inefficient combustion affecting engine performance

Evans Waterless Coolants have a boiling point of above 180°C and eliminate overheating, boil-over and after-boil.

Water contains oxygen and acts as an electrolyte leading to rapid corrosion. Evans Waterless Coolants are non-conductive and contain no oxygen.




## OUR NEW SHOWROOM IS NOW OPEN

We have recently opened our new showroom, offering a carefully selected range of Porsches that are all prepared to the highest standard.

All of our cars are subject to our rigorous 141 point check and any issues found are rectified prior to sale, giving you total peace of mind.

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

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



## 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

# EVERY PART FOR every PORSCHE

PARTS FOR:
356, 944, 928, 968, 964, 993,
912 & 911's from 1965 to 2012

NOT ONLY PARTS, BUT ALSO:

- BODY SHOP & FITTING FACILITIES
- SERVICE & FITTING CENTRE
- BODY STYLING & CONVERSIONS
- WHEEL & TYRE FITTING
- DAMAGE REPAIR & RESTORATION
- ENGINE & GEARBOX REBUILDS
- SUSPENSION & EXHAUST UPGRADES
- PARTS DEPARTMENT
- WORLDWIDE DELIVERIES
- PERFORMANCE UPGRADES

Call our Sales Team on
+44 (0) 20 8500 8811
or
Visit our Online Catalogue at
www.design911.com




WAYS TO BUY


IN PERSON

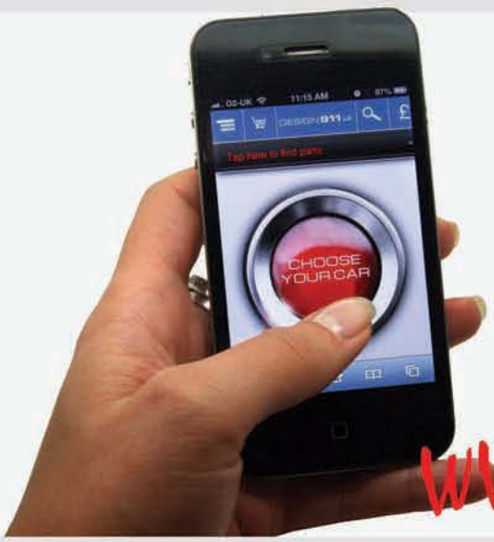

PHONE


MOBILE SHOP



WWW


E-MAIL




EASY TO USE
RIGHT PRODUCTS
AT THE RIGHT PRICE

WWW.DESIGN911.COM




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

DESIGN 911
Centre for Porsche

# PHYSICAL GRAFFITI

## A meeting of 911T and SC, plus a bunch of spray cans and you arrive at Rupert Knight's own 911 'art car'

Words and photography: Brett Fraser

'My family thinks I'm crazy,' laughs Rupert Knight explaining reaction at home to his spray can graffiti-covered 1969 911 T. Even his wife Diana refers to it as the 'Bonkers Porsche.' And as for Porsche purists and advocates of originality, well, you can almost sense their indignant rage. Not that it bothers Rupert: he loves his art car.

What makes his decision to have his air-cooled icon decorated with the type of contemporary street art more normally seen in desolate urban outposts, is the fact that the 911 is his daily driver. Rupert owns and runs a "design and build" architectural company and spends his working life flitting between the more fashionable districts of London, and Wiltshire, cramming in about 20,000 miles between MOTs: his Porsche is no mere static installation.

'This is the only car I use,' he insists, 'and I often carry tools around in it, as well as bags of sand and cement as I travel between sites. While I like my cars to be different, they also have to be practical and at a squeeze – a real squeeze – you can get four people in the 911 and a bit of luggage.'

But the 911 isn't just a canvas on which Rupert can indulge his passion for street art and graffiti: he's a petrolhead, too. 'I had a Ford Anglia van when I was 14 and when I passed my test at 17 I moved on to a Triumph TR4 with independent rear suspension. I kept the TR for a couple of years, went through a couple of original Mini Cooper Ss, an Austin Healey 3000, Ferrari 308 GTS and a Lancia Delta Integrale. I also had a genuine Oettinger-converted Mk3 Golf GTI – 200bhp but awful torque-steer – a Renault 5 GT Turbo and, later on, one of the first, limited edition Clio Williams.

'Oh, and I also used to race, a road-legal Caterham with a 1700 BDA Cosworth engine, having previously enjoyed a Lotus Seven. Thanks to the Caterham I learnt respect for light weight, so as well as personalising the bodywork of my 911, I've also personalised it to shed weight. It's currently 1100kg – my goal is to bring it in under 1000kg, but I'm not sure that's realistic. Ultimately, though, I have a project in mind to create a truly lightweight 911, but probably starting with another car.'

Producing an art car wasn't part of the plan when Rupert embarked upon restoring his current machine. Ten years ago he simply wanted a Porsche 911, and as cheaply as possible. And in that initial aim he was remarkably successful – the 2.0-litre T cost him £3600. 'She came from the Peak District,' he reveals, 'and was bought from a BBC producer who at the time was playing around with the idea for what would eventually become Dragons' Den.

'His intention was to make the car into a lightweight, but he'd run out of enthusiasm and time for the idea. Frankly, it was a bit of a dog. It sat on cookie cutters and had an RS-style front valance. Somewhat more critically, its chassis was completely rotted out – beyond salvation, as it transpired. So I had to go out and buy a second 911, a 1978 3.0-litre SC, from which to plunder critical elements such as the bodyshell and, for the moment, the engine: that one cost me £5750. But I thought it was important to keep the 1969 car going and alive.'

Rupert entrusted the bodywork and mechanicals to Fenn Lane Motorsport, in Upton, just outside Nuneaton. 'They used to be Hillman Imp specialists before moving into 911s ,' Rupert explains, 'but Chris and Jeff there are very good engineers and now produce a range of replacement steel and glassfibre body panels for Porsches (as well as selling Dansk panels). I take the car back there once or twice a year for general maintenance, even though it means leaving the car with them for a couple of weeks as it's too far to simply nip there and back in a day.

'In addition to Fenn Lane, I have the 911 serviced every 10,000 miles at Northway. Ray and his crew are brilliant and keep the car on the road and handle the MOT. One thing I insist on is that Northway uses genuine Porsche parts, more for durability reasons than originality.'

Fenn Lane finished the task of combining the T and SC's components about four years ago, and while the car was now structurally and mechanically sound, its colour scheme would have made Joseph a fine coat... 'It was a mish-mash of colours,' reminisces Rupert, 'red and yellow

*Right: Rupert Knight and his graffitied 911, an amalgam of 911T and 911SC*
*Below left: An earlier pre-accident incarnation of the 'art car.' Interior is in lightweight spec, with seats and 917 style gear knob from Rennsport Classics and obligatory Momo Prototipo wheel*








and black. And looking at it one day, a light suddenly went on in my head – why not go to extremes and cover the car in graffiti. I didn't really discuss it with anyone, I just announced to my family that it was what I was going to do.

'The 911 went in to a bodyshop in Marlborough to be flatted off and painted in white primer. Then I called in Dave Brown, a Birmingham-based graffiti artist, and coincidently a recent participant on Dragons' Den, that I admired (www.graffitiartist.com), to do his bit, which he did astonishingly cheaply. This, by the way, was the first paint scheme the car had – I'm now on the second, but we'll get to that shortly. This first paint job was more "arty" than the "street art" she's now wearing, and yet it was all done with spray cans and took Dave a day to complete.

'Down one side were Scooby and Shaggy from Scooby Doo, complete with monsters and ghouls, down the other a huge KPOW!, while the bonnet featured a crazy lady driving; her fingers clenched around a steering wheel at the leading edge of the bonnet looked a bit like a fist punching other road users out of the way. That bonnet is now hanging on the wall of my son's bedroom and the idea of a woman depicted on the bonnet will be a recurring theme of the art on the car.'

Although now clearly enraptured by his graffiti car, Rupert does confess to one moment of doubt. 'When I first saw Dave's finished artwork I thought it was fantastic. But then I found myself slightly daunted at the prospect of driving it out of the paint shop and down Marlborough high street. I needn't have worried:





*Graffiti is a transient art form as far as Rupert is concerned. To that end his 911's rolling canvas will evolve with time and as the mood takes him*

everyone smiled when they saw it and if I had a pound for every photograph that people took, I'd be able to afford a new 991 Turbo...'

The second artwork, the one you see pictured here, came about literally by accident a couple of years ago. 'I always leave the Porsche parked in gear but one day I just reached in and twisted the ignition key without thinking,' admits Rupert. 'You'd normally expect a car to just stall or jump forward a little bit at this point, but no, the engine caught immediately, the Porsche glanced off the garage door and headed off down the garden towards the river, fortunately coming to rest before anything too serious occurred to it. However, Scooby was a goner...'

Luckily the damage was restricted to bodywork only, but it did mean the replacement of both front wings, front valance, and the bonnet. 'The insurance company were very understanding and let me use Fenn Lane for the repairs. When they asked about the paintwork I told them I'd sort it out: rather than simply recreate what was there before, I decided to have the whole thing redone. After all, graffiti is a transient art form, prone to fading and being cleaned away.

'Dave Brown came back down with his spray cans, and this time produced something more raw and edgy and urban. And when you look at the paintwork you can see runs and blotches and lumps: it's got texture and character, and you can really see this is genuine artwork and not simply a vinyl wrap.'

Along the way, Rupert has taken care of his car's mechanicals, too. The suspension has been redone, with the ride height lowered and the original spec dampers replaced by Bilstein items. The pedal box has been refurbished; upswept sports exhaust pipes fitted. Race-style headers are currently being made for the 3.0-litre motor, as are bespoke mufflers. Rupert isn't seeking huge power gains from the engine – its existing torque coupled to the car's comparatively svelte kerb weight, makes for more than satisfactory performance.

In contrast to the exterior, the 911's cabin is calmly attired, yet stylish with it. The deep bucket seats are sourced from Italy via Rennsport Classics, and Rupert has found textured vinyl material for the door cards to match their upholstery. A retro-style Momo Prototipo steering wheel complements the look of the monochrome 1960s cabin, while a faux 917 gearknob, another Fenn Lane product, provides a splash of visual daring amongst all the black and grey.

> "In an era when everything is becoming more sanitised, my 911 represents the pursuit of fun"

But you need to look long and hard at the car's exterior as it stands, because Rupert feels that the time is ripe for change: think the regeneration of Dr Who. 'The first graffiti art lasted a couple of years and this current paint scheme is approaching similar vintage. It's time for the car, the art, to evolve. I'll keep the existing bonnet for my art collection – it's plastic and easily replaceable – and fancy producing a video for YouTube when the next artwork is created. In an era when everything is becoming more and more sanitised, my 911 represents the pursuit of fun. Everywhere it goes it puts big smiles on people's faces and proves that you don't have to be too precious about your car, even one as iconic as an early 911. Every road I drive down, every place I stop, I make new friends: that's the power of art.' **PW**

## CONTACT/THANKS

**Fenn Lane Motorsport**
**www.imptechnic.co.uk**
**Responsible for carrying out body resto and combining Rupert's 911T and SC. Fittingly Fenn Lane also specialise in another rear-engined classic – the Hillman Imp!**

**Northway Porsche**
**www.northwayporschelimited.co.uk**
**Where we discovered Rupert's graffiti Porsche. Northway look after Rupert's 911, servicing it every 10,000 miles with genuine Porsche parts**

**Rennsport Classics**
**www.rennsportclassics.eu**
**Supplied seats and other interior goodies for Rupert's 911. Well known for quality and expertise**







**RESTORATION**
*Design* INC.



Want the best for your classic?
Work with the best in the industry.







Save time and money on your restoration.
Watch our Free YouTube "How To..." Video Series Now!

http://goo.gl/fU159

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

BRAUNTON
ENGINEERING



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



www.brauntonengineering.co.uk
01271 814144
Porsche Specialist
DEVON
EX33 2JP

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 PORSCHES IN STOCK AND WANTED FOR OUTRIGHT PURCHASE*

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



# 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.

Jaz
SPECIALIST IN PORSCHE

Independent servicing and repair specialists for classic and modern Porsche.

**Call 020 8903 1118 or visit www.jazweb.co.uk**

Unit 1, The Mirage Centre, First Way, Wembley, Middlesex HA9 0JD

# Porsche experts world-wide count on us for world-class service.

## THE REASON: **Porsche Parts *Exclusively***

**For assistance we encourage you to contact our expert staff toll-free at 800-462-3774 Monday – Friday 8 am – 5 pm pst, or send us an email through our website at EBSracing.com.**

*We look forward to hearing from you!*

### Engine Development Program
Current Projects
- 911 2.7-2.8 conversion
- 911 3.2-3.4 conversion
- 911 3.2-3.6 conversion

Check our website for updates.

### Fuel Injection Service
- Diagnostics and rebuilds
- Fuel pumps
- Fuel distributors
- Fuel injectors
- Electronic control units

### Guaranteed Used Parts
- 356 to 996 GT3
- Pistons & cylinders
- Engine cases
- Crankshafts
- Cylinder heads
- Transmission Parts

### Engine Rebuild Kits
- 356 to 996 GT3
- Basic & master rebuild kits
- High-performance & racing
- Machine shop service available
- Tool rentals for EBS customers

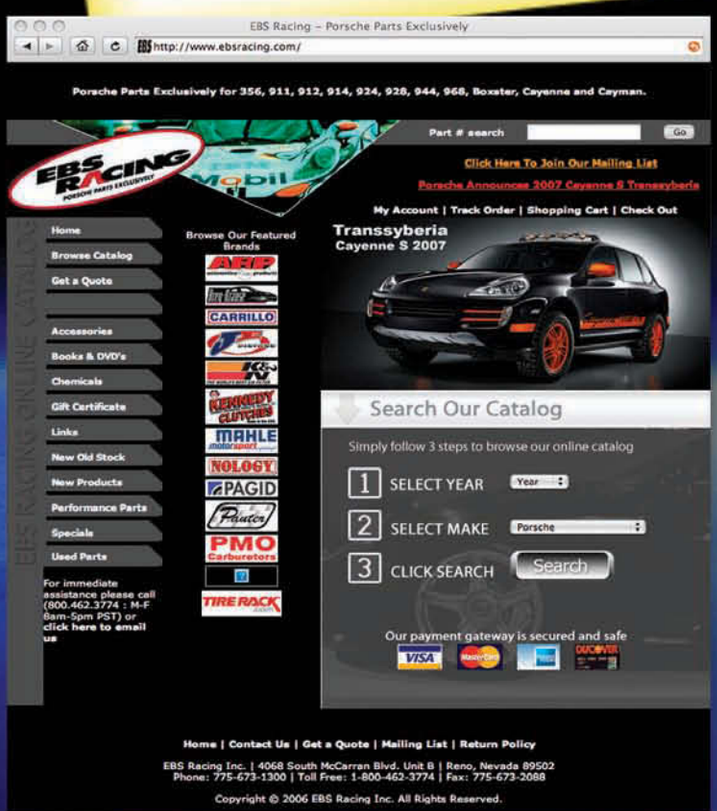
### Machine Shop Services
- Crankshaft race prep
- Engine case upgrades
- Connecting rod rebuilds
- High performance valve jobs
- Competition camshafts

### Porsche Pistons & Cylinders
- 356 to 996 GT3
- Mahle Motorsports
- JE Lightweight Forged Pistons
- LN Engineering Nickies
- Perfect Bore Pistons & Liners
- Reconditioned Mahle Cylinders

### Engine Coatings
- Thermal barrier coatings
- Drive film lubricants
- Thermal dispersants
- Oil Shed coatings
- Coated bearings in stock

### Transmission Rebuilds
- 901 to 996
- Diagnostics & rebuilds
- Racing upgrades
- Special gear ratios
- Limited slip differentials

### Gift Items
- Books & literature
- DVDs & accessories
- Gift items starting at $20
- Gift certificates available
- Brey Krause safety equipment
- Sport & racing seats




***Visit our website for:***

***Secure Online Catalog Ordering***

***Bolt-on Performance Parts***

***Porsche News and Updates***

EBS RACING
PORSCHE PARTS EXCLUSIVELY

**800-462-3774 | EBSracing.com**
4068 S. McCarran Blvd. Unit B, Reno, NV 89502
International **775-673-1300**
fax **775-673-2088**









# OPEN SPACE

## Sometimes the future is in the past, and that's a place that Porsche has visited for inspiration for the new 991 Targa. We drive it in Italy

Words: John Simister Photos: Porsche/Andy Morgan

Looks familiar, doesn't it? With one big difference. To this writer's eyes, this is the best-looking Porsche 911 Targa there has ever been. More than that, it is surely the best-looking of the entire 991 generation, even without the enhancement of southern Italian sunshine. Forty-nine years from the first sight of a Targa-top 911, the idea finally comes of age.

It has been an idea of mixed fortunes. The air-cooled tribe of Targas, special-case 993 excepted, looked ever more upright and undynamic as the years passed. The



*Left: The 991 Targa performs its 17-sec party piece. It's quite a sight to behold in action and a masterpiece of electrohydraulic engineering. The result, either roof off and stashed away, or roof on, is possibly the best looking 991 model in the range*

thick roll-over hoop looked bold and modern in the 1960s but became more and more the US-flavoured anachronism until that style ended with the 964's demise. Today, a Targa is the only way to buy an air-cooled 911 for affordable money, as any classified-ads website will confirm, because people don't desire them that much.

And then Porsche reinvented the Targa idea completely, reinstating rear side windows, leaving the cantrails in place, and making a large glass roof panel slide rearwards under the rear window when open air was the driver's desire. Not really a Targa at all, then; shouldn't the name be synonymous with a removable roof?

That was how the 993, 996 and 997 were represented in Targa trim, and for the full blow-dry experience you went for a convertible. Neither body style cut much ice with proper 911 enthusiasts for whom a coupé or (on shakier ground conceptually, aesthetically and literally) an original Targa was the only authentic choice.

The 991 range, however, redefines roles a little. The coupé can be had with a large glass roof panel which includes a sliding section; it's almost the outgoing Targa with a slight topological distortion. The convertible body style continues, obviously. And now, because it's the second-oldest 911 body style and will be 50 next year, the original Targa idea has been rather brilliantly reincarnated for the 991. But with a big difference, as we shall see.

An imminent half-century of Targas. Really? Production didn't actually start until August 1967, but a concept car was revealed at the 1965 Frankfurt show intended to forestall threatened US legislation for roll-over protection in open cars. Like all Targas up to the impact-bumper era, it had a satin-finish stainless steel covering for the hoop (it was black thereafter). Originally the roof panel was either a piece of rigid plastic or a more easily stowable fabric section, while the rear window was a zip-out plastic item. That changed for the 1969 model year, upon which the roof was compulsorily rigid, the rear window became the familiar one-piece goldfish bowl in glass and the roll-over bar gained a trio of air-extraction louvres on each side.

This brief history lesson sets the scene for the car before you now. It has a silvery roll-over bar covering, this time in painted die-cast aluminium but still with the trio of louvres. When closed, the roof looks classically Targa-ish. This time, though, there's a pair of buttons on the 991's raised centre console, buttons which trigger the opening and closing of the roof with no need for human effort to lift off a panel and somehow fiddle it into position under the bonnet lid.

Here's what happens. The roof panel reverts to the primordial Targa format of foldable fabric, and electrohydraulically Z-folds away behind the rear seats with seamless neatness. To allow this to happen, the giant rear window glass, thin and laminated with almost-invisible heating elements buried within, lifts itself upwards, rearwards and slightly downwards again as its hydraulic support arms arc from front to rear. Hinged panels flip up from the roll-over bar's upper corners to let the roof panel's supporting arms themselves flip up, back and down again to stow the panel away. Those outer panels flip down again and the rear window returns to its resting place. Job done.

The whole episode takes about 17 seconds, and no electrohydraulic hardware is left exposed once completed in either direction. However, the Targa must be stationary for the legal reason that the rear



window partially covers the rear lights when in its rearmost position mid-operation. That also means that it hangs behind the car, so the parking sensors warn beforehand if there isn't enough space to perform the top transformation.

The rear window's path of movement is also why there will be no Turbo Targa, nor indeed a GT3 should such a combination have ever tempted, because the window would clout the rear spoiler. The Targa does, however, have obligatory four-wheel drive. This seems strange when a 991 convertible can be had with either two or four driven wheels; the reasoning, such as it is, will become apparent later.

So, with Puglian sun shining, I insert myself into the seat of a Porsche 911 Targa 4, its name busily scripted across the tail in a riot of chrome lettering. This is the entry-level model, with the seven-speed manual gearbox and a mere 350bhp – oh, the sacrifice – from its 3.4 litres. That should be an adequate output, any reasonable person would think, even if the Targa does weigh 40kg more than a mechanically-matched convertible and a hefty 110kg more than a coupé.

Some of the roads hereabouts are a bit broken, which soon provides a good test of the Targa's suspension and structure. The latter is 15 per cent stiffer torsionally than the convertible's, although still under half as rigid as the rock-solid coupé's. In practice it's stiff enough to show practically no shudder and shake at all, helped by Targa-specific suspension settings.

There's no tangible change to the springs' stiffness, the rates merely tweaked to match the increased weight, but the dampers are a new design with internal rebound springs, a first for a 911. These are designed to limit body roll by inhibiting the extension of the dampers controlling the movements of the wheels on the inside of a bend, allowing the anti-roll bar to be thinner which improves the ride on a straight, bumpy road. The new dampers are also more compliant on short, sharp bumps, a change which applies both to the passive dampers standard on the Targa 4 and the active PASM system optional on the T4 and standard on the Targa 4S.

Only PASM cars were available to drive in Puglia, their suspension, throttle response and other systems alterable via the usual Sport and Sport Plus settings, but there's no doubt that the Targa is the best-riding 911 yet. In Targa 4 guise it is also the slowest of the 991s, thanks to that weight penalty; it weighs 1540kg, which is borderline obese relative to an original 1967 911 Targa at 1080kg. Maybe such comparisons are unfair given how much bigger and safer today's cars have to be, but it's still interesting to know.

With the roof closed, there's almost no wind noise. With the roof open, there's some wind buffeting whose characteristics can be altered by moving the two-position wind deflector above the windscreen: quiet and blowy, or noisier but calmer on the follicles. You also get an excellent aural taste of the exhausts' crisp howl and throttle-off crackles, especially with the Sport exhaust option and Sport mode engaged.

Your senses tell you that this is a potent sports car, but the truth is that the T4 feels a bit

> “The styling with the roll-over bar works better here than in any air-cooled 911”




*We love the looks of the new Targa, but all that roof retraction gubbins, plus the four-wheel drive system, adds up to a weighty 1540kg. In 3.4-litre spec it doesn't really have the required grunt. Better to go for the 3.8-litre S*











flat below 4500rpm and requires much stirring of that seven-destination (plus reverse) gear lever. The shift feels smoother and more positive than the seven-speeder did at launch back in 2011, and the lever leans less drunkenly in the stratospherically-geared seventh, but during one particular high-speed overtaking manoeuvre even 350bhp suddenly didn't feel quite enough.

So I swapped to a T4S with a PDK transmission, to find significantly more usable torque – more than a nominal 37lb ft increase would lead you to expect – to back up the 3.8-litre engine's 400bhp. This combination is properly rapid, as the claimed 4.4 seconds to 62mph (with PDK, Sport Plus engaged) suggests it should be. I still prefer the added intimacy with the car's actions that a manual offers, though, and I was relieved when 911 product-line director August Achleitner assured us that Porsche would never forsake the manual even though nearly 90 per cent of 911 buyers opt for a PDK.

With that PDK and the four-wheel drive, the Targa becomes a very effective ground-covering machine but ultimately a less thrilling one than it ought to be. That's partly because the weight takes the edge off the agility you'd enjoy in a coupé, and partly because the combination of all-wheel drive and the precise but opaque electric power steering takes away much of the sense of shifting masses and throttle-controlled pointability that should be central to how a 911 feels.

That's how many buyers like it, and is why the perceived Targa buyer – for whom style and safety are priorities – favours four-wheel drive according to Porsche's market research. That's why the 997 Targa was four-wheel-drive only, and it's thought the same should apply here.

But should it? This, after all, is a very different sort of Targa, more assertive in its looks, more likely to tap into an enthusiast's knowledge of how Targas used to be. The styling idea with the roll-over bar works better here than in any air-cooled 911, and gives an open 991 a sense of sportive purpose the convertible somehow seems to lack. This new Targa is a great-looking car, and we must hope that Porsche will make a petrolhead-pleasing, lighter, more nimble, rear-wheel-drive version.

'We could,' says Mr Achleitner, 'but it's not in the plan.' Pressed, he'll admit that it would be easy to do. Fingers crossed, then.

Prices start at £86,281 for the Targa 4 and £96,316 (worth it for the extra urge) for the T4S. **PW**

## TECHNICAL SPECIFICATION

### PORSCHE 911 TARGA 4S

| | |
|---|---|
| PRICE: | **£96,316** |
| ENGINE: | **3800cc Flat-six** |
| POWER: | **394bhp at 7400rpm** |
| TORQUE: | **324lb ft at 5600rpm** |
| TRANSMISSION: | **7-speed PDK/7-speed manual** |
| TOP SPEED: | **184mph** |
| 0-60MPH: | **4.6 secs** |
| ECONOMY: | **30.7mpg (combined)** |
| SUSPENSION: | **MacPherson strut front, independent rear with PASM** |





BRSCC PORSCHE CHAMPIONSHIP





JASMINE
PORSCHALINK UK

ebay

- NEW !! MOBILE FRIENDLY ONLINE SHOP
- SERVICING, REPAIR & MOT CENTRE
- NEW AND USED DISCOUNT PARTS
- RETAIL & TRADE ENQUIRIES WELCOME



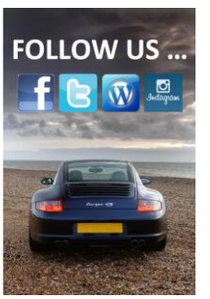


ebay








JASMINE PORSCHALINK UK

TEL : 01 282 697171
INDEPENDENT PORSCHE SPECIALIST

The Porscha Centre 3A Pendleside Lomeshaye Industrial Estate NELSON Lancashire BB9 6RY
T: 01282 69 71 71 F: 01282 691 911 E: jasmine.motorsport@virgin.net W: www.jasmine-porschalink.co.uk

PORSCHE SERVICING PARTS MOT SPARES REPAIR RACE & TRACK PREPARATION

PCGB Team Championship & Class 1 Winners 2013

Hartech
INDEPENDENT PORSCHE SPECIALIST

ENGINE
REPAIR
SPECIALISTS



EXCHANGE CYLINDER BLOCKS AVAILABLE NOW!

986 987 996 997 Cayman

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

# PARAGON

The Natural Choice for Porsche



356A Coupe (4-Speed)

Fashion Grey • Red Leather Seats • 15" Wheels with Chrome Hubcaps • Original Right Hand Drive UK Supplied •1959

£99,995



911 Carrera 4 GTS (997, PDK)

Basalt Black • Black Half Leather Sports Seats 19" Centre Lock Wheels • Touchscreen Satellite Navigation • 16,701 miles • 2011 (61)

£63,995



911 Turbo (997, 6-Speed)

Meteor Grey • Black Leather Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 28,676 miles • 2009 (09)

£59,995



911 Turbo (997, Tiptronic S)

GT Silver • Black Leather Seats • Satellite Navigation • Sport Chrono Pack Plus 14,255 miles • 2008 (08)

£54,995



911 Carrera 4 S (997 GEN II, PDK)

Basalt Black • Black Leather Seats • Sport Chrono Pack with Sport Plus • Touchscreen Satellite Navigation • 24,337 miles • 2010 (60)

£52,995



911 Carrera 4 S (997 GEN II, PDK)

GT Silver • Black Leather Seats • 19" Carrera Sport Wheels • Touchscreen Satellite Navigation 18,342 miles • 2010 (60)

£52,995



Panamera 3.0 V6 Diesel (Tiptronic S)

Platinum Silver • Black Leather Seats • 20" Turbo II Wheels • Touchscreen Satellite Navigation 20,891 miles • 2011 (61)

£49,995



911 GT2 (996, 6-Speed)

Arctic Silver • Black Leather Sports Seats • 18" GT2 Wheels • Air Conditioning • Extended Leather Package • 57,925 miles • 2003 (03)

£47,995



911 Carrera 4 S Targa (997)

Tiptronic S • Atlas Grey • Black Leather Seats Satellite Navigation • Sport Chrono Pack Plus 23,080 miles • 2008 (08)

£42,995



911 Carrera 4 S (996, 6-Speed)

Seal Grey • Black Leather Seats • Satellite Navigation • BOSE Sound System • 50,774 miles 2004 (54)

£25,995



Boxster (987 GEN II, 6-Speed)

Basalt Black • Black Leather Seats • 19" Carrera 'S' II Wheels • BOSE Sound System • 33,256 miles 2009 (09)

£22,995

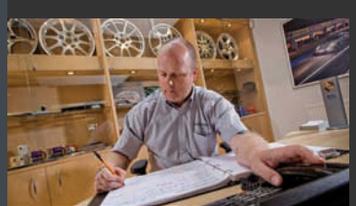


Boxster S (987, 6-Speed)

Arctic Silver • Black Leather Sports Seats • 19" Carrera Classic Wheels • Porsche Sound Package Plus • 27,454 miles • 2007 (07)

£19,995

## The Natural Choice for Porsche Service, Repairs & Upgrades



### Why Choose Paragon Service?

We've been offering expert Porsche Servicing since 1993 and our vastly experienced technicians provide real value without compromise.

With transparent fixed pricing, clear communication, free courtesy cars and free local collection and delivery, we are the natural choice for Porsche service.



### Our Capabilities & Experience

With a full range of facilities onsite including MOT testing and a tyre bay, we have everything for your Porsche under one roof.

We have 'Dealer level' diagnostic equipment and special tools, and our Porsche trained technicians have vast experience across all models and ages of Porsche.



### Beyond the Conventional

We offer a wide range of enhanced services ranging from engine and gearbox rebuilds, performance tuning, upgrades and modifications through to track day preparation and support - even race car building.

Our successful racing heritage means we are experts in laser four wheel alignment. and corner weighting - offering settings from standard road to fast track.



### The Natural Choice

We have thrived because of our focus on building long term relationships with our customers.

Our ability to offer independent advice and high quality parts choices sets us apart - as does our commitment to offering value and exemplary customer service.

The next time your Porsche needs attention, call us on 01825 830424 - we will be delighted to help you.

At Paragon, we have superb in-house service and preparation facilities, and each car is supplied with a new MOT, a 12-month/12,000-mile comprehensive parts and labour warranty, and we also include the next due service.

See more of our current stock at www.paragongb.com 01825 830424

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY




**NM100 ADJUSTABLE SHORT SHIFTER**

986 | 987 | 996 | 997

- ADJUSTBALE SHIFT LEVER
- PRECISION BALL BEARING
- 40% THROW REDUCTION
- ADJUSTABLE CABLE BLOCKS
- AEROSPACE GRADE ALUMINUM
- ENHANCES SHIFT TIMING
- COMPLETE DIRECT REPLACEMENT
- NO MODIFICATION NECESSARY
- LIFETIME MANUFACTURER WARRANTY



**PERFORMANCE SHIFTER CABLE**

986 | 987 | 996 | 997

- INCREASED CABLE DIAMETER TO ELIMINATE BREAKING
- ALUMINUM ROD ENDS
- STAINLESS STEEL MOUNTING CONNECTORS
- INCREASED STRENGTH & DURABILITY
- ENHANCED SHIFT CONNECTION
- ABSOLUTELY NO PLAY
- LIFETIME MANUFACTURER WARRANTY



P: 727.372.0300 F: 727.372.0304 E: SALES@NUMERICRACING.COM **NUMERICRACING.COM**

# PORSCH-APART LTD

www.porsch-apart.co.uk
Email: enquiries@porsch-apart.co.uk

Tel: 01706 824 053
Fax: 01706 824 665

FIELD MILL
HARRISON STREET
RAMSBOTTOM
BURY
LANCS
BL0 0AH





Boxster / Carrera Oil Service - £99+VAT

Boxster / Carrera Minor Service - £185+VAT

Boxster / Carrera Major Service - £265+VAT

AirCon Regas - £75+VAT

Brake Fluid Change - £60+VAT

18,000 sq. ft of Shelved Parts

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**

**Used Cars & Parts Bought and Sold**






*High Performance Exhaust Systems*



*Sport and Racing Headers*



*High Performance Carbon Fiber Air Intakes*



*Suspension, Brakes, Wheels, & more!*

# FABSPEED MOTORSPORT

EXOTIC CAR PERFORMANCE SPECIALISTS

## THE WORLD'S BEST EXHAUST SYSTEMS & INTAKE UPGRADES

*For over 20 years, Fabspeed Motorsport has been engineering and producing the highest-quality performance exhaust and intake systems for Porsche automobiles.*

*Fabspeed's unique Performance Packages provide proven performance increases; resulting in the ultimate performance driving experience. Fabspeed performance products are available for most Porsche models.*

- HIGH PERFORMANCE MUFFLERS & TIPS
- SPORT CATALYTIC CONVERTERS
- MUFFLER-BYPASS PIPES
- SPORT/RACE HEADERS
- ECU TUNING SOFTWARE
- COMPETITION AIR INTAKE SYSTEMS
- CARBON FIBER ACCESSORIES

***Experience the new website at www.fabspeed.com!***

**WWW.FABSPEED.COM | 1.215.646.4945 | INFO@FABSPEED.COM**



# STUDIOTORINO MONCENISIO:

## WHEN YOU LOVE YOUR CAYMAN S AND THE ITALIAN SKY'S YOUR LIMIT

Studiotorino, with design by Daniele Gaglione, create a Turin handcrafted eye-catcher based on the 981 Cayman S, taking cues from the brilliant 904, and dubbed Moncenisio

Words and pictures: Matt Davis

One thing here is certain: We haven't driven a Porsche quite this blue since we were in a certain 997.2 GT2 RS called GTStreet RS from TechArt and built for a Chinese customer back in 2011. We appreciate this tasteful Cayman-based execution much more than we ultimately did that amusement park Smurf 911, albeit a very quick and very Porsche Smurf. (It had its roofliner and seats quilted in the same blue, too. C'mon.)

Alfredo Stola and his wife Maria Paola established Studiotorino in January 2005 as a way to continue with the family tradition of planning and prototyping new vehicles, unfettered by the distractions of a larger organisation. They have also, like many talented torinesi cannot resist, got seriously into the envisioning and building of unique













"fuoriserie" interpretations based on existing models. Nonno Alfredo set up shop in Turin in 1919 and was a frequent collaborator with Vincenzo Lancia who, among other activities, was quite the sportsman. Lancia raced in and won the first recorded organised hillclimb event, the Susa-Moncenisio up and over the 2,083-meter Moncenisio Pass just west of Turin, in July 1902 with a Fiat 24HP.

The Alfredo of today is very partial to Porsches. And the high altitude Piemonte border with France's Savoie region also ranks high on the list of his favourite places. Through this lonely, cold area passes the ss25/D1006 two-lane highway, a.k.a. Strada Napoleonica, which was still closed due to weather at the time of this springtime exclusive drive of the Moncenisio. This was where Vincenzo Lancia raced in 1902 before asphalt was ever laid. The colour of this car is now registered as Moncenisio Blue, meant to bring to mind the colour of the sky and the alpine lakes on sunny summer days up there.

In 2006, we drove Studiotorino's RKcoupé, their second product after the RKspyder and based on a Type 987 Cayman S with completely new 440-horsepower Ruf Kompressor powertrain. In addition to the customer's Cayman S, the Studiotorino reinterpretation inside and out with RK 3.8-litre treatment pumped the price upwards by roughly £230,000 in today's sterling. Only a handful were built and delivered.

Moncenisio will run buyers the £60,000-ish of their Cayman S (or £65,000-ish GTS, if you prefer), £145,000 for the full Studiotorino job (£120,000 if you can find a way to avoid the 22% VAT), and you must bring your new car to and come take delivery of it post-transformation from Turin. In short, you have to really,

*Studiotorino's interpretation of the Cayman is about detail as much as the fundemental bodywork changes. The machined, flush-mounted filler cap and the three-piece wheels are unique touches that add the finishing, bespoke touch*





*Wondering what it reminds you of? Stola took inspiration from the Porsche 904 and it shows too, we think*

really want to do something like this in order to commit to it, which is why the stated maximum run for the Moncenisio is held at nineteen units. Ultra-exclusivity and distinction based on sensational engineering and performance underneath comes at a price.

This time around, Mr. Stola has decided not to swap out or tune the 3,436-cc 9A1 flat-six that comes naturally to the Cayman S. When asked why, Alfredo says it short and sweet, "I personally just didn't want to deal with the complication. The Ruf treatment alone, though nice, added £80,000 to the price of the RK cars. I decided for Moncenisio on a pure Porsche with the focus on traditional Turin handicraft." Done and done. The 321bhp and 273lb ft of torque feel just as well mated to the car as ever. The restyled exterior air intakes remain in an experimental phase, but we can say they look good and seem to function optimally in cooling the motor and holding us down to the tarmac.

Significant changes that have some effect on performance and dynamics include: custom two-piece forged 20-inch wheels produced by 2elle-engineering that provide slightly wider tracks and are wrapped in Pirelli P Zero tyres, those altered Kevlar air intakes, carbon fibre rear bonnet and wing panels crafted in autoclaves by Belco Avia, and new H&R springs for the optional sport suspension that lower the Moncenisio 10 millimetres further than Zuffenhausen's catalogue permits. Luxe items from Porsche thrown in include the bigger and lighter PCCB brakes by SGL, sport exhaust, and the ultimate optional sport bucket seats in carbon compound that are supplied by Lear. No PASM here which is no tremendous loss, sadly no manual transmission, and oddly no satellite navigation module for the PCM. (Slapping a TomTom in one's Moncenisio seems quite the no-no.)

The reverse engineering of a production car for purposes of modelling and creating forms for heavy modifications is exactly what the entire Turin tradition of handicraft is all about. Alfredo Stola's mind works deftly and full-time on optimising this process for each Studiotorino job, then he assembles all of his favoured local partners for the eventual execution and final prototype. This is pretty much why asking these seemingly high prices for such exquisite bespoke work doesn't really strike us as shocking one bit. Were they planning on shifting thousands of Moncenisio units to customers, then we'd have our doubts. But they'll number nineteen only and are each built in a manner no one else can really do anymore for street cars.

Northern Italy is filled with an entire generation of





this talent that is sadly being utilised less and less as larger companies "rationalise" their procedures. Hence why Bertone is soon to shut definitively, why Pininfarina and/or Zagato will go next, and why Italdesign-Giugiaro's choice to sell out to Volkswagen Group in 2010 is starting to look like a genius move.

This blue unit is actually the original prototype and is in homage to Alfredo's late father Francesco, who helped run the original Alfredo Stola company until his cruel disappearance in 1978 during the rash of kidnappings of politicians and industrialists in Italy. Francesco Stola's body was never found and Alfredo joined the management of the group at the age of just seventeen. In a pair of spots on the Moncenisio bodywork are gold-based incised placards that read: "Prototipo S.F. 1/1".

The influence of the mid-Sixties Porsche 904, or Carrera GTS, is pretty clear, just as it was on the original Studiotorino RK cars. Moreso here actually since the simpler modifications done this time help give the Moncenisio more of that slightly stretched feel of the 904. While only the lengthwise dimension changes from the Cayman S, and that only by four millimetres, it looks like a bit more probably due to the aesthetic changes and the ten-millimetre lower stance. It hits our eye for proportion very nicely.

Rear side windows have been eliminated and replaced with slick steel work. We looked to see if they'd taken the lazy shortcut of leaving on the window switches for the rears nonetheless – but they got rid of those, too, thankfully. The entire Cayman hatch's natural convex form is now replaced by a decidedly concave carbon composite item with the buttresses look, just as on the 904.

This slight obsession for the 904 comes from a couple of explainable backstory bits. Later in his life, Ferdinand "Butzi" Porsche and the Stola company of the time worked together on a pair of original styling prototypes for the Type 955 Cayenne which were submitted to Harm Lagaay and his team in Stuttgart in 1998 and 1999. During this collaboration, Butzi, when asked by Alfredo which Porsche had been his absolute favourite and most beautiful, responded that that car was the 904. We would find it difficult to argue with the remarkable Butzi's choice.

Chief source for the exterior design was Daniele Gaglione, formerly of the Alfa Romeo Centro Stile and part of the team under Wolfgang Egger that brought us the sexy 8C Competizione initial concept in 2003. Since then, Gaglione has been in charge of design at the Turin office of Chinese juggernaut JAC Motors. It doesn't happen often that a design leader in a fixed post in Italy is allowed out to play on personal projects, but JAC let Gaglione execute a full set of design renderings for the Moncenisio. Having come from the 8C, he indubitably stresses beauty above all, so we are not surprised by our reaction to this design. The aim was to take the faithful German practical approach to sexing things up and inject it with that Italian artisanal flair and swoosh.

Inside the Moncenisio, the blue uppers of the dashboard and other accents are complemented by a

*Easily the boldest styling statement is the filled in buttress, where the side quarter window should reside. The Cayman's pronounced side scoop is gone, replaced instead by a much lower scoop incorporated into the sill*



slight two-tone green scheme over the bucket seats and everywhere else. As you might imagine, interiors expert Maria Paola Stola can explain the approach here to this extravagant option. The hide wizards at Salt-Gavina (they of various Bugatti Veyron and Pagani leather treatments, among many others) were sceptical about the Stolas' colour palette, but now say that they fully enjoy how it all turned out. Maria Paola had no doubts, as the sky and water reflected by the Moncenisio Blue needed to be complemented, to stay on theme, by the colours of the rocky alpine grazing meadows that complete the whole scene. We like all of this thematic work, too, and the workmanship quality cannot be denied. Salt-Gavina also executed a custom set of luggage for the rear cargo hold.

Seeing as the Strada Napoleonica was still shut we remained bound and determined to have a vigorous climb up to somewhere with no traffic, and we headed west through the subalpine town of Cavour on a truly pretty day. One and all along the way turned to stare at us, various hot-foot youths doing all they could to tail us in there Fiat Puntos for as long as was practical to their workaday. One further touch from Studiotorino has been to frame the sport exhaust tips in a single aluminium sculpted piece that serves also to accentuate the already popping sportyness of this must-have Porsche item. We looked for a good tunnel or two, but to no avail in the immediate area of our exclusive drive.

The destination was up a tortuous provincial road to a ski base, the sp246 up to the town of Montoso. Having PASM aboard may have been particularly ideal on this fairly scrappy winter-damaged road, but the even lower sport suspension of the Moncenisio did exactly as we suspected it might and did it really well so long as we stayed alert and our point-and-shoot driving remained up to snuff. The added track widths and lighter feel of the specially forged two-piece wheels made manoeuvres quick and precise through the ZF electro-mechanical steering. The new H&R spring set definitely creates snappier responses as we







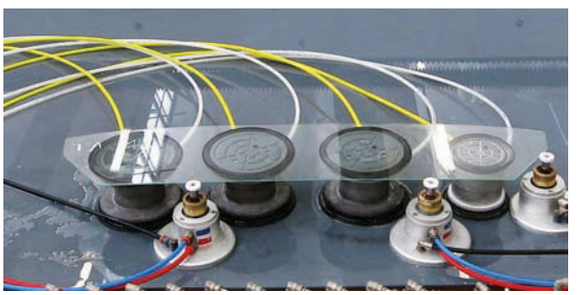
*Interior treatment is executed by Maria Paola Stola and leather is from Salt-Gavina, renowned for their work on various Bugatti Veyrons and Paganis. The tipping hard backed seats are from Lear. Often colour-coded interiors can all be a bit much, but this works well*















hit the throttle again coming out of every one of the multitude of hot curves – both on our way skyward through the trees and then during the equally scorching descent.

These Pirellis – 235/35 ZR20 (88Y) front and 265/35 ZR20 (95Y) rear – were as sensational as we have experienced on other sports cars including Porsches. The PCCBs are absolutely essential kit if one is ever thinking of taking on such mad dashes as this one during their ownership of the car. It's just that added initial bite that one needs, rendered even more biting by the physics of a lowered Cayman S versus any 911, plus the reduced weight factor. Throughout all of the gymnastics the Lear bucket seats, though in need of some further lower back support, were terrific thrones as we tossed this blue arrow about. The only thing we were reaching for and never finding was the standard six-speed manual shifter which would sit in this scenario perfectly. The PDK does very well, certainly, but it lacks enough of our involvement, of our body English. That is an important ingredient for the ultimate Cayman S experience, so far as we appassionati are concerned.

If what you seek is the most distinctive and still tasteful Cayman S or GTS you can imagine – we are not talking Speedart, Lumma, or Gemballa – then this Studiotorino Moncensio ongoing effort may be right up your alley. A little more urgency from the powertrain than standard would always be appreciated, yes, but it's the dynamics and handling of the Cayman S that thrill the most, and Studiotorino's loving upgrades actually improve on all of this slightly.

Papà Francesco and nonno Alfredo should be very proud of young Alfredo, Maria Paola, and partners. **PW**

*Top left: Alfredo Stola is the design genius behind Studiotorino. Sceptical as to the hand-built credentials of the Studiotorino Moncensio? These pictures should illustrate the bespoke, hand-crafted flair that will go into each car*

**CONTACT**
**www.studiotorino.com**



# Specialist Vehicle Preparations

RACE ENGINEERS WITH A PASSION FOR PORSCHE


Telephone: 01299 251152

www.specialistvehiclepreparations.com

Email: dominic@specialistvehiclepreparations.com

Unit 2, Building 329, Rushock Trading Estate,
Rushock, Droitwich, Worcs. WR0 0NR


Championship Winning Competition Preparation
Fixed priced Porsche servicing (all models)
Builders of bespoke classic Porsches
Suppliers of parts & equipment
Porsches for sale

"You'd be hard pressed to buy a more thrilling and complete car"
GT Porsche Magazine

"The chassis mods on SVP's Cayman SV allow you to reach a state of driving nirvana"
911&PW magazine

















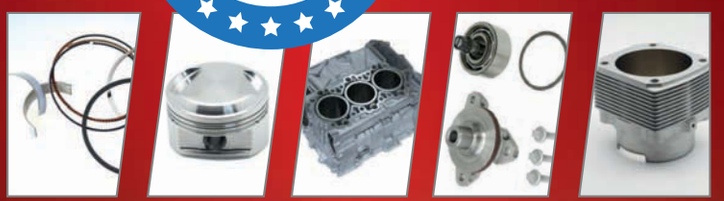
Servicing Cars For Sale Project Work Competition Parts

PERFORMANCE ENGINE REBUILDS INCLUDING OUR
3.7 LITRE CAYMAN ENGINE, AVAILABLE NOW!

# Performance Parts for PORSCHE



EXCLUSIVE DISTRIBUTOR FOR EUROPE
LN ENGINEERING



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.

FAST FORWARD Automotive | IMS RETROFIT | NICKIES PERFORMANCE CYLINDER SET

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**

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

**www.fastforward-automotive.com**

---

9e

## 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

---

## Addspeed Performance Cars Ltd

Quality Service at Affordable Prices



- General servicing
- Full mechanical rebuilds
- IMS bearing failure prevention
- Full Porsche diagnostics
- Free collection / delivery
- Free courtesy car

**SPECIAL OFFER!**

**£100 Off**
**Two New A/C Condensers**
**Fitted to Boxster/996/997**

Quote Ref: SPR14
(*Limited stock availability, prices include fitting and VAT)

**01403 255616**

**www.addspeed.co.uk**

**Foundry Close, Horsham, West Sussex, RH13 5TX**

AKRAPOVIČ

CAR EXHAUST SYSTEMS










# Experience the Power. Pure Power. More Horse Power. More Performance.

Every component of an Akrapovič exhaust is carefully designed and constructed by a highly skilled multidisciplinary team of designers, engineers and architects; they successfully take on daily challenges – combine a technical solution with an attractive, modern and state-of-the-art design.

Abarth | Audi | BMW | Chevrolet | Ferrari | Ford | Lamborghini | Mercedes –AMG
Mini | Mitsubishi | Nissan | Porsche | Renault | 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

# OLD PAL'S ACT

When your best mate happens to be Ferry Porsche you can specify just about anything you fancy when you order your 911. Could this '72 S be a prototype for the 2.7RS? The evidence suggests it might

Words: Johnny Tipler
Photography: Antony Fraser










Bosom buddies. That, allegedly, was the relationship between Hans-Dieter Blatzheim and Ferry Porsche. Such was the rapport between them that, in 1972, when amateur racer Blatzheim, a ringer for actor James Mason with a 'tash, felt like ordering a new 911, his chum ensured that he was afforded carte blanche by the factory to specify whatever tweaks and accessories that took his fancy. So when he placed his order for an S the build sheet was handed over to the racing department, where the very same factory mechanics who'd been fettling his 907 at race meetings executed the final assembly of his road car.

This project gelled with Porsche's penchant for capacity hikes in competition cars such as the 2.5-litre 911ST, which was nothing new, considering the variety of capacities and cylinder numbers fitted in contemporary 907, 908 and 917 sports-prototypes. It was just normal, and being a racer himself, Blatzheim was well acquainted with the practice. In 1971, the 911 road cars' capacity rose from 2.2- to 2.4-litres, and at Le Mans that year, eight of the eighteen 911s entered ran 2,380cc engines, this at a time when he would have been thinking about his new car. Experimentation was rife: under the auspices of Paul-Ernst Strähle Autosport, Porsche's race department slipped an experimental 2.7-litre "RSR" bearing front air dam and elaborate ducktail rear wing into the 1972 Zeltweg 1,000kms, held at the Österreichring on 25th June, for Björn Waldegård and Günter Stekkönig, which finished 10th overall. So a bigger engine was very much in the wind, and with the 2.7 Carrera RS already on the drawing board, it's no great surprise to find the Blatzheim car running a 2.6-litre flat-six in mid-'72.

Visually, it looks different to a normal 2.4S. Low-slung demeanor, poised slightly higher at the back like an ST, broad-rimmed Fuchs filling the arches, and a pair of Cibies atop the front lid; the air-dam is certainly similar to what appeared on the 1973 Carrera RS, but it's sculpted in a subtly different way, satisfyingly meaty, with deeper inset lip and shallow niches for the rounded backs of the spotlamps, and if anything a more pleasing solution. The most obvious external differences to the standard S are round the back, behind those bulging rear arches, where the two air-intake grilles ostentatiously occupy most of the engine lid, and the valance that's bolted onto the car's rear skirt clads the exhaust system, bulking out the posterior and presenting a totally unique image. The huge fog light is unusual as well, and looks like an oversized tail lamp that belongs on a railway train. It seems strange now, but fog lights were not a legal requirement in '72; in fact quite the contrary in Belgium, where our friend Johan's grandfather was pulled over and admonished by a traffic cop for the pair he sported on his own 911 back in the '70s, and he was obliged to remove them. The one on our feature car was fitted at the factory, so it is at least authentic. We've been invited to check its credentials by its current owner, Antwerp-based Porsche connoisseur






Burt Houtmann, who added the silver S to his stable just before New Year, 2013.

So let's get down to business: this 911S, chassis number 911 230 1566, was delivered to Hans-Dieter Blatzheim by Porsche's favoured dealership Gottfried Schultz of Ratingen, who handed over most special orders on behalf of the company, on 1st July 1972. Neither Schulz nor Porsche have retained any paperwork relating to the car, but the history of its creation has passed down from Herr Blatzheim and runs something like this: it's a 911 ölklappe (oil flap) model with the oil filler cap on the right-hand rear wing ahead of the wheelarch. At Ferry Porsche's behest, this particular S was taken off the production line when almost finished and passed into the hands of the Race Department. It's also officially known as a Gesellenstück, a one-off special with original Porsche factory tuning, fettled by apprentices under the surveillance of the motorsport engineers. Burt believes the upgrades and modifications were imparted under the supervision of a certain Herr Brett (whom Jürgen Barth tells me was chief customer advisor in the Repair Department). Mechanically, the suspension and brakes were rebuilt and configured to the forthcoming RS settings, and the engine provided with big bore 2.6-litre barrels and pistons. It was an inspirational period: new CEO Ernst Fuhrmann (who'd created the four-cam "Carrera" engine back in '53) championed the 2.7 Carrera RS in '72, convinced that Porsche race cars should be developed from its road cars, while the mechanics who created Blatzheim's car were the same guys who were building and running the 2.5-litre 911STs that dominated the European GT Championship in 1972, the inaugural series that was won by John Fitzpatrick in the swirly green Kremer ST. And naturally Blatzheim would have been well aware of this trend when he placed his order, though it was too soon to have anticipated the ducktail-spoilered engine lid that graced the RS and RSR from March '73. But it's almost certainly why the silver car's rear wheel arches were broadened, just as they were on the exactly contemporary 911ST racers, and would be manifest in the '73 model-year ducktail Carrera 2.7RS. Our feature car is on Fuchs wheels, and if these are even similar to what it was originally supplied with, Blatzheim did well, because in '72 the racing ST was invariably fitted with Minilites on the rear, and until the 2.7RS was launched with its 6in and 7in wheels, Fuchs did not make a wide rim rear. What we can be certain of is that the front spoiler was also specially made and fitted at the factory, with its unusual fog- and spotlight indents, while the oil-cooler box projects very much like the 2.7RS front spoiler would do. And speaking of those spotlight indents, maybe they weren't just unique to this car: take a look at the Daytona-winning Brumos RSR from '73, and the front spoiler looks remarkably similar. After all, as Johan points out, if you make a mould to produce one spoiler, why not knock off a few more?

Other idiosyncrasies? The wheel arches were embellished by chrome trim strips, presumably made by hand, because the shape of the rear arch is

*No doubt about it, this is one odd (but in a good way) looking 911. It's factory built too, but to the specification of one Hans-Dieter Blatzheim, a man who had the ear of Ferry Porsche and the pick of the parts bin too*






completely different from the existing narrow-body road car. Although at first sight it looks like it might be the work of a contemporary customiser, we have to remember that it was all done at the factory in a different era altogether. Blatzheim didn't hold back. A pair of Cibie Oscar spotlights was mounted on the front lid, while the dual grilles in the engine lid were intended for expelling heat as much as air ingestion in order to give the 2.6-litre engine enough cooling. The exhaust is a modified McGregor sport system, shrouded by the custom-made slatted skirting, redolent of the 356B Carrera's rear valance. Power output was 231bhp, significantly more than the 190bhp of the standard 911 2.4S, and indeed, way more than the 210bhp brewed up a year later by the 2.7RS. For the benefit of these exclusive goodies Herr Blatzheim paid Dm75,000 (£31,763 by today's exchange rate), a truly massive hike over the £5,692 sticker price of the "standard" 911 2.4 S in 1972. By comparison, a 2.7 Carrera RS didn't cost that much more in '73: £7,050 for the Sport, with a £535 premium for the Touring model. As a cross reference, an Alpina BMW 3.0 CSL bore an £8,000 price tag in '73. Ferry Porsche didn't give much away to his buddy, then.

So what do we make of this? The reality is that an old pals' act bought Herr Blatzheim more than just a state-of-the-art 911; it was bristling with experimental tuning and body parts, fitted by the crème de la crème of the endurance racing pits. But he didn't keep it very long, and that may be because the goalposts widened very quickly at that point in Porsche production history, with the almost coincidental launch of the 2.7RS, shortly available as standard fare, to people of Blatzheim's means at any rate, and then the impact bumper revolution and the 3.0 Carrera RS of '74, which would have left his silver dream machine suddenly looking very much like last year's model, if not a dilettante's bauble. And judging from the rapid turnover of racing cars in his photo album, he moved on to the newest incarnation pretty smartly. His sepia-toned images reveal an impressive succession of Porsche road- and race cars, ranging from 911TR to 904, 906, 908 and 917. He retained several of these at his Wachtberg home near Bonn, amassing a 35-car collection that included a Lamborghini Miura and BMW 507 as well as Porsche exotica, which begs the

*Remember, this is a factory car that pre-dates the Carrera RS. The rear arches are wider than standard, but they are different to what would become the RS arches. The valance is custom made and obscures a twin pipe McGregor sport exhaust system. And dominating the back end is the twin grille set up to help cool the 2.6-litre engine*

## AN INCORRIGIBLE PORSCHE RACER

Scion of a prominent Bonn-based construction firm, Hans-Dieter Blatzheim was a hobby racer during the 1960s, campaigning a variety of Porsches, beginning in 1962 with a 356B Carrera and BMW 700, placing 20th overall at the 1963 Nürburgring 1,000kms with the 356B Carrera. By 1968 he'd embarked on the World Sportscar Championship, entering the GT class with a 911TR 2.0, coming 28th at the 'Ring, and 13th overall the following year at Monza's 1,000kms. He was 28th in the '69 Spa 1,000kms and 22nd at the Nürburgring 1,000kms, so he was no duffer, then. As well as the 911 he drove his red ex-Alex Soler-Roig 910 in 1969, scoring podiums in domestic events as well as 14th overall in the WSC Zeltweg 1,000kms, 6th at the Nürburgring 500kms, and 7th in the Paris 1,000kms at Montlhéry. Graduating to a white 2.0-litre 907 short-tail for 1970, he came 3rd at Zolder, crashed out of the BOAC 1,000kms at Brands Hatch, and came 13th at Spa. The 907-032 was an ex-works car, originally handled by the likes of Herrmann, Siffert and Stommelen, and latterly Hans-Dieter Dechent and Gerhard Koch. Blatzheim's regular co-driver in the 907 during 1970 was semi-professional Porsche habitué, Ernst Kraus.

And then, with the 907 converted to Spyder format, Blatzheim went in for the Interserie races, a European version of North American Can-Am. The results lists show he was reasonably successful, logging a win in the final at Hockenheim. Though entered in a 917K for Le Mans in 1971 (the Martin/Pillon car), Blatzheim suspended his racing to concentrate on the family building business, evidently getting his kicks in his 911 road-car from 1972.

You can't keep an old racer down and he returned to the tracks in 1982, and in 1984 bought an ex Can-Am 917/10 (04) from Siggi Brun. Its provenance was impeccable, having been the AAW Race Team's successful 1972 Interserie car driven by Leo Kinnunen. After one race at Zolder, Blatzheim took it to the newly finished Nürburgring circuit to test, prior to the Supersports race at the Oldtimer GP meeting. By now aged 47, maybe he was out of practice with a racing car, or perhaps the twin-turbo, 850bhp, 5.0-litre flat-twelve 917 was a step too far for someone more familiar with the milder 2.0-litre 907 and 911. His former co-driver Ernst Kraus had done very well in mid-'70s Interserie with a 917/10, and maybe Blatzheim felt he could do, too. But, sadly, he suffered a cardiac arrest on his first lap of the new 'Ring, and crashed at the Castrol Esses. The 917 Spyder went head on into the barriers on the outside of the left-hander and burst into flames; Blatzheim was killed and the car reduced to ashes. His sons inherited his car collection (including a pair of 959s delivered posthumously) charged to remain unsold till they reached 25, at which point at least one came to the market in the early '90s.










question, why did he sell the silver 2.6S after just three years, considering its familial and technical provenance, and not simply stash it away in his collection?

Having given up racing in 1971 to concentrate on running the family business, Blatzheim's priorities changed. He sold the S in 1975 to a family friend, Peter Ganser, with 32,000kms on the clock, who kept it until selling to Burt Houtmann late in 2013. Brewery baron Ganser didn't change a thing on the car except the wheels and tyres. Low profile tyres on wide rims were in vogue on road cars in the mid-'70s – a sort of proto-Euro look – so Burt's reverted to a set of original Fuchs. A '74 RS speedo had been installed, with the 300kph mark at the bottom and the black centre on the needle, and this speedo was re-calibrated to suit the new wheels and tyre diameter. The car was repainted in 2001, but other than these details it's unchanged from the Blatzheim era. However, the patina and graining on the leather seats speaks of more use than the scant 86,000kms that Herr Ganser told Burt it had done. The carpet also seems more worn than it should at that mileage, and the leather-bound steering wheel has mutated to olive green.

Though advertised by Herr Ganser, it remained unsold for a while, and it's possible that potential buyers were foxed by the peculiar rear valance and double grille on the engine lid, thinking they must be the product of an over-enthusiastic customiser. But the twin-grille lid was briefly available as an aftermarket option, and that rear skirt was no doubt influenced by the last of the 356Cs. Whatever the reason for buyer reticence, our friend Burt astutely perceived something special, and added the S to his already impressive collection of silverware. He acquired it in Leverkusen, north of Cologne, home of über-specialist Michael Roock, purveyor of The Peppermint Pig. Eager to learn more about his new acquisition, Burt made a point of visiting Ellen Blatzheim, the original owner's widow, at her Wachtberg home. As well as







*Above: Our custom Porsche man: Hans-Dieter Blatzheim, a handy racing driver until he tragically lost his life in 1984 after a heart attack at the wheel of a Can Am 917*
*Right: Not that you would know from the outside, but engine is 2.6-litres and factory built with a substantial 231bhp*

passing on a trophy and an album of priceless pictures of her husband and his race cars, she also confirmed the circumstances surrounding its genesis: she recalls the rapport with Ferry Porsche grew from attending races most weekends, and being collected by Ferry in his 356 Cabriolet and entertained while hubby Hans-Dieter spent time in the Zuffenhausen race shop observing his new 911 being fettled.

The car's options list has most boxes ticked – and then some. Radio with four speakers, check; sunroof, check; tinted glass, check; leather-rim steering wheel, Recaro seats, a Webasto parking heater – so that when he came to the car on a frosty morning the cabin was already warmed up. Our attention turns to the two extraordinary hand-made, twin-section grilles on the engine lid. The upper one was probably sourced from a 2.0-litre 911 of circa 1967, since that model features the two-part grille and delicate slatting, while the lower one adopts the same pattern but its outer extremities are narrower so it fits within the confines of the engine cover, implying that it must have been specifically constructed. By 1970 the standard 911 grille was a one-piece item. There's no giveaway badge to tell what model it is, just that large red lamp, a rear wiper, and the slotted silencer-lapping valance with the tail pipes poking through it. Burt was thrilled to find all the relevant documents were still with the car, enclosed in a red pouch with the service manual, as well as all the tools, original keys and the key code card, and there were even period 1972 road maps in the door pockets.

It's a fabulous looking car, especially cute with all its left-field options. Time to see how it compares with an RS, something of a known quantity these past two years. It's Sunday, and whereas Antwerp's mushrooming docklands would be throbbing with HGVs during the week, the spacious road network surrounding the port is totally empty, so I can go for it. Damn that DTs-inducing Belgian pavé though! Once we're out of the antique section, thankfully it's smooth going and we can take some tracking shots.

*The front spoiler pre-dates the Carrera RS version and is subtly different too, with a deeper inset lip. It also features cut outs for the spot lamps*

*Time warp paperwork present and correct right down to period 1972 road maps in the door pockets Below: So a prototype '73 Carrera RS? Why not? It could certainly have been the case that some of the tweaks specced onto Blatzheim's car made it into production on the RS*







The steering wheel diameter seems pretty big, the rim circumference small. The 915 shift has 5th to the right and forwards, the first time this pattern had been available on a 911. It accelerates pretty briskly, as you'd imagine with a 2.6 flat-six, and that McGregor exhaust barks delightfully on acceleration and recoil. The general quality of the controls feel more like a well-used car, more like a 160,000km job. Nevertheless, it does go round corners like a well-sorted RS; it's lively, with precise turn-in and accurate steering, and it needs just a light touch when guiding the gearlever through the gate. It's biddable on the throttle, dishing out bursts of speed when urged, with no vices evident as I flick it through the corners, hunkering on its fat Pirelli P6000s, and it's lithe and untroubled over the rippling asphalt of the harbourside dual carriageway. The suspension's just firm enough to emit a ger-dunk, ger-dunk every time it crosses one of those breaks in the tarmac.

Back in the day, Porsche supremos enthusiastically embraced a recipe very much like Blatzheim's, and it makes sense even today. It's an RS in all but name, maybe even better. Unfortunately Blatzheim's other claim to fame is that, having been lured back to the tracks, he was the first driver to be killed on the new Nürburgring in May 1985, wrecking his ex-Can-Am/Interserie 917/10-04 and himself in the process. By then his silver spangled 911 was lurking in Leverkusen, biding its time till its precocious spec would be appreciated once more. And its moment has come! **PW**

Thanks to Eurotunnel for whisking us efficiently under the Channel: www.eurotunnel.com



CLASSIC & SPORTS FINANCE

ESTD 1997



# Classic Car Finance Packages

Changing the dynamics of motor car funding

Contact: Robert Johnson Tel: 0845 026 4242 www.classicandsportsfinance.com

RPM
Specialist Cars

# 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 within an affordable pricing structure.




Please View Our Web Site For A Full Stock List

996 C4S
04/2004
Midnight Blue
Full Service History
6 Speed Manual
£23500.00

- 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



# 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

**2008 - 997 TURBO CABRIOLET TIPTRONIC S (MACADAMIA BROWN) 34,000 Miles**
Macadamia Metallic, Sand Beige Full Lther Intr, Sport Chrono Pack, PCCB Porsche Ceramic Composite Brakes, Heated Seats, BOSE sound system, Door Trim in Leather, Rear Centre Console in Leather, Illuminated Door Entry Guards, PCM Package in Black (Sat Nav), PSM/PASM/sports Exhaust Telephone, Leather Sports Seats, Rear Parking Assist, Porsche VTS System, Xenons, 19" Turbo Alloy Wheels, Total of Only 2 Previous Owners, FPSH (just had a major service).

**2011 - 997 GEN II C4S COUPE PDK (CARRERA WHITE) – 9,000 Miles**
Black Lther Int, PSM/PCM-Touch screen Sat.Nav/PASM- rsche Active Suspension Module - PASM Telephone, BOSE Sound system, CD Changer, Sports Steering wheel, Sports seats, Heated Seats, Porsche Vehicle Tracking System, Porsche Crest Headrest, Park Assist, 19" Turbo Alloys - GEN II Full Main Dealer Service History.

**2009/58 - 997 C2S COUPE PDK (GEN II) (MIDNIGHT BLUE) 32,000 MILES**
PDK Gearbox, Full Grey Lther Int. Sports Chrono Plus, BOSE Soundsystem, Sports Mode, Heated Seats, Multi-Function Steering Wheel, Sports Seats, Electric Memory Seats, PSM/PASM/PCM-Touch Screen Sat.Nav./Telephone/On board Computer/White Dials, Rear Wiper, 19" TURBO S Alloy Wheels , Rear Park Assist, Xenon's, Full Porsche Service History.

**2006 - 997 C2S CABRIOLET TIPTRONIC (SILVER) 22,000 MILES**
Full Metropole Blue Lther Int. Sports Chrono, Sports Mode, PSM/PASM/PCM-Sat.Nav. Heated Seats, MultiFunction S/Wheel, Telephone Module, On board Computer, White Dials, CD Changer, 19" Carrera S Alloy Wheels, Rear Park Assist, Xenon's, Original Wind Deflector, Full Porsche Service History.

**2006/55 - 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) 33,000 MILES**
Black Lthr Intr, PSM/PCM-Sat.Nav, Telephone, Bose sound system, CD changer, MF S/wheel, White Dials, Sports Seats, Heated Seats, Sports Exhaust, Rear Wiper, Climate Control, Xenons, Sunroof, Rear Park Assist, 19" Carrera S alloys, Full Porsche Service History

**2007 - 997 C2 COUPE MANUAL (BASALT BLACK) 32,000 Miles**
Black Leather Interior, PSM, PCM-Sat Nav/Telephone, CD Changer, BOSE Sound system, Heated Seats, White Dials, Climate Control, Rear park Assist, Xenons, Full Porsche Service History

**2005/54 – 997 C2S COUPE TIPTRONIC (ARCTIC SILVER) – 59,000 Miles**
Grey Lthr Intr, PSM/PCM-/Telephone, Computer, BOSE Sound system/CD Changer/Sunroof/19" Carrera S Alloy wheels/Rear Park Assist/Full Service History.

## PORSCHE 996 - GT3 / GT2 / TURBO / C4S / C2 / C4

**2004 - 996 TURBO CABRIOLET TIPTRONIC (BASALT BLACK) 67,000 Miles**
Full Black Lther Intr, Xenon's/PSM/PCM-Telephone/SatNav, Heated Seats, Cruise Control,
BOSE Soundsystem, Climate Control, 19 997 Turbo Diamond Cut Alloy Wheels, New Tyres all around, Full Porsche Service History.

**2004 - 996 TURBO COUPE TIPTRONIC S (ATLAS GREY) 53.000 Miles**
Full Blck Lther Int.PSM/PCM-Sat.Nav with Full set of DVDs for Europe, BOSE, CD Changer, Telephone, Htd & Memory Seats, Climate Control, Sunroof, Extended Lther Pack, Optional Sports S/Wheel in Lther, Cruise Control, R/Parking Sensors, 18 Turbo Alloys with a set of New Tyres, FPSH.

**2005 - 996 C4S CABRIOLET TIPTRONIC (MIDNIGHT BLUE) – 63,000 Miles**
Dark Navy Blue Leather Interior, PSM/PCM-SatNav/Telephone, Memory Seats, 4 CD Changer Climate Control, 18" Alloy wheels, Full Service History

## 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 Calliper., 18" Turbo S Alloy Wheels, 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)

**1996 – 993 C2S COUPE MANUAL (MIDNIGHT BLUE) 80,000 Miles**
1997 Model (registered 12.1996), Carrera 2S (Widebody Specificiation), Manual (6 Speed), 'VARIORAM', Full Grey Lther Int. Sport Seats, Electric Mirrors, Alpine Upgraded Stereo, Sunroof Air Conditioning, Rear Wiper, 18" Porsche Turbo / S Alloy Wheels, Full Porsche Service History Very Clean and Cherished Weekend Car. Extremely detailed history, with Porsche Authenticity Certificate, and with one owner since 2004.

**1996 - 993 C2 COUPE TIPTRONIC (ARENA RED) 73,000 Miles**
Black Leather Interior, Sports Seats, Electric Window & Mirror, Part Electric Seats, Sony Radio Player, Sunroof, Rear wiper, Climate Control, 17 Alloy wheels, Full Main dealer and Porsche Specialist Service History

**1994 – 993 C2 COUPE MANUAL (METALLIC BLUE) 150,000 Miles**
Manual, Marble Grey Leather Interior, Sports Seats, Air Condition, Sunroof, Rear wiper, 17" Alloy wheels, Full Service History.

**1994 – 993 C2 COUPE TIPTRONIC (BLACK METALLIC) – 73,000 Miles**
Black Lther Intr, Kenwood CD Player & radio, Sunroof, Rear Wiper, Electric Window/ Mirror, 17" Alloy wheel, Factory Fitted Alarm System, Full Main Dealer & Porsche Specialist Service History

**1994 - 993 C2 COUPE TIPTROPNIC (BLACK) 92, 000 Miles**
Black Lthr Intr, Uprated Becker Radio system, Sunroof, computer, Electric Spoler/ windows/ Mirrors/Alarm, 17"Alloys, Rear Wiper, Central Locking with Immobiliser, Full Service History, Extremely Comprehensive S/History (Spare Key, Old MOTs and Tax Discs, Original Manuals, etc)

**1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES**
Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17 " Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

**1987 PORSCHE 930 TURBO COUPE MANUAL (BLACK METALLIC) 140,000 Miles**
DEEP Plum Lthr Intr, 3.3L engine, KKK27 Turbo, Manual Gearbox (915), Porsche Sports Steering Wheel, Fully Electric Seats, Heated Seats, Alcantara Headliner, Full Climate Control (AC) converted to modern AC gas, Upgraded Bi-Xenon Lights, Front Suspension Strut Brace, Rear Wiper, Original 16' FUCHS Alloys with new Continental N1 tyres fitted. Upgraded High End Sound system, Full Service History with Invoices and photographs documenting the full restoration. Subject to a full and extensive restoration, just recently completed.Concours condition throughout

**1989 - 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX) 124,000 Miles**
Manual Gearbox, Matching Numbers Exmple, Iris Blue Metallic, Full Beige Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows/Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, 10 Years With The Same Owner.

**1984 PORSCHE 911 3.2 COUPE SPORT (BLUE METALLIC) 72,000 Miles**
Manual, Black Lther Intr, Sunroof, Electric Mirror/Window, Factory Fitted Air Condition, Factory Fitted Alarm system, Fully documented service history, Rust Free, Accident Free and Finance Free.

## PORSCHE BOXSTER S

**2006 - PORSCHE BOXSTER (987) 2.7L TIP (BASALT BLACK) 30,000 Miles**
Full Black Lthr intr, PSM, Bose sound system, CD changer, Wind shield, Full leather seats with electric adjustment and heating Seats, Air condition, Rear park assist, Xenons, 19" Carrera S Alloys, Full Official Porsche Service History, Two previous owners only.

## FERRARI - MODELS FROM 1967 +

**2008 FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11, 000 Miles**
Full Nero Black leather interior , 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 Satellite Navigation, I-POD Connection, USB Connection, Telephone Connection, Front Parking Sensors, 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

**2006 - FERRARI F430 SPIDER V8 MANUAL TITANIUM SILVER 28,000 MILES**
6 Speed Manual, Titanium Silver Exterior, Rosso Leather Interior, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ferrari Crested Headrests. FFSH.

**2005 - FERRARI F430 SPIDER V8 MANUAL (NERO BLACK) - 18,000 MILES**
Manual, Crema Leather Daytona seats with black stitching, Ferrari Becker CD Player & Radio, Electric Seats, Electric window & Mirror, Carbon pack, Ferrari Wing Shield Head rest logos, Climate Control, Ferrari Full Service History, 19" Ferrari F430 Alloy wheels, Just Been Serviced, New ball joints all round

**2003 - FERRARI 360 SPIDER F1 (GRIGIO SILVER) 28,000 miles**
F1 Gear box, Grigio Silver Coachwork, Black Leather Interior, ASR, Chellenge Grill, Climate control, CD changer, 19" Ferrari Alloy wheels, Full Ferrari Service History, Two previous Keepers

**1998 – FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.**
Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

**1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles**
Giallo Modena Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18' Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

**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 Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repaint & Work Done By Ferrari Exceptional Condition Throughout.

## CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

**1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.**
1 of 26 RHD Lightweights Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

**1964 - PORSCHE 356 SUPER 90 COUPE LHD (SIGNAL RED)**
Manual,2600km since a full restoration, Soft Beige Leather Interior, 1600 cc, Left Hand Drive, Eligible For Many European Events, Supplied with Porsche Certificate of Authenticity
1 owner for the last 15 years

**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, 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 Luois Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

**1935 - BENTLEY DERBY 3.8L SALOON**
A true classic. Completely original throughout and with a very well documented history. Saloon, 3792cc, Petrol, 2-Axle Rigid Body, Chassis Frame no: B51EJ, Engine no: P3BP, Date of First Registration: 30.08.1935, Had a Bare Chassis Restoration, rebuilt to the highest standard. The restoration took over 5 years,

**2008/57 - LAMBORGHINI GALLARDO SPYDER (NERO BLACK) 21.000 Miles**
Paddle shift Gearbox (Automatic), Interior in Nero Leather with Yellow Stitching,19 inch Lamborghini Crested Alloys with Yellow Callipers, Satellite Navigation, Fully Electric Seats with Lamborghini Crests and Yellow Piping, 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, Full Official Lamborghini Service History, recently Serviced, New Lamborghini Continental Tyres Fitted, An Immaculate Example

*Tel: +44 (0)208 202 8011 Fax: +44 (0)208 202 8013*
***Address:*** 393-395 Hendon Way London NW4 3LP ***email*** hwm@btconnect.com
*www.hendonwaymotors.com*
established 1952




# RAIDILLON RAIDERS

## The London 964 group took the Ardennes by storm, packing in a full-on weekend of slip-sliding around Spa's daunting dips and curves. We clambered the camber as well

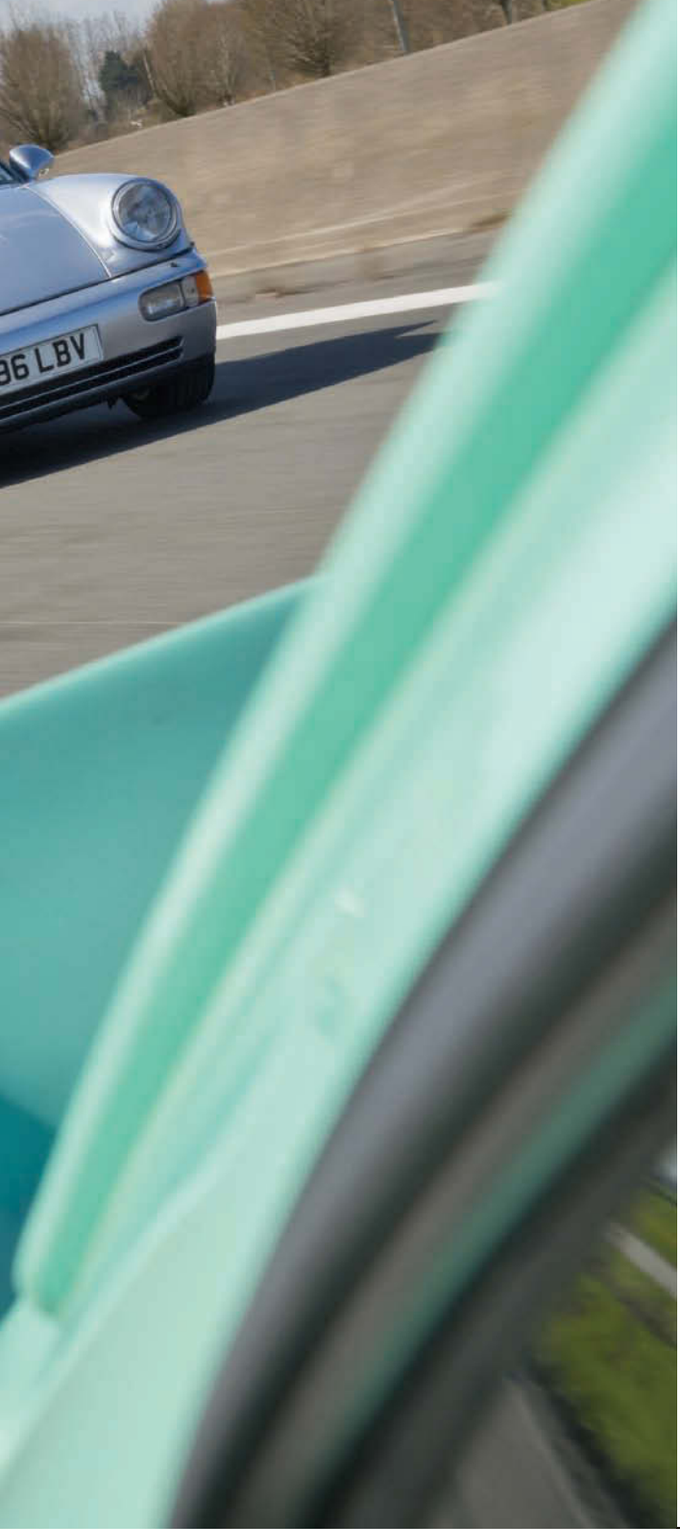
Words: Johnny Tipler
Photography: Antony Fraser

Where am I? See if you can guess! I grab fourth on the descent, veer right and hug the old pit wall, dart left in the dip and across the rumble strip at the edge, carry the speed, slot down to third and deftly feather the throttle for the arching climb, gently right and then keep it straight for the apex on the left at the top of the hill. Two wheels on the kerb again, and blast off along the straight towards the distant esses. Of course! I'm in transit from Eau Rouge to Raidillon, probably the highlight of Spa's 7km circuit: the breathtaking plunge down the old start-finish straight, bottoming out in the basin, flowing into the heart-stopping ascent through Raidillon. It's 'technical,' they say, though if you're fluent it's like a piece of performance art, gliding a Porker through the Eau Rouge trough.

We've come to Spa at the invitation of the London 964 Group, a disparate band of brothers, united in their love of God's favourite 911. Antony and I join the 16-car posse at dawn at the Channel Tunnel, and we all rocket east through Belgium to our Francorchamps rendezvous. Prime mover James Stewart makes the introductions: Gary, Stan, Grant, Steve, Mark, Darren, Matt, Jack, Frank, Doc, Zingari, John, and Giacomo... I don't quite get all the names, though for sure some of the cars are particularly interesting. A couple are running 993 engines, one with Varioram and 993 transmission, another with Turbo brakes. One of the red cars is Tony Clinch's, and the red car with white roof belongs to Ken Napier, mastermind at Porsche specialists Nine Excellence, and it's a Tiptronic project car showcasing their work.

Ever ebullient, group coordinator James Stewart is

*Keep up at the back there! Sixteen assorted 964s of various hues and mods boss the autoroute across northern France and Belgium, hell-bent on making a dinner date at Francorchamps ahead of a full-on weekend's trackday action*




*After BookaTrack's drivers' briefing, the posse lines up in the hallowed Spa pitlane as drivers don lids and belt up for the ashphalt thrash. Miraculously, only one car was damaged all weekend, despite Saturday's rainstorm. Closest to camera, dark blue 964 has 993 Varioram driveline*

like a Boy's Own hero. 'We talk to each other on Rennlist,' he reveals, 'and we meet maybe once every six weeks. We're mainly based in the southeast of England, but one of us has driven over from Belfast, and everyone with a 964 is welcome.' This year's trip has been nine months in the planning, though there was some trepidation because last year it snowed that weekend, despite being late March, and seriously inhibited on-track activities.

James bought his Maritime Blue car partly on account of a YouTube video of the troupe's first Spa trip, and also because he was laid up with a broken leg. 'My wife encouraged me, and I bought a friend's car, even though I couldn't drive to start with!' It had spent ten years as an unfinished project, finally presented as a 964 RS. 'A lot of the good stuff had been thrown away,' he reports, 'and it was a bit of a track slag for the chap who had it before me, so it was an obvious candidate for making into a fun car. I went to town because I wanted it to be the one car I'll own forever, so I had a dodgy wing replaced, sunroof deleted, had it resprayed and better bucket seats installed. The half-cage was already in it. The engine's been rechipped, though it's never been rebuilt, but it's still only done 94,000 miles.'

The London Group's founder is suave media guy Frank Peraire: 'Three years ago I bought a red 964 and a black 964 (Black Betty) and I wanted to find a forum so I could meet other 964 owners and I just happened upon Rennlist. We started a group called The London 964 Owners, and the first meet was maybe six of us and it just grew. The biggest gathering we've had was about thirty. And it's not a club, it's just an owner's group, because clubs are not for us. We meet up more or less once a month, maybe in Surrey; coffee first, then a long drive, and then we go for lunch. It's just a bunch of owners getting together and enjoying a few beers. Just come if you can, and that's it. The 964 group is also interesting because they're all doing something different with their cars – a mish-mash of the best parts of various different eras to make the best model you can. It's come to the point where it almost transcends 964s, so that, when one of us hasn't got our car because it's in the garage, we've had a BMW, Ferrari and Skyline turn up, even a '60s Ford Mustang once, and other Porsche models like 993s, 928s or 996s. At the core it's always going to be a 964













group, though, and we're here to have a laugh. It's an "anything goes!" mentality. There's just no club politics or anything of the sort.'

There are a few standout characters: 'We've got "il dottore", the Doc, because he will take a car apart and put it back together again and knows every nut and bolt, and he's constantly tinkering. He's the first point of call: as soon as something goes wrong, call the Doc. And then we've got Gary, who's the parts encyclopedia. He's got a photographic memory, and he literally knows every single part from every single vendor, and if you want an eBay bargain, he's the person to talk to. And then there's Grant, who's seriously fast, and Steve, who's the pearl of the group, who doesn't talk much, but when he does your ears prick up because he's always got some pearl of wisdom to impart, because he's done every single track. So he's the perfect person to follow for the first few laps, just to perfect your racing line before you start building up your speed.'

One of the group hasn't travelled quite so far. The white 964 has come from Breda, Holland, with owner Henrik Hoeffner, and it's also a product of Nine Excellence's endeavors: 'it's fitted with a Rotrex supercharger,' hunky Henrik tells me, 'running its own Aquamist auto cooling system, which doesn't really cull any power. Instead of using an intercooler, the Aquamist keeps the intake constantly down in the low 30s, and it doesn't matter how hard you push it, and I think its more cost effective as well. The Rotrex is a little different from the typical Eaton and TPC superchargers, and the increased performance is delivered all the way up to the red line.' Henrik's 964 is bereft of all creature comforts: 'whatever doesn't make it go faster, or make it stop sooner, doesn't belong in the car! So, the AC system is out, all windows are polycarbonate, it has lightweight wheels and lightweight exhaust. It's probably down around 1150kg, so we got 200kg out.' Henrik has several 911s, but he's a 964 devotee at heart: 'it's the last of the real Porsches that still has the lines of the original 911. I use one as a daily car as well.'

> "There's an epic-ness about Spa that's just insane"

The London 964 Group also visits Donington once a year, but Frank Peraire believes there's nowhere to beat Spa: 'there's an epic-ness and a grandeur about Spa that's just insane. It's a race track like no other; it's got gradients, cambers, fast bends, slow corners, everything you need, really. We all enjoy driving our cars fast, but you can't safely go for it unless you're on



*Top: London 964 Group trip coordinator, James Stuart, wears a devilish grin, prior to showing Tipler the optimum lines, though the scribe's built-in Peltor intercom made unplugged aural communication futile*




*Left: Peppermint Pig in the pit lane garage, new Bilsteins, Eibachs and ContiSports at the ready Above: The London 964 Group was allocated a twin garage all to itself, right, providing a sanctuary for debriefing after some hard-bitten lappery, not to mention hot soup and Ardennes pate baguettes*

a track. And this is not just about being on track, it's about the journey down, all the cars in convoy on the motorway, all the different colours: Maritime Blue, Mint Green, Guards Red, Cobalt Blue, black, white... There's something awesome about seeing 964s in your rearview mirror while you're actually driving one, and then afterwards you join the party in the hotel, enjoy the drinks and the meal, catch up with everyone that you haven't seen properly in about a year, and when you're with this group for three days you know they are genuinely interested in what you've got to say. It's the camaraderie, and Spa wouldn't be the same if we didn't have to come to Europe to do it, stay over for a couple of days, enjoy the anticipation and the build up, and in the nicest possible Porsches too!'

Few other cars could make the cut, believes Frank: 'It's good to see these cars used properly; you couldn't do this in an old Ferrari because something would probably go wrong, but with a 964, what other car can you jump into and do the grocery shop or the school run, then cruise it all the way down to France, and then just throw it around the track, and drive all the way back home and probably enjoy a Sunday roast on the way back? There aren't that many cars you can actually do that in. A lot of the cars here are not modified, and it just goes to show they've got that racing pedigree because you can leap into a 911, take it on track, and it doesn't feel out of place like any other road car would. That's why, when the group was first getting together, one of the guys, Oz, said, "I've always wanted to do Spa," and soon afterwards that's when the first six of us came here.'

So this is the third year they've trekked to Spa, and although some are first timers, several are already hooked. Easy to see why. The setting's a cracker for starters, even before we hit the circuit. Our auberge looks out over a lush Ardennes valley, and we drag ourselves down to the still-sleepy Francorchamps village – in total contrast to Six Hours or GP time – and wind our way through the deserted lower paddock up to the pits garages alongside the start-finish straight. All the garage doors are labelled, and though our group has been allocated a double, the 16 cars fill it completely.

Spa is constantly busy with trackdays. Our weekend is organised by Jonny Leroux's Donington-based BookaTrak.com and before we don our lids, Jonny delivers a word of warning: 'It's very demanding, it's fast, and if you leave the tarmac you'll generally be going over 80mph, so it's not somewhere you want to fall off at! The other thing about Spa is the range of conditions that you can experience, so you could pull out of the pits on slicks because it's sunny, but by the time you get to the top of Raidillon it can be pissing down with rain, so you tiptoe your way around and you reach Blanchimont and the sun will be out and it will be bone dry again.' He also points out that we need to be aware of the speed differentials between standard road cars, trackday toys on semi-slicks, and full-on race machinery on slicks with wings and downforce: 'A very









*Far left: London 964 Group was founded by urbane Frank Pereire, who loves Spa's 'epic grandeur' Centre: The group took the Eurotunnel to Calais; screen shot from Peppermint Pig on the Autoroute following James Stuart. Right: 'No club politics here!' says James. "GoCars not ShowCars" video inspired him*










broad spectrum of machinery.' Terminal speeds on the long Kemmel straight could vary from 110mph (in my case) to 170mph in a GT2, and on the quicker turns like Pouhon or Blanchimont, between 90mph and 120mph. So we need to use our mirrors, and move over on the straights to let faster cars through. And they must pass on the left, and only the left. This doesn't mean we shufflers have to compromise our lines through the turns – the quick boys are obliged to hold back and let the snails keep on course no matter what, charging past only when the corner straightens out. Poor bastard – imagine, GT3RS going hard, comes up behind porker pensioner and has to anchor up, twiddle fingers as the blocker dodders round the corner before applying throttle again. But Jonny Leroux won't stand any nonsense: transgressors and aggressors are toast!

BookaTrack instructors are on hand should any of the rabbits require on-track guidance, good value at £30 for 30 minutes, but our mob is quietly confident. Me? I know the lines through the turns from snapping at most of them during the Six Hours, and I did an RSR Spa Trackday in 2012, helming an Exige and GT3RS, so I have a fair idea about what's wanted.

No meteorological mayhem this year – at least not to start with, and we emerge from the drivers' briefing in one of the pitlane's first-floor conference rooms to clear blue skies. Helmets on, belts done up. Our guys are wearing normal civvies, but further up the pitlane a few of the more serious dudes are clad in race suits. Eewww! We ease out of the pits garage and form a queue behind the BookaTrack lead car for the sighting laps, which are a good way of familiarising ourselves with the topography. Nevertheless, it's a very intense business, and there's a huge frisson fostered by the aura of speed and racing history that Spa's imbued with. It's great fun just to drive the whole circuit quickly, not necessarily balls-out, and there's a thrill in simply getting the corners right. It's a question of learning the gears as well. I'm consciously asking myself, 'what gear do I need to be in for these corners,' and also, whilst listening for the engine note, you've also got to be looking at your rev-counter too, because

## "BookaTrack instructors are on hand for track guidance"




*964s create most of the traffic on the start-finish straight during BookaTrack's busy weekend. Top: Trackday addicts, James Stuart's rechipped 964 and Henrik Hoeffner's supercharged 964 on thrilling run up to Raidillon from Eau Rouge*






Thanks to Eurotunnel for the seamless undersea crossing www.eurotunnel.com

the helmet muffles the sound of the engine. We're running high revs in any case, so it's imperative not to miss shifts so as not to over-rev the engine. After the mind-blowing thrill of the Eau Rouge to Raidillon romp, it's very fast along the Kemmel straight. Braking pretty hard, plus a couple of downshifts for Les Combes, a surprisingly quick right, left, right, left, it all flows seamlessly into a succession of twists. I had pretty high revs on going through here, about 5,000rpm, and then dropping down to Rivage: wide in, kiss the apex and drift to the outside, then diagonally down to turn 9, a similar line, then hard on the gas for the run down to Pouhon's dual apex, easy enough to hit when there's not too much traffic to fudge visibility at the turn-in points. Fagnes seems easy by comparison, Stavelot's a tricky one to get right, because of knowing where to actually come out of it, but the next two right-hand curves of Blanchimont are very fast, and then it's a matter of weighing up who's already going through the Bus Stop chicane, standing on the brakes accordingly, steering right then hard left, and I'm back onto the broad swathes of the start-finish straight. Staying left and braking as late as possible, while shifting down for third, I try hard to emulate my Six Hours heroes and get as close to La Source's concrete walled hairpin as I dare, using all the track to power away down the old pits straight, and we're back to where we started. Whew!

Back in the paddock garage where BookaTrak have laid on copious quantities of soup and rolls, I'm chatting with Ken from 9e. His 964 is looking a bit the worse for wear. By now the weather's turned and we have rain. One of his mechanics took the car out, got loose on the exit of Les Combes and tank-slapped it into the tyre wall. It's bent the whole left-hand side, needing the rear wing to be pulled off the wheel, while the sheepish techie is charged with checking wheel alignments so Ken can get back out again. Ken is philosophical; he's a regular, having been here twice this year already. 'We use the car to show off different things, like the interior and the carbon roof, which is a different way of getting rid of the sun roof.' Now there's a little more bodywork to take care of when it's back at base, then. But despite the torrential rain and hailstorm late Saturday afternoon, there are just a few spinners – and a few near misses – amongst our party. Will we be back for another Raid next year? Absolutely, and if the Peppermint Pig stumbles into London any time, we could be up for one of the Group's local excursions too. I'm a 964 groupie, after all. **PW**

*Top left: Things got tricky when the rain started, Giacomo "Jack" spinning at the first turn in Les Combes complex. Right: apart from Adam in the Nine Excellence car, everyone else made it through the esses unscathed*
*Below: The gang takes centre stage on the start-finish straight for a souvenir pic, including Giacomo, James, Frank, Tony, Zingari, and row two, Gary, Mark, Fuch, Stan, with Tipler, Henrik and Ken at the back. All that's missing are the grid girls!*



# Suspension Science, Made Easy.

www.ElephantRacing.com

- High tech suspension systems
- 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.

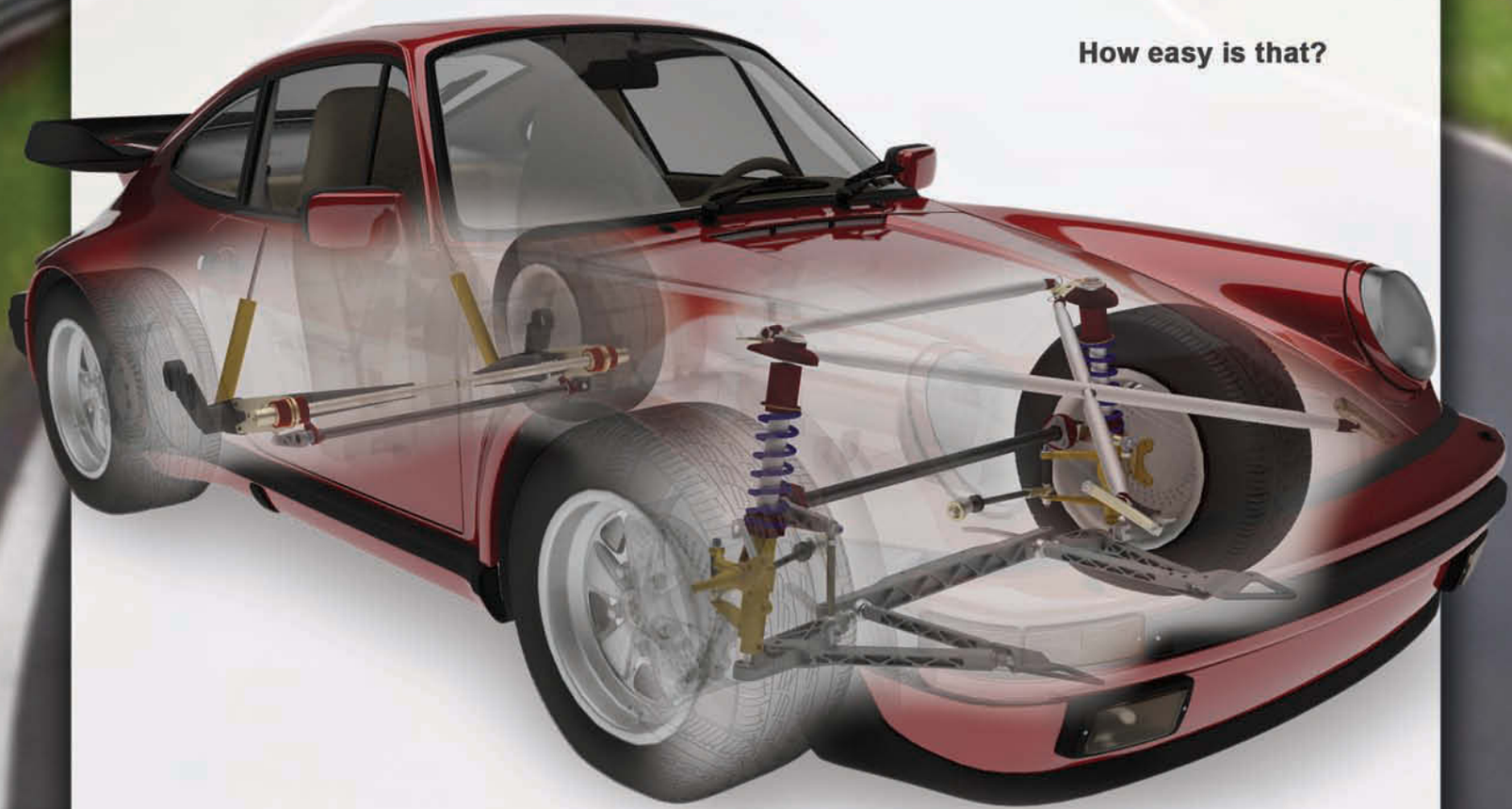
We are performance-obsessed Silicon Valley engineers who live for this challenge. We've done the hard work so you don't have to.

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.**

ELEPHANT RACING

# AUTOUMBAU
## PORSCHE
911 IMPACT BUMPER SPECIALIST



Follow the restoration of our project car in **911 & Porsche World**

Visit our website www.classicporscherepairs.co.uk

- FIXED PRICE SERVICING
- DIAGNOSTICS
- RESTORATION
- ELECTRICAL FAULT FINDING
- ENGINE REBUILDS
- GEARBOX REBUILDS
- WHEEL REFURBISHMENT
- UPHOLSTERY REPAIR
- PRE PURCHASE INSPECTIONS

CALL US ON
**01525 861182**

WREST PARK, SILSOE, BEDFORDSHIRE MK45 4HS

Dansk





Perfect reproduction of the factory optional roof rack. All correct pieces and fully chromed.

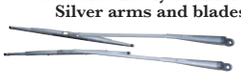


'65 to '68 rear bumper end caps, correct for both 912 and 911, correctly finished stainless steel, includes rivets and molding.

1968 to 1977 wiper arms and blades for both RHD and LHD. Finally someone has paid attention to the RHD market! Arms and blades available in pairs.



New item! Exact new reproduction of the original SWF wipers for 1965 to 1967, painted in correct silver finish. Wiper blades and arms available as a package or separately. Black SWF style wiper blades for 68 to 73 also newly available. Silver arms and blades.





1965 to 1967 parking brake boot. No slits and no side tabs, all original molding details are correct.

Correct SWB chrome window winders, flawless reproduction. Window winder caps available separately as well! Winder with cap.



Horn grills for fog lights! Our exact reproductions for both SWB 65-68, and LWB 69-73. (SWB pictured) Exactly manufactured as original in zinc but with better four-layer chrome.



SWB standard horn grills for the 1965 to 1968 cars. Cast from Zinc alloy, quad chrome plated, and perfect fit. Absolutely exactly like the original.



## Auto-Foreign Services

**Tel: +1-206-321-2960 E: autoforeign@gmail.com**

**www.autoforeignservices.com**

Eric Linden, 25 year PCA member, 25 year 356 Registry member, also writing in the Early S Registry as "Soterik". All parts manufactured exclusively for us from NOS originals, and guaranteed to fit. Many more items to come!





# Sportwagen ECKERT

*Porsche spare parts for all models since 1950*




**Door panel left/right**
911 / 912: ´65 -´67 leatherette smooth
with flexible pocket **239 Euro each**




**Door panel left/right**
911 / 912: ´67 -´68 leatherette with structure
with pocket **419 Euro each**




**Door panel left/right**
911 / 912: ´65 -´67 leatherette smooth
with map pocket **299 Euro each**



**Oil cooler**
911: ´65 -´71
Made in Germany
**665 Euro**

**Oil cooler**
911: ´72 -´89
Made in Germany
**665 Euro**

**Oil cooler**
914/6: ´69 -´72
Made in Germany
**665 Euro**




**Alu-front-lid**
911/912: `65 - `73, **each 1679 Euro**




**Moulding for Targa-softwindow**
911 / 912: `67 - `70, left/right
**each 139 Euro**

## Sun visor 356
### New production




**356 AT2-BT5 Coupé / Cabrio left/right**
**Set 218 Euro**




**356 BT6/C Coupe left/right**
**Set 218 Euro**

**Single pieces also available!**

**If you can´t find the right parts, please contact us!**

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

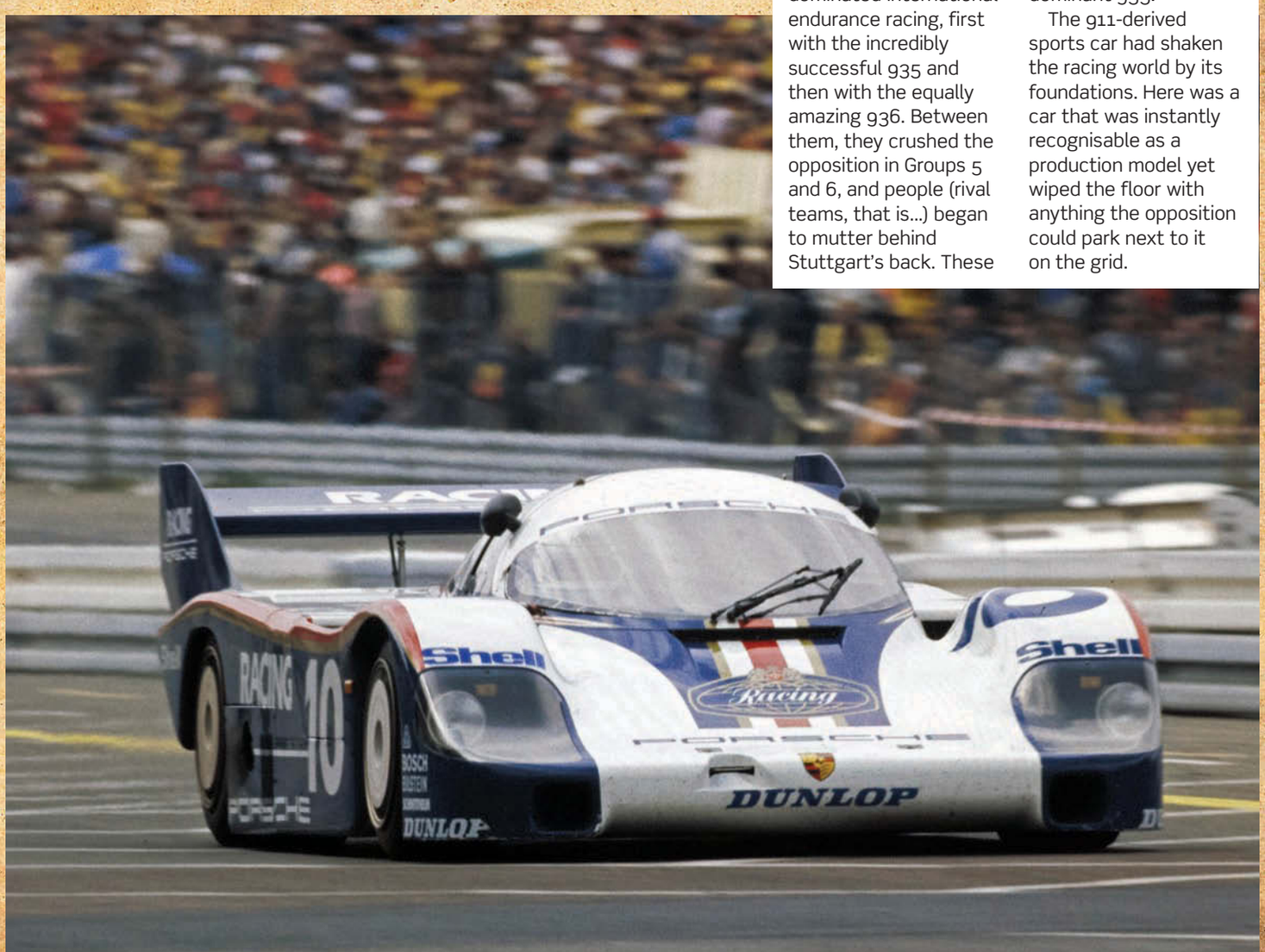
Ambergstr. 3 · 86633 Neuburg/Donau · Tel. (+49) 84 31 / 40 740 · Fax (+49) 84 31 / 42 174 · www.sportwagen-eckert.de · info@sportwagen-eckert.com

# PORSCHE ARCHIVE

# FUEL FOR THOUGHT

2014 sees the return of Porsche to Le Mans, this time with a hybrid. However, this won't be the first time the race engineers have had to deal with regulations dictating a certain level of fuel efficiency. Keith Seume turns the clock back 32 years to 1982

Words: Keith Seume  Photos: Porsche Archiv

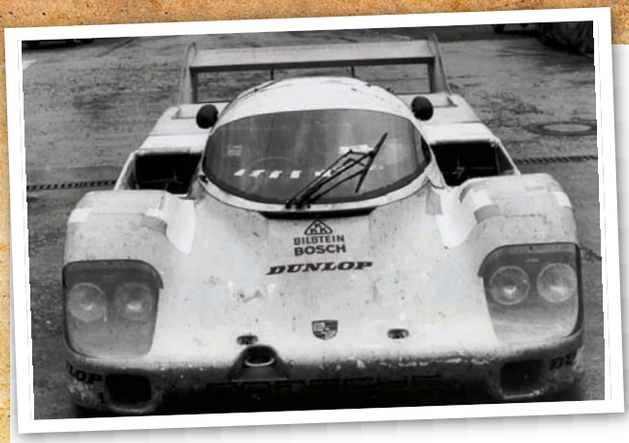



Just when Porsche had it all sewn up, along comes a rule change that turns the race programme on its head. Such was the situation in 1982 when the FIA (*Federation Internationale de l'Automobile*) decided that the old Group 5 and Group 6 championships were due for an overhaul. Fair enough, you might say, as you need rule changes every now and then to keep things fresh. But for Porsche this was a real kick in the proverbial.

You see, for several years, Porsche had dominated international endurance racing, first with the incredibly successful 935 and then with the equally amazing 936. Between them, they crushed the opposition in Groups 5 and 6, and people (rival teams, that is...) began to mutter behind Stuttgart's back. These mutterings led to rumblings, the rumblings to a major overhaul of the regulations in order to keep endurance racing alive. Nobody likes one-horse races – except, of course, the jockey on that horse...

Before we look to what was to be a fascinating future, let's turn the clock back. In the 1970s, endurance racing was dominated by Porsche and Ferrari. The battles between Stuttgart and Maranello were legendary, but the tide gradually turned in favour of the German race team, first with the mighty 917 and then with the equally dominant 935.

The 911-derived sports car had shaken the racing world by its foundations. Here was a car that was instantly recognisable as a production model yet wiped the floor with anything the opposition could park next to it on the grid.




In 1978, Renault announced its intentions to build an endurance racer, concentrating all its efforts on winning the Le Mans 24-hour event. Which it did, convincingly. After that, Renault swiftly waved bye-bye to the world of sports car racing and turned all its attention on Formula One.

The Group 6 Sports Car World Championship ultimately died on its feet, leaving the way open for Group 5 'silhouette' racers to take centre stage. BMW entered the fray with its CSL-based racers, but didn't really stand a chance against the might of Porsche and its 935.

So successful was the turbocharged rear-engined coupé that Porsche was happy to step aside in 1978, to leave the way clear for privateers to carry the Stuttgart torch. Great for Porsche but not for the future of the race series or, if the truth be known, for spectators, as virtually every race ended up as a battle between privately-run 935s.

The governing body's response was to dump the old numerically-titled race classes in favour of three new 'Groups': A, B and – guess what? – C.

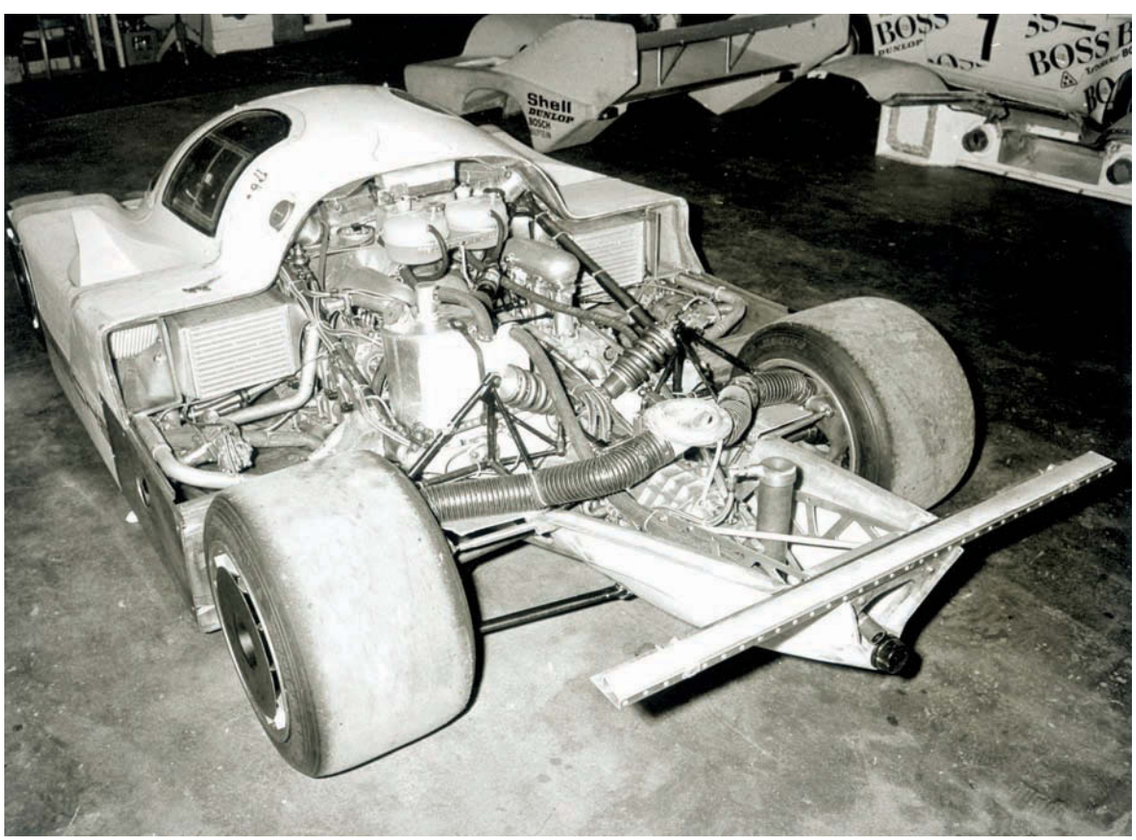
The first two required cars to be built in certain minimum quantities to suggest some form of production, effectively filling the void left by the demise of Group 5, while the third – the flagship class – was for prototype racers, governed only by limits on dimensions and, controversially, the quantity of fuel that could be consumed throughout a race. This was seen as an effective way to limit the potential power output of an engine without resorting to restrictive rulings on engine capacity, valve sizes or intake systems.

There was another reason behind the rule change, and that was to try to relaunch endurance racing as a trans-Atlantic sport. In the USA, IMSA (International Motor Sports Association) had gone its own way, with a rule book which was somewhat at odds with the FIA equivalent in Europe. IMSA ignored the European rules by placing greater emphasis on engine capacity, type and manufacturer with little regard to technological advancement, although the ACO (*Auto Club de l'Ouest*), organisers of Le Mans, had worked with the American organisation to promote the GTP class, which was similar to Group 6 but more restrictive. It would be some considerable time before there was any unity.

The decision to restrict overall fuel consumption in Group C was made to allow individual manufacturers to develop their own engines in their own way. It didn't matter if you wanted to build a flat-six or a V10, fuel-injected or twin-turbocharged – what did

> "The governing body's response was to dump the old numerically-titled classes in favour of three new 'Groups'..."

*Above: Chassis number 956.001 – the first of the line. After hundreds of hours testing, it finally earned its place in history as the first 956 to hit the race track. It is currently in the Historic Porsche Collection in the UK*




*Below: Everything about the 956 was new, except for the engine, which was the tried and tested 935/76 unit as used in the outgoing 936 race cars. Inboard suspension aided airflow under the rear of the chassis*



matter was that you only used consumed fuel at a given rate. To this end, there were deemed to be three different ways of policing this.

First was to reduce the capacity of the fuel tank, at the same time limiting the flow rate of the refuelling rigs. That way, if you consumed fuel at too high a rate, you'd lose more time sat in the pits.

Second was to place some form of flow restrictor between the fuel tank and the engine – much like the controversial device installed on current F1 cars. Well guess what? The idea proved to be equally controversial back then, too.

The third suggestion was to impose a maximum fuel consumption figure by one of three ways: either by allocating a given volume of fuel for each specific race, by limiting fuel tank capacity or by restricting the total number of refuelling stops at each event.

Each idea had its merits and faults. The first proposal was rejected on the grounds that teams would likely develop ever-more powerful, less fuel-efficient engines which would allow drivers to drive like hell to make up for time lost in longer pit stops. Not exactly the most fuel-efficient racing, then. There was also the concern that the pits would become congested as cars would need to be refuelled more often.

The second idea – that of having a restrictor fitted in the fuel line – would mean that drivers wouldn't have to worry about conserving fuel while they were racing, and that there would be less chance of cars running out of fuel on the dying laps of a race. However, the idea was unanimously vetoed by teams on the grounds that any such device (which would presumably be supplied by the race organisers, or at least built to their exact specifications) could prove unreliable in a race situation where vibration, heat and g-forces could affect its accuracy. It all sounds strangely familiar when you consider the recent problems in F1...

So, because it was the easiest to police, the third alternative – that of limiting fuel stops and restricting fuel tank capacity – won the day. It was simple to enforce and relatively easy for fans to understand.

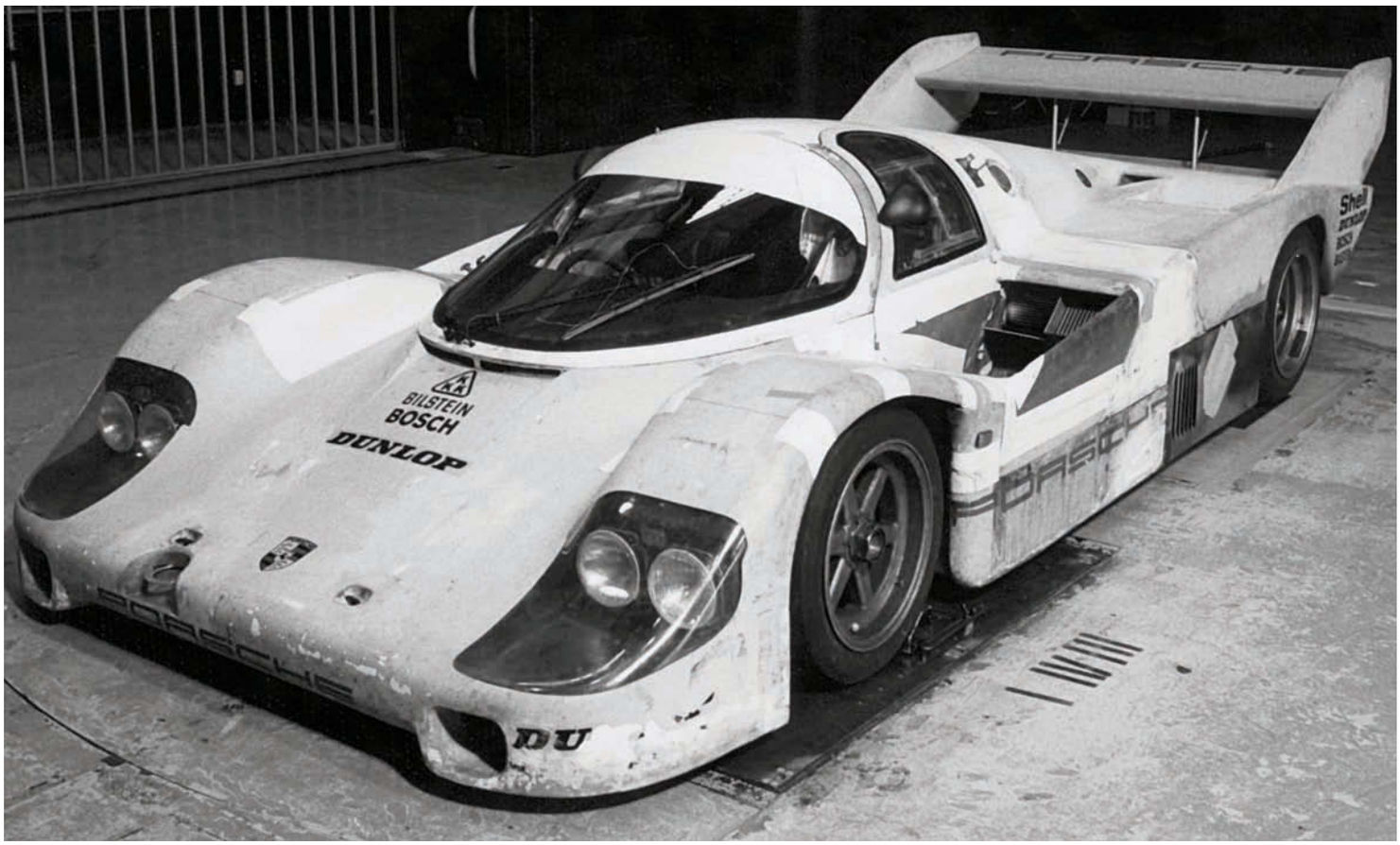
The only problem now was to determine what was an acceptable fuel consumption figure. Paul Frère, best known today as a journalist and racing driver but then acting in his role as Vice President of FIA's Technical Committee, suggested that the Cosworth DFV engine be used as the benchmark.

Producing around 430bhp in Le Mans spec, the venerable British-built V8 consumed fuel at around 30–35 litres/100km (that's roughly 8 or 9mpg). 'No way!', said the manufacturers, who pushed for a minimum figure of 60 litres/100km – that's just 4.7mpg... Thanks no doubt to the (for once) united front shown by the race teams, they got their way and



*Above: Taped up ready for wind-tunnel tests, 001 was not pretty! Below and right: With Jürgen Barth at the wheel, the first 956 takes to the Weissach circuit. In the photo below, you can clearly see the ground-effects tunnels at the rear of the car*

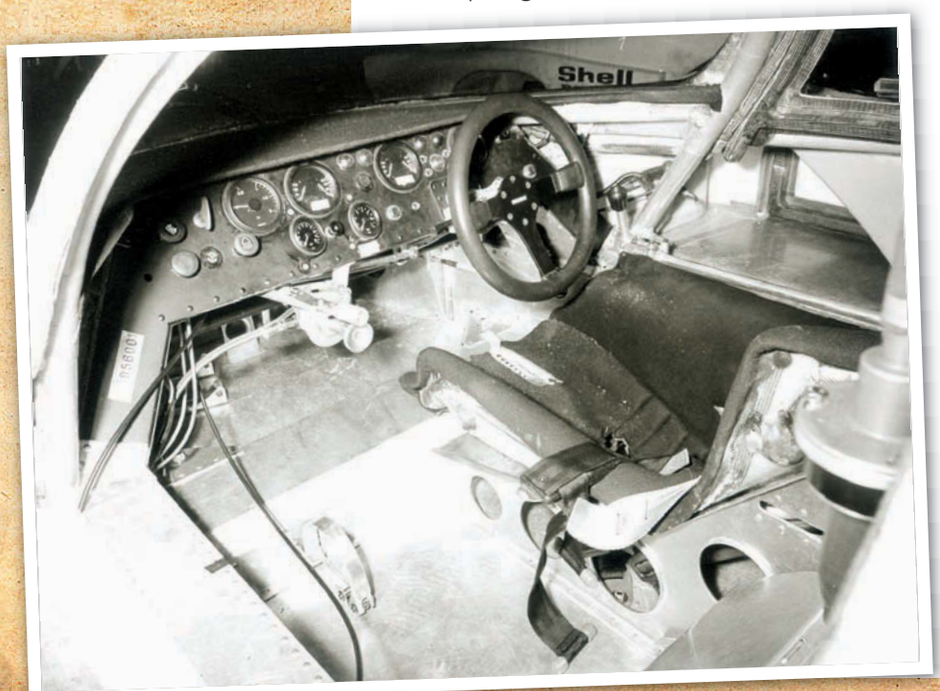





*Above: Battle scars on the bodywork of 956.001 were testimony to a hard life on the Weissach test track. Left: Like most endurance racers, the Porsche 956 was built with right-hand drive – but few comforts...*

> "The first 'fuel-efficient' race series saw competing cars consume fuel at a rate that would make a Saudi Prince smile..."

the first 'fuel-efficient' endurance race series saw competing cars consuming fuel at a rate that would make a Saudi Prince smile.




But the requirement to abide by a minimum fuel consumption ruling wasn't the only fly in the ointment. Just about every aspect of the Group C regulations differed from those of the outgoing Group 5 and 6 classes. Let's take a look at what Porsche (and its rivals, of course) had to contend with.

Firstly, as far as the bodywork was concerned, there were strict limitations on what we refer to today as the aero package. There could be no F1-style side-skirts (remember them?), and wheels had to be covered for at least a third of their circumference, but across their whole width. There could be no movable aerodynamic devices.

The regulations in respect of the aerodynamics extended as far as the underside of the car, too. There had to be a flat surface, measuring 1000mm x 800mm between the rear of the front wheels and the front of the rear wheels. Oh, and no other part of the bodywork could extend below the level of this flat belly-plate, meaning there could be no 100 per cent dependence on ground-effects tunnels to keep cars glued to the road.

There were also limits on the overall size – no car could be greater than 4.8 metres in length, and 2.0 metres wide, while

the total front and rear overhangs could not measure more than 80 per cent of the wheelbase. There was also a minimum weight. This was set at 800kg for the first two seasons (1982–83), increasing to 850kg in 1984 when IMSA-specification cars were allowed to compete.

As for the engine, that was to all intents and purposes 'free' – the only restriction was that it had to be manufactured by a company which had cars homologated in Groups A (production cars) or B (grand touring cars). The former required the manufacturer to build a minimum of 5000 examples in a 12-month period, the latter just 200.

But it was the fuel system that came in for some of the most detailed regulation, as one might expect. The fuel tank – a flexible 'bag' tank for safety reasons – could have a capacity of no more than 99 litres, while fuel lines (which should have an outside diameter of no more than 20mm) were deemed to hold just one litre of fuel, making a total of 100 litres of fuel on board at any one time.

As far as refuelling was concerned, each car could only be filled using a gravity-fed rig with a maximum flow of 50 litres/minute, meaning each refill at a pit stop would take less than two minutes – assuming the car hadn't run out of fuel.

The number of refuelling stops per event was limited according to the length or duration of the race. For an 800km race, teams could stop four times, for 100km and six hour races, this rose to five stops, while 12 hour endurance events allowed the cars to make 12 stops, and 24 hour races 25 stops.

When Peter Schutz was appointed CEO of Porsche in 1981, he took an active interest in Porsche's motorsport involvement. The company had an illustrious history in endurance racing, starting with class wins at Le Mans as far back as the early 1950s, reaching a high in 1970 with its first outright win with Attwood and Herrmann in the 917. From there, the torch was carried by the 935, followed by the 936. There was, of course, the 924 GTR programme, but at best that would only offer Porsche the chance to gain a class win. Schutz wanted more than that: he wanted overall victory.

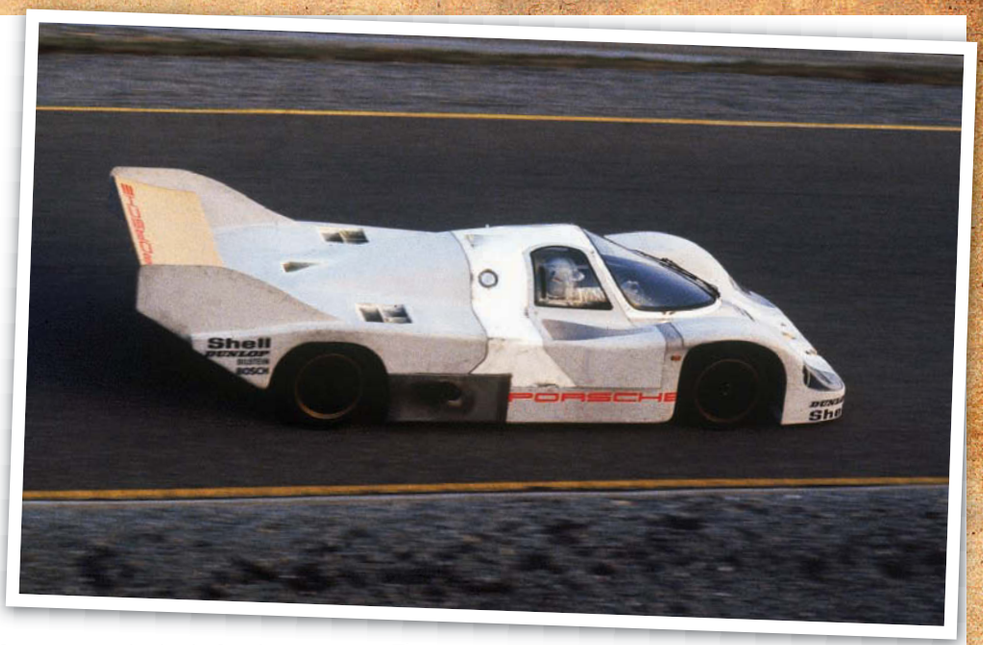
With that in mind, he gave his blessing to the development of a new car designed to meet the forthcoming Group C regulations. He also made what was to prove one of the most far-reaching decisions of his tenure, and that was to separate the race and production facilities, moving the former to Weissach, while the latter remained at Zuffenhausen. In charge of the new race department was Peter Falk, who had been with Porsche for over 20 years.

The 956 may have come under Falk's jurisdiction but it was Norbert Singer who masterminded the project. Singer had been with Porsche since 1970, joining at a time when the 917 was king, and relished the opportunity to oversee the design of a new car from scratch.

The task of designing a chassis to fit the new regulations was handed to Horst Reiter, while the bodywork and aerodynamic package were looked after by Singer, along with Eugen Kolb. As for the engine, that was the charge of Valentin Schaeffer, with Klaus Bischoff and Walter Naher appointed race engineers.

The programme officially came into being on 20 July 1981, even though the regulations for Group C had still to be finalised. This left barely 10 months to design, build and test the 956 ahead of the Le Mans test day, followed by the race itself in June 1982.

It was an ambitious project with a desperately tight schedule, but when Ferry Porsche was presented with a 1/5th-scale model, there was no turning back...




The 956 was a complete departure from normal Porsche practice, with Horst Reiter turning his back on the previously-favoured tubular chassis construction in favour of an all-new monocoque design – a first for Porsche. This method of construction gave engineers a far greater opportunity to exploit ground-effects, with tunnels channelling air under the car. With a tubular chassis, this was virtually impossible. Another benefit of monocoque design was that the chassis was far stronger, offering considerably improved driver protection in the event of an accident.

*Above and below: After Jürgen Barth had carried out the first exploratory drives of '001', before handing over to Ickx, Mass and Bell for final pre-race testing in March 1982*

The chosen material was aluminium sheet, which was then folded, bonded and riveted together. True, that by 1981, the Formula One industry was already using carbon-fibre as the preferred material with which to construct a chassis, but Reiter was as yet unconvinced of its ability to withstand the stresses and strains of long-distance endurance racing. Porsche did not wish to take any risks






*Above: Silverstone Six-Hour May 1982 saw Porsche 956.001 finish second overall, driven by Jacky Ickx and Derek Bell*

*Below: The 956 proved to be one of the most successful endurance racers ever – it was also very fuel-efficient...*




with an ingenious solution that allowed air to enter the underside of the car from two areas: 50 per cent under the nose, 50 per cent under the side panels. The air was then channelled into two tunnels at the rear of the car, one each side of the gearbox, leaving only the driveshafts and suspension arms obstructing the flow. To further fine-tune the design, the engine and transmission were tilted up by a few degrees to allow the shape of the

> "The air was then channelled into two tunnels at the rear of the car, one each side of the gearbox..."

that might jeopardise its chances of overall victory at La Sarthe. And of course, aluminium structures could also be repaired at the track, following an 'off'...

By today's standards, the understanding of aerodynamics in 1981 was at a relatively early stage. Wind-tunnels were in common use, but there were none of the sophisticated computer-controlled moving-road tunnels that are so familiar today. But that did not mean Norbert Singer and Eugen Kolb were unable to work magic with the 956.

The problem they faced was that the large flat surface beneath the cockpit dictated by the rule book meant that there could be no full-length ground-effects tunnels under the car.

Instead, the two designers came up with an ingenious solution that allowed air to enter the underside of the car from two areas: 50 per cent under the nose, 50 per cent under the side panels. The air was then channelled into two tunnels at the rear of the car, one each side of the gearbox, leaving only the driveshafts and suspension arms obstructing the flow. To further fine-tune the design, the engine and transmission were tilted up by a few degrees to allow the shape of the tunnels to be optimised.

Powering the otherwise all-new car was a tried and tested engine – the factory designation '935/76' hinted at its origins. This was essentially the same twin-turbocharged unit that had proved so successful in the 936, with its roots dating back five years to the 935. It was economical by race engine standards, consuming fuel at less than 52 litres/100kms (or 5.4mpg), so well within the limits dictated by Group C regulations.

With water-cooled cylinder heads yet with cylinders still cooled by air, it had proved to be incredibly reliable,and with boost set at a relatively modest 1.1 bar (just under 16psi), the 2649cc six-cylinder engine produced 620bhp. It was used in conjunction with a five-speed transmission.

The 956 was first tested at Weissach in March 1982, where chassis number 956.001, the development car, appeared in rather understated white, grey and beige bodywork. Driven by Jürgen Barth, it showed considerable promise from the off.

More testing took place at Paul Ricard later that same month, this time at the hands of Jacky Ickx and Jochen Mass, followed by another session in May where the two were joined by Derek Bell.

Together, the trio put in numerous laps, part of the aim being to get used to the handling with the ground-effects chassis. That the car 'worked' was clear for all to see – it was to prove some 10km/h faster than the 936.

The first competitive outing was at Silverstone in May 1982, where '001', driven by Jacky Ickx and Derek Bell and sporting its new Rothmans livery, finished second overall, and first in class.

It might have won, too, but nobody had explained to the drivers the full implications of racing with fuel economy in mind. Going all out in qualifying, Ickx put 956.001 firmly on pole but Peter Falk had to explain if they drove like that in the race, they would run out of fuel...

Over the next four years, 956s notched up no fewer than four consecutive victories at Le Mans and proved totally dominant in all avenues of international sports car racing.

It spawned the equally as impressive 962 and proved yet again that if Porsche set its mind on winning, few others stand a chance. Let's hope Porsche's entry at this year's Le Mans is the start of another long-running fairy tale. **PW**

PAUL STEPHENS

Classic, Bespoke and Performance Porsche Specialist for 20 years

# CONSIDERING SELLING YOUR CLASSIC PORSCHE?

We can achieve top money for the best cars and have clients waiting to buy

Call us today on 01440 714 884



www.paul-stephens.com email@paul-stephens.com

*Parts* *Components* *Assemblies* *Accessories*
*Restoration Services* *Special Cars*

BIG DEAL



- AXLES/STEERING
- BADGES/CRESTS
- BODY/INTERIOR
- BRAKES/WHEELS
- EMBLEMS/DECALS
- ELECTRICAL
- ENGINE/TRANSMISSION
- FUEL/EXHAUST
- LIGHTS/LENSES/TRIM
- PEDAL SYSTEM/LEVERS
- RUBBER/SEALS
- TOOLS/MANUALS/BOOKS

OVER 17,000 NOS/ORIGINAL 356 & 911PARTS!

AASE SALES™

*...new owner...same enthusiasm!*

**NEW genuine Porsche turn signal and tail light lenses with silver trim now in stock**



The lenses with silver trim fit 911 1969 - 72
**$155** front **$180** rear
lenses with black trim (1973 and up) are also available




NOS Early 911 door seals **$135.00** pair
Doors not shutting properly, bouncing open? Do your 911 a favor and put the correct seal back in your car.
*Coupe:* 901.531.093.23 (65-73)
*Targa:* 902.531.093.40



NOS 911 Chassis ID Plates (67-74) - *many years in stock*




911 red border timing decal - fits 1967-68 911's **$45.00**
912 red border timing decal - fits 1965-69 912's **$45.00**




Shell Air Cleaner Decal **$12.00**
911.701.001.55 (69-73) 911

911 Crest Decal **$15.00**

911 engine grille – Black* **$950.00**
(1972 and up ) 911.559.041.02 ('69-'71 Silver version in stock)



Columbus, Ohio / 8am - 8pm EST 740-503-3651 aasesales.com sales@aasesales.com

© 2013 aase sales

Parts · Tools · Books · Accessories · Upgrades · Articles






Pelican Parts.com

310.626.8765

888.280.7799

Local & International Toll-Free USA / CA

http://www.pelicanparts.com



Porsche · BMW · Mercedes · Mini · Saab · Volvo · VW · Audi



# PARR FOR THE PORSCHE

Words and photography: Brett Fraser

## PARR INTRODUCED MOTORSPORT STANDARDS AND ATTITUDES TO PORSCHE SERVICING AND THIRTY YEARS ON THAT ETHOS REMAINS FOR ALL MODELS

Rocking up at Parr's Crawley-based premises in, say, an ageing Boxster, can be a tad intimidating. You approach the place through a sprawling yet well groomed industrial estate, and once you're in through the gates you're confronted with an array of glitzy late model Porsches for sale; a smattering of cool-looking race cars; and a race transporter of pantechnicon proportions. There's no litter or oil stains on the forecourt; all the signage is neat and clean. And if you make it as far as stepping through the front door, the reception, while not vast, is nicely decorated and lined with motorsport trophies and aftermarket accessories from Cargraphic, of which Parr is the UK distributor.

Subconsciously you're wondering if you can afford to be here. When you mention this observation to Paul Robe, Parr's owner, he rolls his eyes and grimaces, because it's a problem of which he's all too aware. 'It's ironic, really,' he sighs. 'Way back when Parr was in its infancy, even in our small, five-car shop, I was determined that it wouldn't look like a back street garage.

'That's hard to do, because this is essentially a grubby business. But I wanted to inject motorsport workshop standards of presentation and working practices. You have to remember that a customer's relationship with his or her car is unbelievably intense; some of them would almost put slippers on before getting behind the wheel, and they keep their cars in garages with carpets and heating and dehumidifiers. Therefore our working environment needs to meet those sort of expectations.

'The trouble now is – and it's a situation exacerbated by the solid reputation Parr has in motorsport – that some people think we're too upmarket for them. Recently I had a chap ring up asking if we'd consider working on his 993. And at our recent open day there were plenty of people surprised that we had older cars up on the ramps: that wasn't their perception of us.

'Yet we're not aloof, not a stratospheric company that you can't talk to. The truth is that we're a very friendly bunch with a huge passion for all types of Porsche, any age of Porsche. And the experience within these walls in phenomenal – several of our senior technicians have been here for 30 years, several more for 25 years, and even one of our comparative "newbies", who came to us from Porsche itself, has been with us six years.

'As a consequence, some of those older cars that people don't think are on our radar, well, we've been working on them since they were new. And yes, we work on the newer cars, too – 997 Turbos and GT2s and GT3s and Cayennes and Caymans – doing servicing and repairs and upgrades. But I'd just like people to know we are equally as happy to replace the dampers on an elderly 944.'

When you wander through into Parr's white-walled, meticulously clean, well ordered and, frankly, huge





*Parr boss, Paul Robe, has overseen the business for over 30-years*
*Left: No mistaking the high-end, motorsport influences here, but Parr are happy to work on any type of Porsche*

workshop, there are no 944s on any of the company's ramps or engine testing bays or suspension setup machines. But when my 2000 Boxster S gets hoisted skywards for a quick underside inspection, technician David Watling undertakes the task with just as much enthusiasm as I'd earlier witnessed him lavishing on the new 991 GT3 Cup racer Parr is building for Porsche GB – matching his level of enthusiasm was the depth of his knowledge on the Boxster's common maladies, reinforcing Paul's claim that his staff are passionate about all Porsches.

While 944s may have been absent on the day of our visit, Parr's ramps and rigs were accommodating some other interesting old Porsches, including a (930) 911 Targa, a 911 RSR recreation, a 2.7 RS, and a 906 Carrera 6. 'We've always undertaken restoration projects,' stresses Paul, 'but we've always been a bit quiet about it; we're about to get much more pro-active on this side of the business. That said, restoration is a monster from a commercial perspective, because of the sheer amount of time involved in all the processes and the need to keep a very careful eye on the costs.

'We tackle all the mechanical work in-house – we have our own engine and gearbox room, for example – but the bodywork we sub-contract to trusted sources. It's hard to find the right guys to deal with who can work to the standards that I want: it's vital that we control the quality rigorously, because at the end of the day, when a customer collects their finished restoration project, it's the Parr name that's attached to every part of it.

'But we will always discuss options with our customers depending upon their needs and their budget. A concours standard paint finish simply can't be given to every vehicle – minor accident damage might just require a Porsche-approved level of finish, while above that we have what we describe as a "mid-level" standard for, say, a more modest restoration.'

The notion of engaging with his customers to determine how best to help them, extends to the options Paul offers them for mechanical work, too. 'For five years we built all the engines for Porsche's official Carrera Cup championship in the UK,' Paul explains, 'so we have a colossal amount of experience in engines and gearboxes. So if someone comes in with an engine problem, we may be able to offer them the chance to sort out just one of the cylinders.

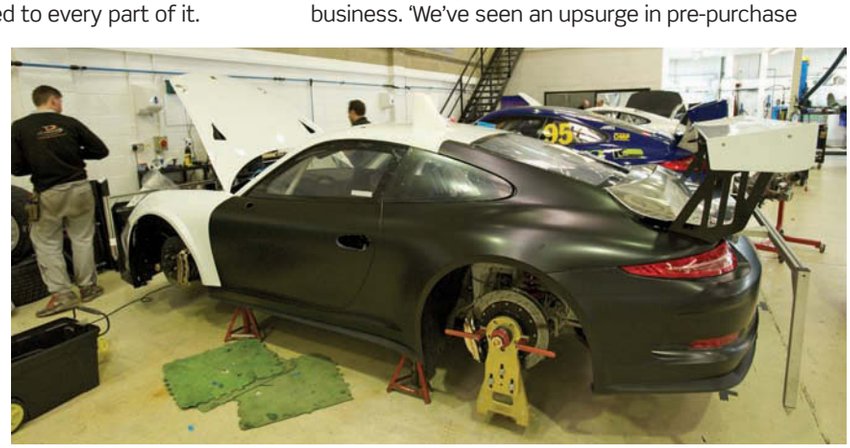
> "We'd like people to know we're equally happy replacing the dampers on an elderly 944"

'Or if the problem is more extensive, we could offer them the option of using either aluminium Nikasil-coated liners or cast iron liners that are stronger and have greater longevity. It depends on their budget and their need. And over the years we've developed our own solutions for common problems such as the IMS bearing. Our pricing is very competitive for engine work, and again that's something we have never really shouted loudly enough about.'

Well documented problems with certain Porsche engines and the expense that can be entailed in bringing older, superficially tidy cars back to mechanical health, has spurred a growth in another side of the specialist's business. 'We've seen an upsurge in pre-purchase

*For what is an essentially 'grubby' business, Parr insist on motorsport levels of workshop cleanliness. This year Parr will be running cars in the Carrera Cup and British GT Championships*










inspections,' explains Paul, 'including bore-scope examinations and diagnostics and suspension geometry, etc. This work is becoming ever-more popular and, because of the soaring values of air-cooled cars in particular, ever-more necessary – there's still a lot of rubbish out there, and the difference these days is that people are asking a lot of money for it.'

Talking of car sales, that's another area that Parr has expanded into recently. 'We have a few sales cars of our own,' Paul tells us, 'but most of the cars you see parked outside are here on a sale or return basis, many from existing customers. Because we don't actually own the vehicles, we don't need to engage in high-pressure sales techniques to keep the cashflow fluid.

'However, we vet each car carefully before agreeing to sell it, check its provenance and the condition of its bodywork and mechanicals. We have a minimum standard and we do turn cars away, even high-end desirable stuff such as a GT2. We're properly insured to guard against the unforeseen, which means that our buyers are protected as well as us: we're an honourable company.'

Amongst Parr's own sales cars sold recently was a 996 C2. 'Some people think that Porsche stopped with the 993, particularly in the context of the 996's engine woes,' reasons Paul. 'But with due diligence when you're buying and the right engineering, a 996 is a delight to drive. In the case of this C2 we attended to potential problem areas to add longevity, and because its chassis was very solid, it should now go on for many years to come – for the £11K we sold it for, our customer got himself a genuine bargain and a great car to drive.'

As we alluded to earlier, for some years Parr's motorsport operations rather overshadowed its road car business, and to try to redress the balance the word "motorsport" has been quietly made redundant in the company's corporate communications. Yet the car park and the workshop are crammed with race cars old and new, including the latest 991 GT3 Cup car that has just arrived at Crawley. 'These days we try to say 'Parr, who do motorsport',' laughs Paul, 'but it's still an extremely important part of our business. This year we'll be running cars in Carrera Cup and GT Cup, and are preparing cars for various Historic championships, too. We have a long heritage of successful racing and of course that means that the experienced gleaned from the track – not to mention the equipment we use to set up the race cars – can also be applied to regular road cars.'

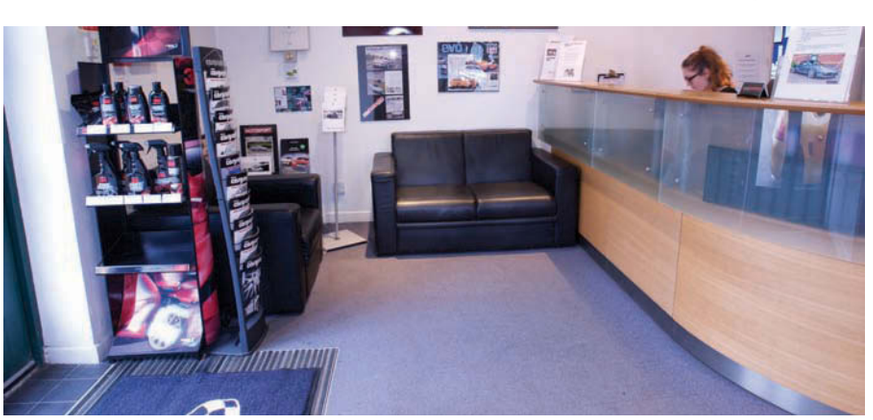
This year sees Parr celebrate its 30th anniversary, during which times it has grown from a small outfit that split its attentions between Porsches and Jaguars (the latter the passion of Paul's father, Ray), into one of Britain's largest and most respected Porsche specialists. Despite the evident success of the business, Paul's of the opinion that there are plenty of fresh challenges out there: 'After 30 years, Parr is still a work in progress!' **PW**

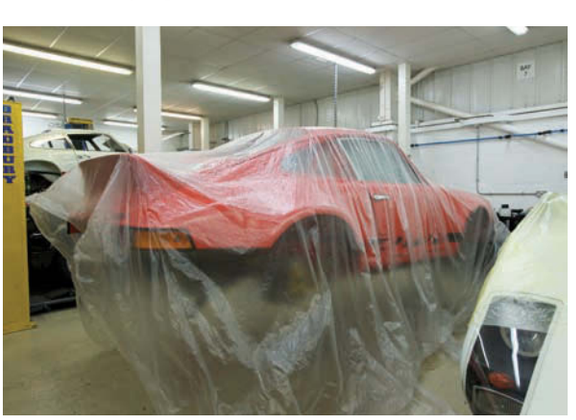
> "With due diligence when you're buying and the right engineering, a 996 is a delight to drive"

*Whatever Porsche you own, take it to Parr and it will be in good company. We get around a bit on our travels, but it's not every day we see a 906 Carrera 6 being restored!*

## CONTACT

**Parr**
**www.parr-uk.co.uk**
**Email: serive@parr-uk.co.uk**
**Parr,**
**5 Faraday Centre,**
**Crawley,**
**West Sussex**
**RH10 9PX**






// TUNING
// MODIFICATION
// UPGRADES


// EXPERIENCE
// SERVICING
// REPAIR


// CLASSICS
// RESTORATION
// SALES


// KNOWLEDGE
// FACILITIES
// VALUE




THE COMPLETE SERVICE

With nearly 30 years experience, Parr is the UK's leading Porsche specialist.

Porsche service work remains the core business for Parr and we offer the best possible service to our valued customers. Not only are we unrivalled in our Porsche knowledge and expertise but we offer excellent value – if in the unlikely event you are quoted a lower fixed price for your Porsche we will match the price on receipt of a written quote.

PARR Specialists In Porsche
5 The Faraday Centre, Faraday Road, Crawley,
West Sussex RH10 9PX
+44 (0) 1293 537 911 // PARR-UK.COM

UK DISTRIBUTOR FOR:
cargraphic

PARR
SPECIALISTS IN PORSCHE
30 YEARS est. 1984



demon tweeks™
MOTORSPORT Direct
MEDIA CODE: PZ260A
75 Ash Road South, Wrexham Industrial Estate, Wrexham, North Wales, LL13 9UG



Porsche Specialists


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

TRACKDAY TYERS




| Porsche Specific Fitment/Rated | Trackday Tyers Toyo R888 | Trackday Tyers Yokohama A048 | Pirelli P Zero Trofeo | Pirelli P Zero Trofeo R |
|---|---|---|---|---|
| 205/45/17 | - | - | £204.62 | - |
| 225/40/18 | £199.83 | £260.90 | £220.22 | - |
| 235/40/18 | £199.83 | £260.90 | £246.00 | £254.17 |
| 265/40/18 | - | - | - | £312.00 |
| 235/35/19 | £262.08 | - | £298.50 | £276.00 |
| 265/35/19 | - | - | - | £354.00 |

All prices are per tyre.




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

K&N AIR FILTERS


from £39.37

This is only a small selection. Visit demon-tweeks.co.uk for details.

Direct replacement performance filter elements for all models from £39.37
57i Generation II high-flow induction kit (996 models) £301.14
63 Series aircharger kit (997 GT-3 model) £384.26

SUSPENSION

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



| Vehicle Model | Eibach Pro Kit Springs from | KW Automotive Variant 3 Ultimate Road Kit from | KW Automotive Clubsport Track Suspension from | Bilstein B16 Suspension Kits from |
|---|---|---|---|---|
| 964 | £327.00 | £1,982.00 | £2,192.00 | £2,216.56 |
| 993 | £327.00 | £2,100.00 | £2,279.00 | £2,500.06 |
| 996 | £327.00 | £2,100.00 | £3,069.00 | £2,216.55 |
| 997 | £327.00 | £2,100.00 | £2,279.00 | £2,251.24 |
| Boxster S 986 | £327.00 | £1,848.00 | - | £2,045.06 |
| Boxster S 987 | £327.00 | £1,932.00 | £2,103.99 | £2,073.80 |
| Cayman | £294.00 | £1,932.00 | £2,103.99 | £2,073.80 |
| Cayenne | £282.99 | £2,437.00 | - | - |

SEATS, HARNESSES, STEERING


from £345.81

Schroth Porsche 997 GT-3 specific harness Profi II -6 Porsche 6 point from £345.81


from £747.99

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


£165.99

Momo Prototipo in black leather with black or silver spokes £165.99
Steering wheel bosses to suit OMP, Sparco and Momo from £46.71

ROAD/TRACKDAY BRAKE PADS

mintex racing · PAGID RS · alcon · PFC · FERODO RACING · EBC BRAKES

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.


from £89.94

Goodridge stainless steel brake line kits from £59.70


from £2508.16

OILS AND LUBRICANTS



from £13.42
£12.48
£22.48
£56.98

FREE 2014 Motorsport Catalogue



Visit our website at: demon-tweeks.co.uk or telephone:

0906 250 1517

OR TEXT CODE MSAB TO 84010 WITH YOUR NAME, ADDRESS, POSTCODE

If you do not wish us to contact you by mail or text with any information, promotion or special offers we may have in the future, insert X at the end of your message. Brochure requests via SMS are charged at £1.50 per message sent. Calls to 0906 numbers cost 50p per minute at all times. (Calls should last no longer than 1 1/2 minutes).

For our full range of catalogues visit: demon-tweeks.co.uk

www.demon-tweeks.co.uk

All prices quoted are from and include VAT
Calls may be recorded for training purposes

LOCAL RATE CALL

SALES ORDER LINE: 0844 375 2609

WHEELS TYRES AND EXHAUSTS ORDER LINE: 0844 375 2605

All major credit cards accepted and Paypal transactions. Cheques, postal orders or bankdrafts made payable to Demon Tweeks. Goods despatched on express carrier service £8.70 or economy carrier service £7.50

Beaulieu events

# SIMPLY PORSCHE

A great day out for all Porsche motoring enthusiasts!

SUNDAY 22 JUNE 2014

in association with:

THE INDEPENDENT PORSCHE ENTHUSIASTS CLUB www.TIPEC.net




All Porsche models welcome

People's Choice Award

TRADE STANDS AVAILABLE











Call 01590 612888 / trade 01590 614614

www.beaulieuevents.co.uk

Beaulieu, Hampshire SO42 7ZN Exit 2 M27

CAR ENTRY* Adults £10 Children £5

£1 handling charge on non-online purchases

Club discounts available

*Terms & conditions apply, see website for details

# PORSCHE PARTS

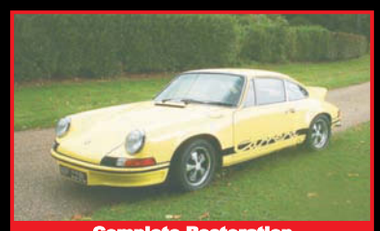



WWW.DOUGLASVALLEY.CO.UK

# GANTSPEED
## ENGINEERING LTD

- Founded in 1975 by Proprietor Robert Gant.
- Highly Professional, Personal and Cost Effective Service.
- Extensive Purpose Built Facilities.
- High Standard of Workmanship and Business Integrity.
- Experienced Team Dedicated to All Things Porsche.
- Depth of Knowledge from 356 to Current Models.
- Restoration, Project Work & Competition Builds and Preparation on 356 and Early 911 a Speciality.
- Latest Diagnostic Equipment.





Complete Restoration



Concours and Competition Preparation



Engine and Transmission Rebuilds



Bespoke Replicas



Accident Repairs and Paintwork



Servicing and Maintenance

Whilst GANTSPEED has attained an enviable reputation specialising in Porsche, we do occasionally take on other interesting projects






**GANTSPEED ENGINEERING**

**Chapel Lane,**
**Mareham-Le-Fen,**
**Boston**
**Lincolnshire PE22 7PZ**

**Telephone : 01507 568474 • Fax : 01507 568664**

email : info@gantspeed.co.uk or visit our website : www.gantspeed.co.uk


FOR ALL THINGS PORSCHE

# THE HEAT IS ON!

Well, actually it wasn't, says *911 & Porsche World* reader Chris Hatton (below). But some simple fault-finding – and one rather expensive electrical relay – eventually had his 911 Carrera 3.2's heating system running reliably again. Photos and additional text by Chris Horton



The supposedly automatic heating system in the 911 Carrera 3.2 (and the 911SC before it) is a surprisingly complicated affair, certainly by the standards of its day. For a vehicle with an air-cooled engine it is potentially surprisingly effective, too – when, like any such device, it is set up correctly.

The system consists of two flap valves to regulate the flow of hot air from the exhaust-manifold heat-exchangers; three separate blowers; a main control box; two electrical relays; a so-called series resistor unit; and two temperature sensors – one inside the cabin, the other in one of the aforementioned flap valves. There is also a rather confusing-looking system of cable-operated valves and ducts at the rear of the luggage compartment, below the windscreen, as well as those perennially confusing slider controls on the fascia, but the former deal primarily with the flow of ambient-temperature air, and need not concern us here.

The operation of the slider controls is simple in principle, but settings can in practice be quite difficult to determine. The lowest slider directs hot air to either the footwells or to the windscreen when pushed to the left and right, respectively, or to a combination of the two. The middle slider performs the same function for air at ambient temperature from outside the car. This supply is boosted by the cool-air fan, controlled by the uppermost slider, which when moved from left to right gives three increasing speeds. The required settings depend upon the external temperature and humidity, but basically when it's wet and/or cold the hot-air slider is likely to need to be set mainly to the windscreen to avoid a condensation build-up.

The main heater blower, above and to the left of the engine, pushes air through the exhaust-manifold heat-exchangers, via the

flap valves to the two footwell blowers (one inside each 'A'-post), and thence into the cabin ducting. The heater control module, mounted between the front seats, is used to set the desired cabin temperature – in practice, anything between warm and roasting, according to the external temperature and the condition of the heater system. The module actuates the flap valves via a servo motor and Bowden-style cables to allow the correct volume of warm air into the system.

The cabin-temperature sensor (which in earlier 3.2s and the SC is above the windscreen, between the sunvisors, and in later ones, like mine, to the right of the sliders) sends a signal to the control module, which compares the actual temperature with that set by the control knob, and allows the servo motor to open or close the flap valves to regulate the flow of warm air into the system. The footwell blowers – first seen in the 3.2; earlier models relied on the air more or less finding its own way – boost the flow of warm air, and can operate at three different speeds. Those blowers are governed by the aforementioned series resistor depending upon the heat setting of the control knob.

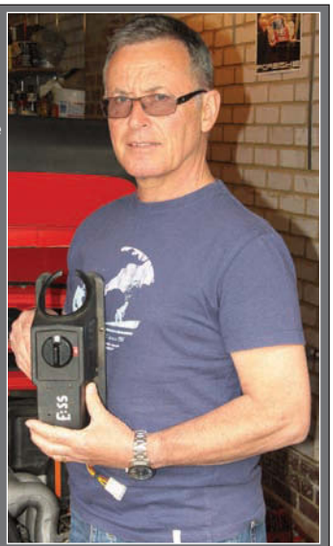
Power to the system is provided primarily by the heater control relay, which is mounted above the fuses on the left-hand side of the engine compartment. This relay is a complex (and expensive) 12-pin device which, among other functions, powers the main engine-mounted heater blower and also provides a 12-volt supply to the control module, which then actuates the footwell blowers' relay in the luggage compartment. This is the rearmost relay above the main fuse panel in 1987–1989 cars such as my own. Finally, there is a sensor mounted on the inlet to the left-hand flap valve, which prevents the footwell blowers operating until the exhaust has warmed up sufficiently.

In my own car the components requiring the most attention have been the two footwell blowers. When the car was new to me, back in 2004, I removed these to investigate blown 10-amp fuses, which are located in holders adjacent to the blowers themselves. I found that the plastic fans had in both cases moved slightly down their vertically mounted shafts and 'welded' themselves to the casings. This may have been exacerbated by the flow of hot air through the fans over the course of many years. The bearings were also dry, and generating friction in the unit, and no doubt this had caused still further heat damage. Fortunately, however, these blowers can be almost completely dismantled and the bearings lubricated, the commutators cleaned, and the fans repositioned on the shafts.

The system worked well for the next eight years, but then during 2012 problems began to emerge. The servo motor in the main control module began 'hunting', constantly (and rather annoyingly) changing its setting. Shortly after that both of the footwell blowers again ceased to function. After having checked the obvious – continuity of the footwell-blower fuses, and the freedom of the fans to rotate – the diagnostic process started. Regular readers may recall that on two occasions I took advantage of *911 & Porsche World*'s helpful Q&A service, both queries being answered by Paul Stacey at Northway Porsche in Beenham, Berkshire. I also found the Bentley Publishers *911 Carrera Service Manual* invaluable, since it contains detailed wiring diagrams.

The first check, if your own car is suffering from similar problems, is to see if any of the fuses in the main panel in the luggage compartment, or the secondary panel in the engine compartment, have blown. But do remember that all fuses are designed to protect either the units they feed or else those units' wiring – so don't

## ABOUT THE AUTHOR



I bought my car – a 1988 3.2 Targa – at a BCA auction in late 2003, having researched the model as thoroughly as possible, and with both a buyers' guide and a powerful torch in hand. The main criteria which decided me were the absence of any evidence of accident damage, no visible rust, and not least a fairly complete service history.

After buying the car I took it to Autofarm in Oxfordshire for a checkover, and a number of very minor issues were identified and corrected. The only significant problem was a noisy final drive, which I later had cured by a transmission rebuild by Parr in Crawley, West Sussex. The clutch was changed, too.

The exhaust system has been entirely replaced with stainless, to avoid any subsequent problems in that area, and I overhauled the suspension and replaced the dampers. The Targa roof was rebuilt by Southbound in Hampshire.

Other than routine servicing, the main problem (apart from the heating system!) came when the high-pressure fuel hose feeding the injector rails failed, and started leaking. This was a recovery job, and the fuel hose itself cost around £600. Ouch...

The car has been a joy to drive, though, especially on a trackday at Goodwood, where I discovered just how controllable and forgiving it is – in the dry, anyway!

*Both 3.2 (far left) and SC have engine-bay blower. Cabin-temperature sensor next to sliders on dash, or between sunvisors. The 3.2's footwell blowers controlled by relay at rear end of main fuse panel; adjacent horn relay can be used as a substitute. Main relay is in engine compartment: £300 including VAT! Author (above) has working spare control module for sale; e-mail chris.hatton1949@gmail.com*





*Infamous red heater lever fitted to earlier cars with automatic control unit (top row, second from left) was designed to be used only in 'emergency'; pull it before that arises and you will simply break the auto unit. Size of hole in bulkhead requires mods to new flap-valve sensor wire; larger connector is for cabin-temperature sensor. Multimeter is essential for accurately assessing components*

simply fit new ones and hope that all will be well. You need to establish what caused them to blow in the first place.

Next, check the footwell-blower relay in the luggage compartment. Terminal 30 should show a 12-volt feed from the fuse panel (fuse number 2). Terminal 86 is a 12-volt supply from the heater control module, and terminal 85 is a switched earth, which can be tested by turning the heater control knob to maximum, and looking for zero resistance between the terminal and a chassis earth point. If all three terminals check out OK, but there is no voltage at terminal 87, then the relay can be assumed to be faulty. This can be further confirmed by temporarily substituting the horn relay, which is identical.

If, as was the case with my car, terminal 86 shows no voltage, then the problem could be in either the control module itself, or else the main blower relay. The latter is in the engine compartment, behind the plastic shield to the left of the engine. It can be tested by attaching a wire to terminal 4 of the relay (avoiding contact with other terminals, of course), plugging it back in, and checking if 12 volts is seen to ground with the ignition on and the heater knob turned to position 3. If there is little or no voltage here, then the relay is most likely faulty, and a new one will be required.

Be warned, though, that these cost just over £300 including VAT. The Porsche part number is 911 618 153 00. This turned out to be the case with my car, but was not discovered until other checks on the heater control module had been performed. (I did try taking the old one apart and looking for faulty connections, as you might in a DME relay, but to no avail.)

In order to access the control module, the right-hand seat must be removed. Note carefully which holes on the seat runners are used for the securing 6mm Allen screws, and also the relative positions of the runners to the floor rails – take a photo on your phone, perhaps. A magnetic probe can also be useful in retrieving the threaded retainers for the Allen screws, which are located inside the floor rails, and also for holding them in position again during reassembly. Once the seat is free from its location, unclip the electrical connectors and lift it out. (Be careful; it's surprisingly heavy.) The control module is secured by four 4mm Allen screws, but before removing these unclip the access plate in the right-hand side of the unit's plastic body, and carefully prise the servo control rod from the lever. Then remove the four screws and the handbrake's rubber sleeve before lifting the control module up and turning it over.

There are two wiring-harness connectors behind the control module and under the carpet, which must be disconnected if the unit is to be removed completely. Near the front of the module will be seen two additional two-pin connectors. The smaller one, right at the front, is for the heat-exchanger temperature sensor, which should show a resistance of 1.7 kilohms at 20 degrees Celsius (or thereabouts). In my car this sensor was shown to be open-circuit, which I reasoned could have accounted for the fluctuating action of the servo motor. So it needed to be replaced.

The Bentley manual refers to the sensor being carried on a detachable sleeve on the flap valve, but in this car, at least, the flap valve was a one-piece unit. Replacing this sensor, therefore, means getting under the car and removing the flap valve completely.

First, the hose connecting the left-hand heat-exchanger to the relevant flap valve must be removed. Then detach the control cable from the clamp nut on the flap valve, pulling the outer cable from its bracket, and moving the cable end to one side. The three nuts securing the heater flap valve to the chassis must then be removed. I took the precaution of soaking the exposed threads in penetrating oil before even attempting to loosen them, because it's awkward to replace the studs if they break. Here, fortunately, there was no such problem. The rearmost nut is relatively inaccessible, but can with care be removed with a 10mm ring spanner. Replacing this nut is also quite tricky, because access for fingers is limited. Ideally a flexible drive and 10mm socket would be used to start the nut on the threads, but a six-inch length of flexible plastic tubing with the nut pressed into its end will serve the same purpose.

Oddly, the connector plug at the control-module end of the sensor cable will not fit through the hole in the bulkhead beneath the left-hand rear seat, and so must be removed, either by using a special release tool, if available, or (as in my case) by cutting through the cable. With the flap valve removed from the car, the old sensor can be removed by drilling through the rivets, and the new one riveted on. I made up a gasket from heat-resistant material to fit between the sensor plate and the flap-valve tube, to minimise any possible electrolytic action between the stainless and mild steels.

The new heat-exchanger sensor is available from Porsche (part number 911 659 101 01, about £270 including VAT). Fitting is straightforward, but you will have to make some minor modifications. Basically, the sensor comes with a different type of plug to connect it to the heater control module, and again the plug is in any case just a fraction too big to pass through the hole in the bulkhead. I cut the new plug off, passed the wires through the hole, and then soldered on the old plug, with its roughly two-inch wire 'tails', that I had salvaged from the original connector. The soldered joints were protected with ordinary heat-



*Footwell blowers – first seen in the 3.2; earlier cars relied on engine-bay fan alone – can be removed and easily dismantled for attention to the bearings, brushes and commutator. Chris Hatton found that in his the impellers had moved on their shafts, too, causing them to seize, but easy enough to reposition. Don't lose small metal clips securing together the two halves of each main fan casing*

shrink tubing, available from the likes of RS Components or Maplin.

The larger, two-pin connector inside the control module is for the passenger-compartment temperature sensor. This should show a resistance across those terminals of 1.9 kilohms at 20 degrees Celsius. This sensor, although listed by Porsche (part number 911 624 065 00, and priced at about £145 including VAT), is not in stock in the UK or Germany, and shows no sign of being available any time soon. If this sensor is shown to be faulty, and a second-hand unit cannot be found, a viable alternative could be to buy a variable potentiometer (0–10 kilohms) from RS Components or Maplin again, set it to 1.9 kilohms as a starting point, and wire it in to the sensor connector in the control module.

A further test is on the control-knob potentiometer. When turned to position 5, the resistance across the two connections at the base of the potentiometer inside the module should be 950 +/-20 ohms. If it is outside this range then it can be adjusted by removing the knob from the switch, holding the potentiometer shaft with long-nose pliers, and adjusting the central screw within the shaft until the correct resistance is set.

The only other component in the system prone to failure is the so-called series resistor controlling the footwell blowers' fan speeds. This consists of two separate resistors connected in series within the unit, which can be switched in or out by the main control module to provide three different voltage values to the footwell blowers to give increasing blower speeds according to the setting on the control module's temperature knob.

The Bentley manual, written primarily for the left-hand-drive American market, suggests (to me, anyway) that it is located behind the scuttle on the right-hand side of the car, behind where the instruments would be in a right-hand drive car, but I certainly couldn't find it there. Then Chris Horton, watching the dismantling of a 1984 3.2 at Auto Umbau in Bedfordshire, tracked it down. It's right up under the scuttle, behind all the fresh-air ducting, on the opposite side of the car to the instruments. (Hence the confusion in the Bentley manual.) Either way, you still won't be able even to see it – much less remove it – without a lot of effort, so I would suggest you presume it to be innocent until proven guilty by a process of elimination.

The outcome of all the investigations and repair work described here was that with a new heat-exchanger sensor fitted, and also a new main blower relay, the system was reinstated to full working order. The total cost was a not inconsequential £600, and around 20 ultimately rewarding hours of my time, but given both the relative importance of a good heating system in overall vehicle safety, especially during the winter, and not least the ever-increasing value of cars such as this, I think that is actually quite a small price to pay. **PW**

*If you think what you have seen so far is over-complicated, wait until you catch a glimpse of the blower, ducting and cable-operated valves under the windscreen (below left). But those are for ambient air entering the car from the front, and needn't concern us here. They do, however, conceal the footwell blowers' series resistor (below), which would be awkward if that was shown to be faulty*







# TRIP TO THE
# LE MANS 24 HOURS!

## 13-15 June 2014

2014 marks Porsche's return to Le Mans and we are offering *911 & Porsche World* readers a special offer to get you to the centre of the action. We have joined forces with motorsport tour operator Wildside to offer a unique Le Mans hospitality and tented basecamp HQ, close to the track and on infield, providing a free bar and freshly-cooked food by the Wildside crew for the whole 24 hours. Plus optional grandstand seats, a splendid hotel and a special Wildside back-road route taking in some great driving roads and avoiding traffic.Le Mans is much more than the greatest endurance race in the world. It has its own ambience and atmosphere and an electricity and excitement that you can almost touch. Quite apart from the racing don't forget the live rock bands and stage acts plus of course the 'circuit village' with its bars, cafes, Champagne tents and giant screen TVs with live coverage of the race.

### The Wildside/*911 & Porsche World* Le Mans 24 Hours Tour (Friday 13 June - Sunday 15 June) includes all of the following:

*** Return ferry crossings Dover-Calais for car and passengers**
*** Friday night hotel with swimming pool and secure parking**
*** Back road route with exclusive road books**
*** Four course pre-race dinner on Friday night with wine**
*** Breakfast on the Saturday morning**
*** Wildside HQ base with double awnings, carpeting, seating and tables**
*** Circuit location for the Wildside HQ base – two minute walk from the track**
*** Pre-erected tents in the Wildside base – just bring a sleeping bag and move in!**
*** Twin fully carpeted 'leisure marquees' at the base**
*** Exclusive Wildside night coach transfers to the Mulsanne and Arnage corners**
*** All beer, wine, soft drinks, snacks, freshly-cooked food – lunch, dinner and breakfast – included for the whole weekend**
*** Secure parking for *911 & Porsche World* readers at the Wildside HQ base**
*** Optional general admission tickets**
*** Optional grandstand tickets**
*** Trip is fully escorted by Wildside throughout**

## SPECIAL PRICES FOR *911 & PORSCHE WORLD* READERS

**The price based on 2 people sharing a car/hotel room is £445 per person for British group requiring ferry.**

**For European readers not requiring the ferry, the price based on 2 people sharing a car/hotel room is £345 per person.**

**For readers making their own way to Le Mans a 'Hospitality Only' package is also available from Saturday morning to Sunday afternoon for £219 per person.**

(A deposit of 50% of the tour price is required to confirm your booking. Personal travel and cancellation insurance, incidentals and general admission tickets are not included in the price but these can be arranged by Wildside and paid for separately. Remember when you phone to quote ref: 911&PW24)

**TO BOOK AND FOR FURTHER QUERIES**

Please contact Wildside if you have any questions - they will be delighted to help.
And remember to say that you are a *911 & Porsche World* reader and quote ref number: 911&PW24

## Call: +44 (0) 118 947 5200

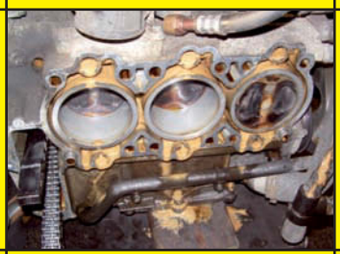
**Or email: wildside@adren-a-line.com**



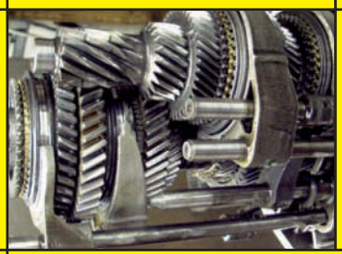



READER OFFER READER OFFER READER OFFER READER OFFER

READER OFFER READER OFFER READER OFFER READER OFFER



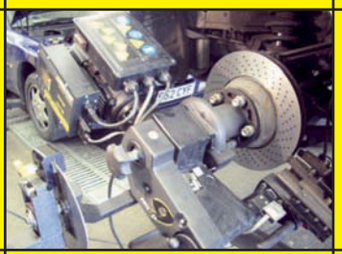
Engine rebuilds all models and general repairs & servicing



Gearbox rebuilds all models



Air Conditioning



Disc refacing

# RGA

## 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

**Tel 020 7793 1447 ask for Bob for booking & advice**



Tyre supply & fitting
Wheel alignment




Wheel balancing, wheel straightening & wheel refurbishment



Jig repairs



Restoration & resprays



Damage repair including for all insurance companies



Torque tube overhaul
924, 944, 968, 928

# EuroCupGT.com

PERFORMANCE & STYLING

911
964
993
996
997
970




924
944
968
986
987
955

# PROJECTS

**WE DON'T JUST WRITE ABOUT PORSCHES, WE DRIVE AND LIVE WITH THEM, TOO**

## THE TEAM

### KEITH SEUME



**912/6 EL CHUCHO**

**We're getting there! All it takes is twice the amount of money you expect and at least three times the amount of time. El Chucho has been a salutary lesson in the reality of rebuilding an old Porsche on a budget. But the end is just about in sight – all it will take is a little more time and a bunch more money. Know any good banks to rob?**




### JOHNNY TIPLER



**964 C2/BOXSTER 986**

**Spring's for sports cars, so I bought a Boxster '550 Spyder' 986 from Paul Stephens for Mrs T: lovely car, two trips to Somerset already. Meanwhile Peppermint Pig's had cosmetic surgery and a spruce-up at Norfolk Premier Coachworks, cam cover oil leak staunched at Sean Taylor Racing and new decals from Highgate House.**



### CHRIS HORTON



**944, 924S**

**I went back over to Neil Bainbridge's place in early April – for the first time in months – and the 924S not only fired immediately, without needing any additional battery-charging – but also sounded as sweet as the proverbial nut. So that Millers' engine flush I ran through it last year has plainly done the business. An MOT for Easter, then!**



### STEVE BENNETT



**944 LUX**

**A period of relative calm before my 944 heads back to Augment Automotive in Gloucester for new cam and final ECU tweaks after Easter. Took the opportunity to drive a couple of ultra low mileage 944s for a feature in next month's issue. A 944 Turbo (pictured here) with 21,000 miles, and a 944 2.7, with just 18,000 miles. Wanted them both!**



### BRETT FRASER



**986 BOXSTER S**

**The interior lights wouldn't extinguish and there was a sudden increase in wind noise: both were driving me nuts. Turned out that the passenger door handle was sticking in the 'open' position, which was keeping the lights on and lowering the side window slightly - WD-40 has been injected, but hasn't worked yet...**



# EL CHUCHO

**The clock's ticking – if Seume wants to have his hot-rod on the road before his 60th birthday, he'd better pull his finger out and get that engine finished...**

### KEITH SEUME

**912**

**Occupation:** Editor, *Classic Porsche*
**Home town:** Lostwithiel, Cornwall
**Previous Porsches owned:** Carrera 2.7; 928; 912; 914/6; Junior Tractor
**Car:** 912
**Year:** 1966
**Owned for:** 31 months!
**Mods/options:** Six-cylinder engine conversion, etc.
**Contact:** classicporsche@chpltd.com
**THIS MONTH IN BRIEF:** Engine and underside...

Long term projects rarely start out as such. When I imported my 1966 Porsche 912 from the USA, I had grandiose plans for it that revolved around slotting in a 'plug and play' 911 engine, tidying up the bodywork and hitting the road – all within a six-to-eight month timeframe. How naïve I was!

Here we are, two and a half years later and the car is still not on the road. The first obstacle was putting right all the structural wrongs. The 912 was rotten in places I didn't expect it to be, bent in others where I definitely wasn't expecting (in fact, I'd been led to believe it was a rust- and accident-free car) and cost me a small fortune to put right.

And then there was the infamous engine: a 'strong running' 1970 2.2-litre 911E motor on Weber carbs, which proved to be about as far removed from ready to run as you can possibly imagine.

But now, after all this time, I am finally starting to see light at the end of the tunnel. Right now, the car is painted, all the body panels hung for the last time (well, except the rear bumper which I will remove when I fit the engine) and the underside all stone-chipped and seam sealed.

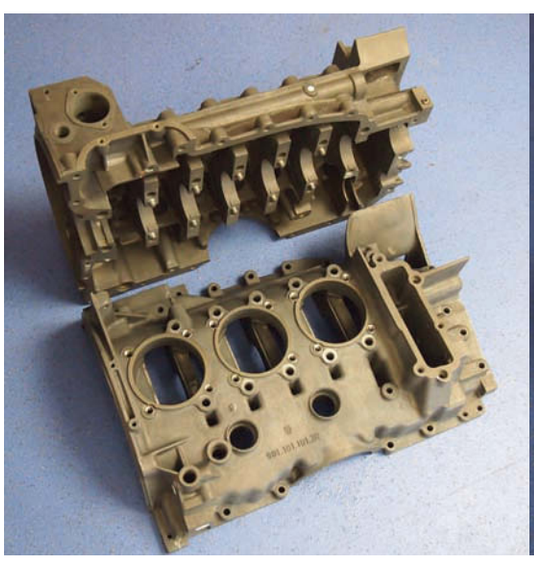
The suspension's all back on for good, too, and the brake pipes and fuel lines all reinstalled. In short, it's looking good from any angle.

But the most exciting news is that work on the engine rebuild has begun. 911 guru Bob Watson is looking after that for me – he now works with Canford Classics at their new premises near Dorchester in Dorset.

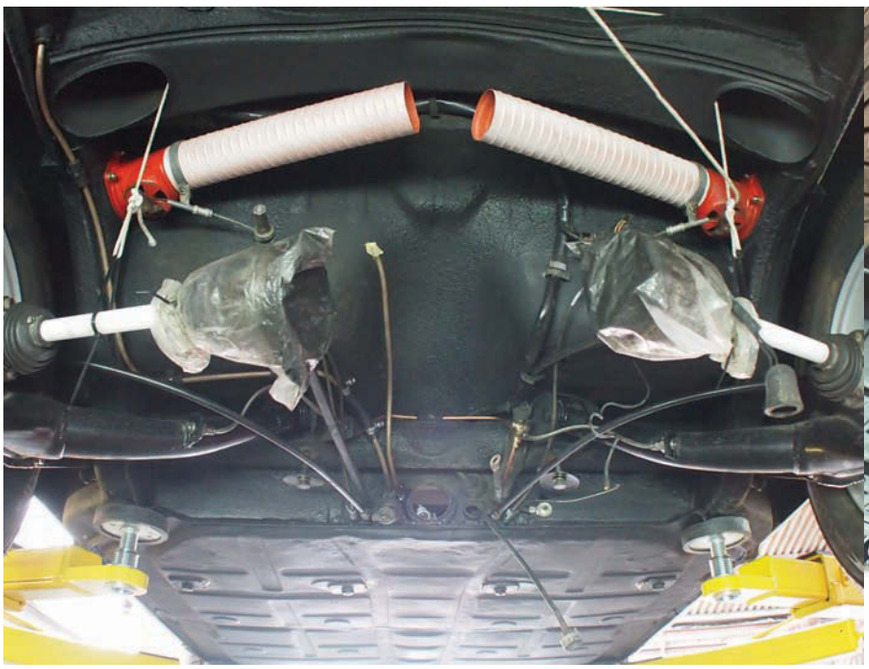
As I'm writing this, he's ready to assemble the bottom end, the crank having been polished, the rods re-bushed and dimensionally checked, the crankcases vapour-blasted and chromated, and the cylinders bored out to accept new high-compression 85mm Wossner forged pistons. The heads have been fitted with new valve seats and guides, too.

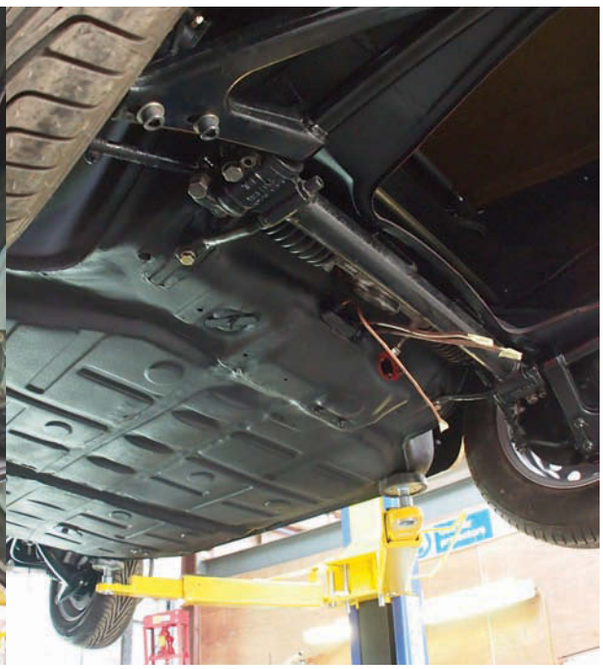
With 'S' specification cams from WebCam, we hope to get something like 190bhp from the engine, with its Jenvey ITB injection and crankfire ignition. That little package in the back of a short wheelbase – and fairly light weight – 912 ought to be fun. Or dangerous. Or both. Either way sounds good to me.

Two parts have held up the engine assembly: the oil pump and the intermediate shaft. The pump that came with the engine was worn – the gears themselves weren't too bad, but the pump casing showed that the gears had been running out of line, which would have led to a loss of oil pressure. Finding a









replacement pump – ideally a so-called 'four-rib' unit form a later 911SC or Carrera 3.2 – has proved to be a bit of a headache. However, I've been offered a 'three-rib' pump from a DDK member and it looks like we'll be going with that instead.

The intermediate shaft showed signs of wear on the drive gear and the cam-chain sprockets. Bob took one look and said 'No way, José', or similar, so the search was on.

In the end, Nick Fulljames at Redtek came to the rescue with a suitable replacement, so that was another vital part crossed off the list.

I must tell you this: Bob Watson has fallen in love. No, make that head over heals in love. The object of his affections? The ARP hardware which we're using in the engine! So beautifully made, so stunningly packaged, the ARP parts are an engineer's delight in every way – no wonder Bob couldn't wait to get stuck into the engine build!

With the engine build in safe hands, I tackled the not so pleasant task of replacing the fuel and brake lines running through the tunnel. The main brake hard line was in OK shape but the front few inches of it had been cut when the body repairs were being carried out.

It made far more sense to run a new line than to extend the old, and I was very glad to be able to use the two-pillar lift at R-to-RSR's Devon-based workshop. In fact, without it, I don't think I'd even have bothered to try to do the job myself.

Likewise the fuel line. The car was originally fitted with just one line, but that had been butchered in a past life, necessitating complete replacement. In addition, I needed an extra line fitted to act as the return for the fuel-injection system. With the handbrake and gear levers removed, and the car up on the lift, threading the new lines through the tunnel was not as hard as I expected it to be. It was nice to be able to cable-tie the new pipes at several points, too, to make sure they don't rattle.

So, that's it right now. The engine is next, meaning that wiring lies around the corner. That is not something I'm looking forward to but if that's all that stands between me and driving the car, then bring it on! **PW**

**Not so glamorous, but necessary. Replacing the brake and fuel lines, and stone-chipping the entire underside, weren't jobs I'd been looking forward to. But it's all done now, and looking good!**

**CONTACT**
**R-to-RSR: www.r-to-rsr.com**
**Canford Classics: www.canfordclassics.com**
**ARP: www.arp-bolts.com**

**Freshly chromated crankcases look fantastic. They've been shuffle-pinned and Timeserted, too. Original cylinders have been bored 1mm oversize to match Wossner forged pistons. Rods have now been resized and rebushed. ARP hardware is second to none in quality...**







specialised covers
innovative tailored protection

THE ULTIMATE IN CAR COVER PROTECTION.

INDOOR & OUTDOOR CUSTOM MADE CAR COVERS DESIGNED BY YOU.



prestige+
STARTING FROM
£299
CALL OUR TEAM ON
01943 864 646
VISIT OUR WEBSITE
specialisedcovers.com
DISCOUNT CODE : PWM-2014

FULLY TAILORED. ANY MAKE. ANY MODEL.

British Design & Manufacture

FOLLOW US

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!




Phone: (602) 244-0911 | www.patrickmotorsports.com
Phoenix, Arizona - USA | Daily Worldwide Shipping

One badge...one Club




From £600 to 600bhp, whatever you own – we're here for you

The Benefits

Flagship Magazine • International, National and Regional Club Events • Registers
Factory Visits • Motorsport Division (inc. Track Days) • Cars and Parts For Sale
Technical Support • Member Discounts • Club Shop • Website and Forum

Join Us

The ONLY officially recognised Porsche Club in the UK - with approx 13,000 members

Membership from £60 pa*

Porsche Club Great Britain

* Individual UK Resident's Membership (plus initial £10 joining fee).
Porsche ownership not required! Prices correct at time of going to press.

Tel: 01608 652911 (8.30am - 5pm) www.porscheclubgb.com

# 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
Pop in for a free mechanical assessment
Audio & Alarm Fitting





Mobil 1 SERVICE CENTRE

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

01895 814446
07507 623997

Find us on Facebook

*all major credit cards are accepted*

**www.porsche-torque.com**

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



# 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



# SPECIALIST CARS
## OF MALTON LTD

**APPROVED MOTOR CARS**

revo techniq
Official Distributor

# WANTED

| | | |
|---|---|---|
| 356 Speedster | 993 Carrera 2 | 996 GT3 |
| 2.7 RS | 993 Carrera 4 | 996 GT3 RS |
| 2.8 RS | 993 Carrera S | 996 Cup Car |
| 3.0 RS | 993 Carrera 4S | 996 RSR |
| 3.2 Speedster | 993 Turbo | 996 GT3R |
| 959 | 993 GT2 | 997 Cup Car |
| 964 RS | 993 GT2 Evo | 997 GT3 |
| 964 Turbo | 993 RS | 997 GT3 RS |
| 964 Cup Car | 993 Cup Car | Carrera GT |
| 964 Speedster | GT1 | Le Mans cars |

**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**




# I SWAPPED MY 993 FOR A CAYMAN

**What? Is Kieron Fennelly insane? No, just rational as to the pros and cons of running a classic Porsche**

KIERON FENNELLY

**968 CLUB SPORT**

**Occupation:** Motoring Writer
**Home town:** Sandhurst
**Previous Porsches owned:** 1
**Car:** Cayman 2.9
**Year:** 2009
**Mileage:** 45,000
**Owned for:** 3-months
**Mods/options:** Standard, as Porsche intended
**Contact:** kieronfen@talktalk.net

**THIS MONTH IN BRIEF:**
Out with the old and in with the new. Modern Porsche motoring is proving to be something of a liberation. Let's hope it continues that way!

After a decade with my 993, I rather surprised myself earlier this year by trading it for a 59-plate 2.9 Cayman. I saw the black Cayman, the same colour as my 911, on the website of my local indy, Northway Porsche (of whom I can't speak highly enough) and I think I had made up my mind about the two-seater even before taking it for a drive. 43,000 miles, a six-speed manual gearbox, and on offer for only a few hundred pounds more than the trade-in value of my 993. I did the deal knowing that if I started hesitating, I'd probably have the 911 for another ten years. Parting with a classic 911 verges on the heretical: how could I have even contemplated it?

In all honesty, my annual mileage with the 993 had halved in the last few years. Subconsciously I had become increasingly particular about when I drove it, excluding not just short runs as I always have, but any trip in poor weather or on dirty roads. From being merely a used 911 when I purchased it, the 993 has become an established classic and I found I didn't want to put more 'commuting' miles on it. Combine that with the lack of a/c which made summer trips, especially in France and Germany, a sweat and I had £20,000 of Porsche which I was no longer getting the most from. A 997 gen 2, which on the face of it would have solved the problem, was not only beyond my means, but frankly I find the latest 911s a bit big. The gen 2 Cayman seemed a practical and indeed economical way to continue enjoying flat six Porsche motoring.

After 1500 miles in the 2.9, I can only confirm everything that has already been said about the Cayman. It steers like a kart, grips quite phenomenally even on its modest 205 front and 235 rear tyres, and notions of understeer or oversteer simply vanish. There is none of the feeling of load transfer of the 911 and you recall that the light, mid-engined configuration was the basis of generations of successful Porsche sports racers. In the Cayman it is extraordinarily refined and I wonder whether I will begin to miss the occasional twitchiness of the 993 as it reminded you of the fundamental contradiction of hanging the engine outside the wheelbase.

In terms of outright go, the cars are similar. The Cayman sports 20 fewer bhp but also weighs 40kg less. The real difference is in torque characteristics. The smaller capacity Cayman naturally enough lacks the midrange shove, so satisfying in the Varioram 993, which at 3500rpm is already producing more torque then the 2.9's maximum of 221lb ft. The junior Cayman unit is, though, typical of the latest generation of Porsche flat sixes fairly belting from 4500rpm to the 7300rpm limiter. The 993 was limited to 6800rpm, but I always felt it had given its best by 500rpm below that and I hardly ever invoked the fuel cut off.

To many the best looking 911, the 993 was the first model to be built with at least one eye on cost and I thought that the interior of mine showed signs of this, particularly the carpeting and some of the plastics used around the doors; the 986 and 996 were the object of extensive criticism in this department, but as Porsche's finances improved so did its cabins and my Cayman, which effectively has the cockpit of the much more expensive 997, has worn well. As a sports car, I like the two seater configuration too: instead of dumping luggage randomly on the all-but useless rear seats of the 911, you have to pack items




properly in the nicely upholstered front or rear boots. It makes for a tidier driving environment and I appreciate the proximity and focus of everything in the Cayman cabin as well as Porsche's usual brilliant ergonomics.

I was impressed to get insurance (limited to 6000 miles) for the same price as I paid for the 993, but was irritated that Adrian Flux having only a month before set up a competitive policy for me on the air cooled car could not repeat this for a non-classic Porsche. This obliged me to go elsewhere and to close the arrangement with Flux for which they charged me a princely £48. A road fund licence for £280, an amount predicated by that absurd CO2 tax, was rather lower than I anticipated after years of paying the pre-2001 rate. A two year service interval is another novelty, but I shall visit my indy after 12 months anyway to change the oil and generally have a look around with him under the car, which for me has always been part of owning a Porsche. I've done two 400 mile trips in winds and rain and the Cayman has felt snug and secure and tracks like the proverbial arrow. I had no compunction about jetwashing it afterwards whereas I was reluctant to turn the power hose on the 993 with its ageing window seals and other signs of advancing years. Indeed my only significant criticism of the baby Porsche is the amount of road noise, seemingly from the rear tyres, but certainly louder than the 993. The Cayman I fear is yet another car developed on Germany's smooth Landstraßen, and inevitably resonates on the rough asphalt of the UK's third world roads.

Will I still be waxing lyrical by the summer with a Porsche which isn't a 911 and one where I can't even see the engine except by crawling underneath? Certainly, setting off in the Cayman lacks the sense of occasion of the 993, which with its wide aural repertoire and three oil gauges used to make me feel like an old time flight engineer, listening for untoward noises and observing the dials as everything warmed up. A sign of the times, the base Cayman doesn't even sport an oil temperature gauge. But then you start to notice the sublime steering response and then the engine note of the 2.9, which can sound a bit like an industrial washing machine at low rpm, but picks up and races to its spine tingling Wagnerian crescendo and much, if not quite all, is forgiven. In fact I thought I'd got over my 993 until the other day I heard a familiar Porsche rumble: I looked up to see my son driving his 3.2 into view and my knees went weak... **PW**

**Fennelly has swapped rear-engined for mid-engined and classic for contemporary in the shape of a Cayman 2.9. So far so good and the plus side is that the Cayman is getting plenty of use, while the 993 was being used ever more sparingly thanks to its classic status**




**CONTACT**
**Northway:**
**www.northwayporscheltd.co.uk**

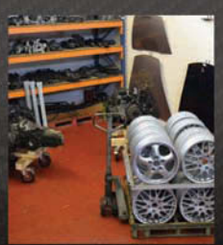
**993 for Cayman was pretty much a straight swap at local independent, Northway Porsche. Move on Kieron. Better to have driven and lost, than never to have driven at all!**

Cotswold
PORSCHE
SPECIALISTS




**Great value servicing deals**
Minor service £220 Major service £299
For Porsches post 1996. Call for a quote on earlier examples.

**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?



**Over 30 years experience**
**Fast diagnosis & repair**
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.

Find us on Facebook.com
/CotswoldPorscheSpecialistsLtd

Call **01242 620 180**
Visit **www.cotswoldporschespecialists.co.uk**

JMG PORSCHE
THREE GENERATIONS OF CARING FOR PORSCHE

**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@jmgarage.co.uk
mailorder@jmgarage.co.uk

**www.jmgarage.co.uk**

The Wheel RESTORER

1970's Wheel Brace...





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

PMO
carburetors

Pair 40mm PMO's: $3600
Pair 46mm PMO's: $3700
Pair 50mm PMO's: $3800

Installation Kit adds $600 to the above prices:
PMO Ported Manifolds
Crossbar Linkage Set
Watershield Air Cleaners
Pressure Control Unit
Heat Insulator Kit
Oil Tank Breather
Fuel Line, Clamps, Filters
Injector Plugs, as needed
Power Brake Check Valve

40mm, 46mm and 50mm



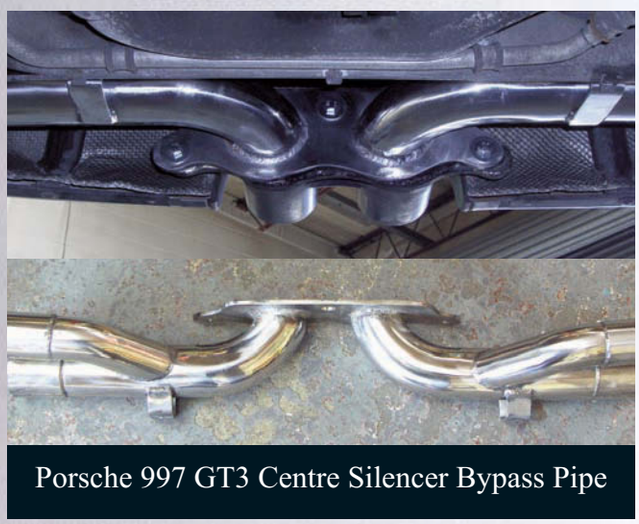
**Please fax or write us**
**135 17th Street**
**Santa Monica, CA 90402**
**Fax 310-394-6313**

THIS AD REFLECTS OUR JANUARY PRICE INCREASE

**www.pmocarb.com**
VISA, MasterCard, or Prepaid

# 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**

# elite motor tune Limited



Porsche specialist for over 30 years

Servicing for all Porsches

Up to 40% off main dealer rates

Courtesy cars available

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

Recent new workshop with latest German technology and 7 service bays

**www.elitemotortune.co.uk**

**NORTHAMPTON Tel: 01604 757510**

# Classic PORSCHE

## MAY/JUNE ISSUE ON SALE NOW




Buy online at www.classicporschemag.com




# CLUTCH AND FLYWHEEL FOR PROJECT GT3

**Fraser's GT3 gets a lightweight, single mass flywheel and a new clutch. Oh, and new suspension in the wings**

ANTONY FRASER

**996 GT3**

**Occupation:** Freelance photographer
**Home town:** Chichester, West Sussex
**Previous Porsches owned:** 1
**Car:** 911 GT3
**Year:** 1999
**Mileage:** 73,000
**Owned for:** 24 months
**Mods/options:** Fuchs alike wheels and Yokohama tyres, plus Cargraphic exhaust system and DMS remap
**Contact:** antonyfraser@mac.com
**THIS MONTH IN BRIEF:** New lightweight flywheel from TTV Racing for extra zing, plus a new clutch, make all the difference

Progress at last on Project GT3! Keen observers will be aware that one of the few mechanical differences between the Clubsport spec and our car, the Comfort model, is the flywheel. Ever since buying the car, with its civilised (but heavy) dual-mass arrangement, I've longed for the extra zing to be had from a much lighter single-mass component, as fitted to the Clubsport.

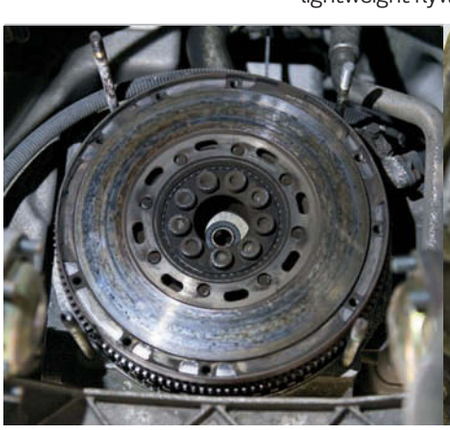
I am very happy to report that the aforementioned zing has now arrived, in the shape of a beautifully made lightweight flywheel from the good folk at TTV Racing in Suffolk, purveyors of high quality flywheels for an almost infinite variety of applications; need a flywheel for a Ferrari Daytona? No problem. Cosworth DFV? Of course, Sir. Anything you need.

Stand by for a full feature in the near future, but for now let's say that our flywheel is a work of engineering art, and it does the business most admirably. The GT3's not exactly a slouch anyway, but it's now noticeably keener to rev, the throttle response is sharper, and the revs die away more quickly between gears. I believe the change has even made the old girl marginally more economical! I won't go into the facts and figures here, but the weight saving is very impressive indeed – and remember, that mass is revolving at great speed, so the advantages are hugely multiplied. All will be revealed in the feature.

The Clubsport is famously raucous at idle in neutral, rattling as though somebody has tipped a bag of spanners into the gearbox, thanks to the individual bangs from the engine being transmitted via the undamped, single-mass flywheel, to the clutch, then into the gearbox. There's just a trace of that in our car now, but at a much lower level – just enough to hint at the race-car eagerness to come. The GT cars from Porsche are all about involvement, and this added directness puts you one more little step closer to the action, which is just fine by me.

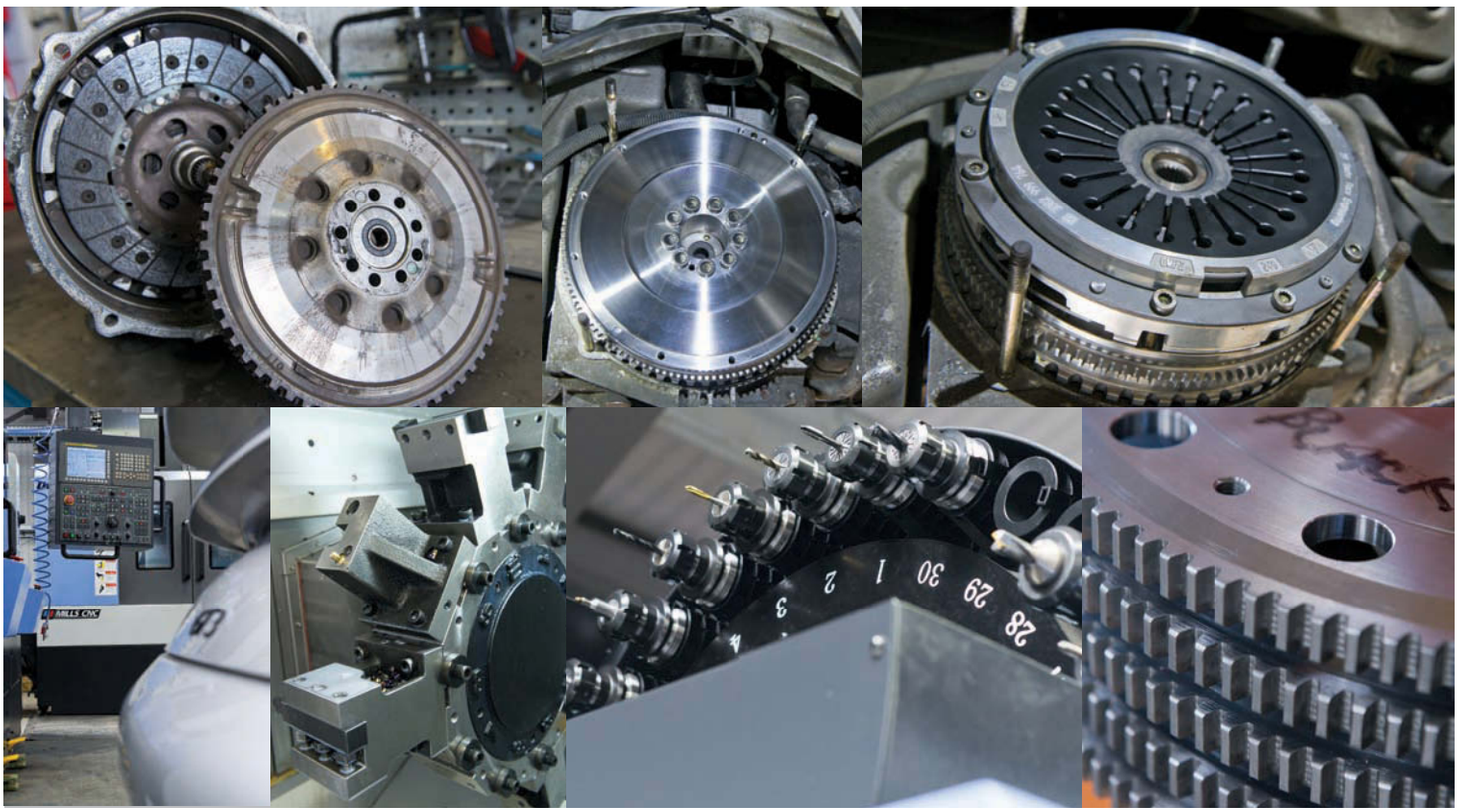
Full marks, by the way, to our friends at Regal Autosport in Southampton, who fitted the flywheel, and a new Sachs clutch. They took one or two

**Above: Fraser's GT3 at TTV Racing's premises. Below: Gearbox off, old clutch removed**









issues, like a weeping crankshaft oil seal, in their stride, and made a happy customer out of me. That TTV were insistent on using them for the fitting speaks volumes about their confidence in the service. Again, more on that in a forthcoming feature.

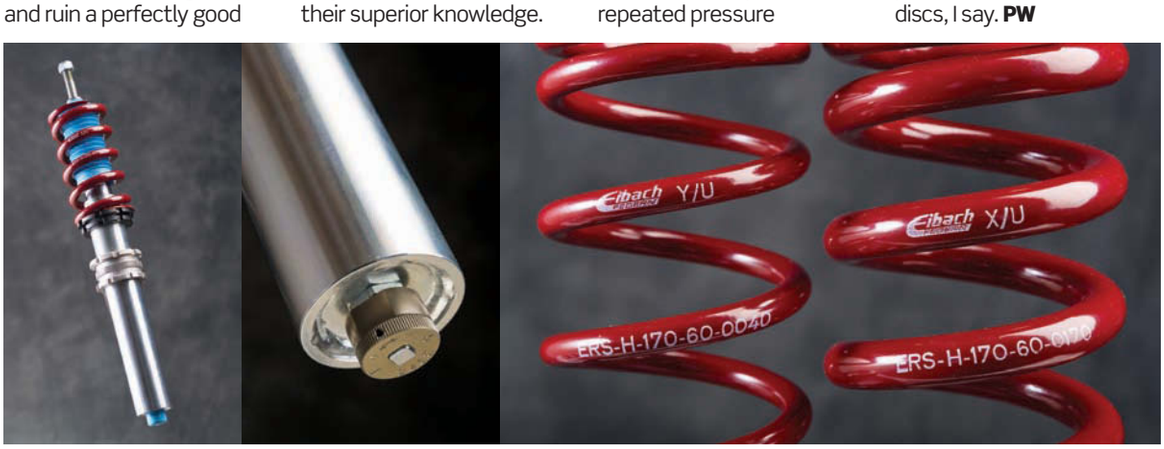
News from the lower decks: a large box of Bilstein dampers and Eibach springs is sitting by my desk, awaiting fitting. We're hoping for great things from the new suspension; sharpened responses are one thing, but we'll be trying very hard not to fall off the tightrope and ruin a perfectly good road car at the altar of ultimate track glory. Adjustable dampers are part of the package, which should give us ample opportunity to get it right. Or, indeed, wrong. However, RPM Technik, in Hertfordshire, will be rising to the challenge of setting it all up. Their reputation precedes them as suspension gurus, so no crossed fingers will be necessary. I'm waiting to hear what they have to say regarding my '19 inch wheels equals much better tyre choice' theory; if they pooh-pooh the idea, then I may be forced to bow to their superior knowledge. Anybody done it to a GT3 already? And with what success, or problems..?

Just as an aside, the difference in thickness between front and rear springs is astonishing. I hadn't really noticed before, but if you stand them side by side, the rear is virtually twice as thick as the front. Like so many things in life, it's obvious. Afterwards.

So, it's all looking very positive for Project GT3. The only (temporary) fly in the ointment is the brakes. New stoppers are part of the plan, but not just yet. Meanwhile, despite repeated pressure bleeding, I'm still getting a slightly soft pedal, and not as much retardation as I'd like. This all stems from some enthusiastic use of the middle pedal at an Abbeville track day a few months ago, where the front brakes, in particular, suffered from the tremendous heat built up while trying to stop a very fast-moving car with a fat bloke in it. I'm going to give the bleeding another go, and take a bit of sandpaper to the pads, and emery cloth to the discs, in case glazing is part of the problem. Roll on some six-pot front calipers and new discs, I say. **PW**

**Top left: Old clutch and dual mass flywheel removed. Middle: New lightweight flywheel from TTV Racing and new flywheel and clutch assembly**

**CONTACT**
**TTV Racing:**
**www.ttvracing.com**
**Regal Autosport:**
**www.regal-auto.co.uk**
**Bilstein**
**www.bilstein.com**
**Eibach:**
**www.eibach.com**




**Far left: Complete Bilstein/Eibach spring and damper unit. Dampers are adjustable so we'll have lots of fun arriving at a set up. Not surprisingly the springs are rather thicker for the rear than the front. That will be all that weight from the engine then. Look out for complete fitting and set up feature in a future issue**




# CLUTCH AND FLYWHEEL FOR PROJECT GT3

**Fraser's GT3 gets a lightweight, single mass flywheel and a new clutch. Oh, and new suspension in the wings**

ANTONY FRASER

**996 GT3**

**Occupation:** Freelance photographer
**Home town:** Chichester, West Sussex
**Previous Porsches owned:** 1
**Car:** 911 GT3
**Year:** 1999
**Mileage:** 73,000
**Owned for:** 24 months
**Mods/options:** Fuchs alike wheels and Yokohama tyres, plus Cargraphic exhaust system and DMS remap
**Contact:** antonyfraser@mac.com
**THIS MONTH IN BRIEF:** New lightweight flywheel from TTV Racing for extra zing, plus a new clutch, make all the difference

Progress at last on Project GT3! Keen observers will be aware that one of the few mechanical differences between the Clubsport spec and our car, the Comfort model, is the flywheel. Ever since buying the car, with its civilised (but heavy) dual-mass arrangement, I've longed for the extra zing to be had from a much lighter single-mass component, as fitted to the Clubsport.

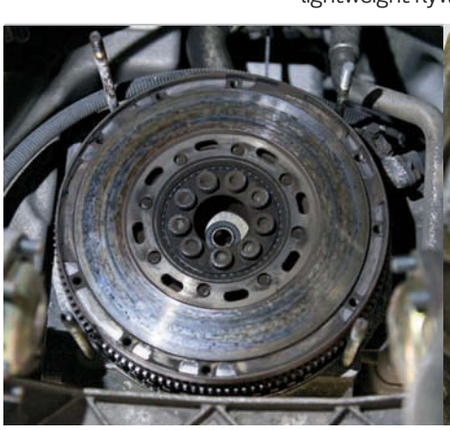
I am very happy to report that the aforementioned zing has now arrived, in the shape of a beautifully made lightweight flywheel from the good folk at TTV Racing in Suffolk, purveyors of high quality flywheels for an almost infinite variety of applications; need a flywheel for a Ferrari Daytona? No problem. Cosworth DFV? Of course, Sir. Anything you need.

Stand by for a full feature in the near future, but for now let's say that our flywheel is a work of engineering art, and it does the business most admirably. The GT3's not exactly a slouch anyway, but it's now noticeably keener to rev, the throttle response is sharper, and the revs die away more quickly between gears. I believe the change has even made the old girl marginally more economical! I won't go into the facts and figures here, but the weight saving is very impressive indeed – and remember, that mass is revolving at great speed, so the advantages are hugely multiplied. All will be revealed in the feature.

The Clubsport is famously raucous at idle in neutral, rattling as though somebody has tipped a bag of spanners into the gearbox, thanks to the individual bangs from the engine being transmitted via the undamped, single-mass flywheel, to the clutch, then into the gearbox. There's just a trace of that in our car now, but at a much lower level – just enough to hint at the race-car eagerness to come. The GT cars from Porsche are all about involvement, and this added directness puts you one more little step closer to the action, which is just fine by me.

Full marks, by the way, to our friends at Regal Autosport in Southampton, who fitted the flywheel, and a new Sachs clutch. They took one or two

**Above: Fraser's GT3 at TTV Racing's premises. Below: Gearbox off, old clutch removed**







ZIMS AUTOTECHNIK
PORSCHE SPECIALISTS
ORDER ONLINE
www.allzim.com
PARTS FOR ALL PORSCHES • LOW PRICES • FAST SHIPPING




1804 RELIANCE PKWY. BEDFORD, TX 76021 USA
Fax: 001-817-545-2002
Phone: 001-817-267-4451

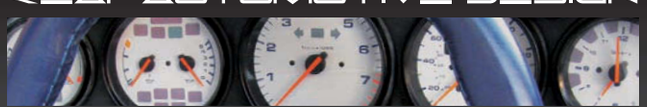
RS-911
Porsche Specialist
Mid Wales
Tel : 01686 440 323
Roselea, Llangurig, Llanidloes, Powys SY18 6QJ



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
Check out our new web site
www.rs911.com
Email: mark@rs911.com

www.portiacraft.com
EST: 1984
PORSCHE SERVICING - UNBEATABLE RATES
PORSCHE SALES - UNBEATABLE PRICES
HERE AT PORTIACRAFT WE BELIEVE THAT A PORSCHE CAN BE RUN FOR THE SAME COST AS A HOT HATCH
WITH FULLY TRAINED MECHANICS - WE ONLY DO WHAT NEEDS DOING
WE OWN OUR OWN STOCK AND OUR BUILDING
SO OUR OVERHEADS ARE LOWER THAN MOST GARAGES
WE KEEP 25/30 FULLY PREPARED AND WARRANTEED
CARS FOR SALE RIGHT ACROSS THE RANGE
NOBODY BEATS US ON PRICE OR SERVICE
TRY US ONCE AND YOU WILL NOT GO ELSEWHERE
PORSCHES ALWAYS WANTED
PHONE: 020 8959 1604 email: sales@portiacraft.com
OR VISIT WWW.PORTIACRAFT.COM

RAD
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.







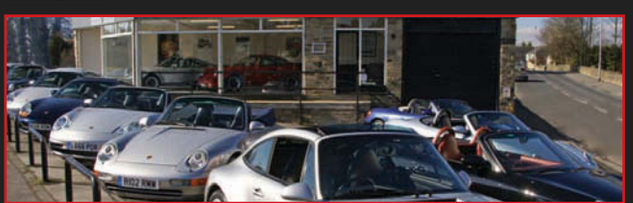


| | |
|---|---|
| Prices: Porsche 911 > 90 | £275.00 |
| Porsche 964 – 993 | £250.00 |
| Porsche 996 – 997 | £250.00 |
| Porsche Boxster / Cayman | £225.00 |
| Porsche Cayenne | £250.00 |
| Fitting service | £50.00 |
| Import & export conversions from | £100.00 |
| Repair, Recalibration, Restoration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

Prices exclude VAT

www.reapautomotivedesign.com
TEL: 020 8863 2305
NEW WEB SITE

Yorkshire Classic Porsche
Yorkshire's No. 1 choice for classic to modern Porsche
Please call us on 08434 996 911



Porsche 968 £10,995



1993, Red, Immaculate, Low mileage with fantastic service records, 91,000 miles

Porsche Cayenne D V6 £58,495



2014, 4x4, Automatic 3.0L Diesel, Brand New!! Huge spec, Black leather, 1000 miles

Porsche 911 Carrera 2S £25,995



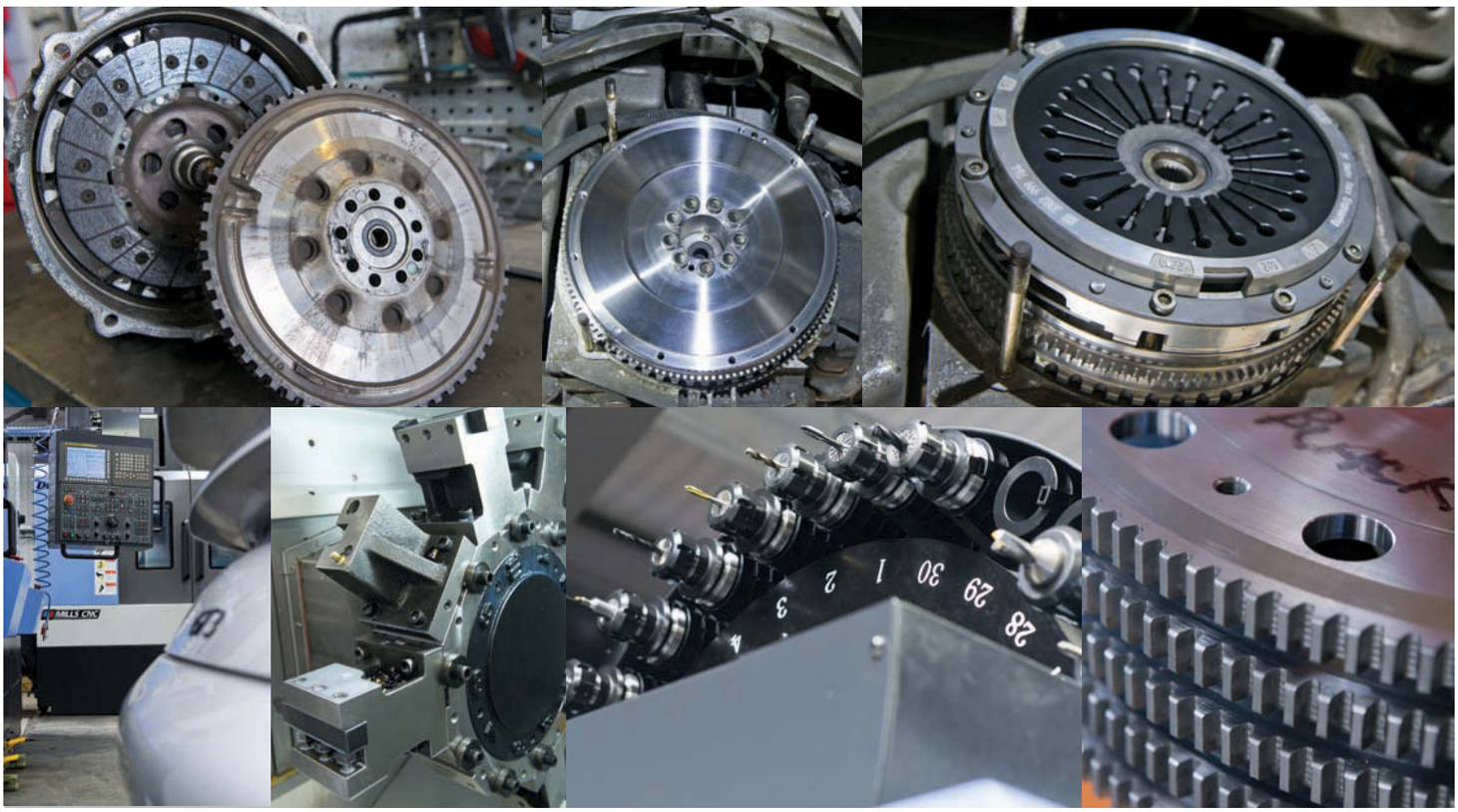
2004, Arctic Silver with Black leather, 1 Owner, Porsche Warranty, 42,000 miles

Porsche 996 C4S £18,995



2002 Black, Super low mileage with full service history, 18" alloys, 70,000 miles

www.yorkshireclassicporsche.co.uk
Leeds Road, Collingham, Nr Wetherby, West Yorkshire LS22 5AA



issues, like a weeping crankshaft oil seal, in their stride, and made a happy customer out of me. That TTV were insistent on using them for the fitting speaks volumes about their confidence in the service. Again, more on that in a forthcoming feature.

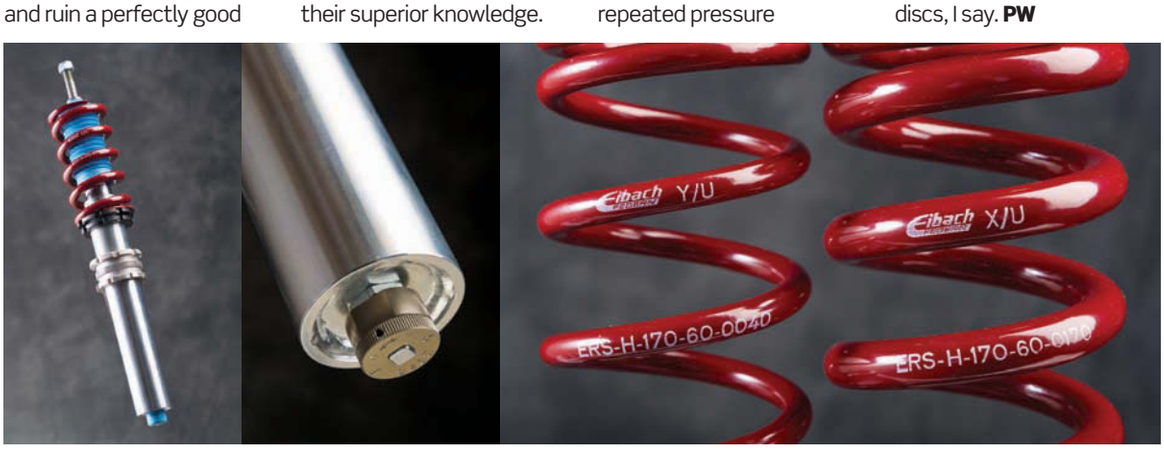
News from the lower decks: a large box of Bilstein dampers and Eibach springs is sitting by my desk, awaiting fitting. We're hoping for great things from the new suspension; sharpened responses are one thing, but we'll be trying very hard not to fall off the tightrope and ruin a perfectly good road car at the altar of ultimate track glory. Adjustable dampers are part of the package, which should give us ample opportunity to get it right. Or, indeed, wrong. However, RPM Technik, in Hertfordshire, will be rising to the challenge of setting it all up. Their reputation precedes them as suspension gurus, so no crossed fingers will be necessary. I'm waiting to hear what they have to say regarding my '19 inch wheels equals much better tyre choice' theory; if they pooh-pooh the idea, then I may be forced to bow to their superior knowledge. Anybody done it to a GT3 already? And with what success, or problems..?

Just as an aside, the difference in thickness between front and rear springs is astonishing. I hadn't really noticed before, but if you stand them side by side, the rear is virtually twice as thick as the front. Like so many things in life, it's obvious. Afterwards.

So, it's all looking very positive for Project GT3. The only (temporary) fly in the ointment is the brakes. New stoppers are part of the plan, but not just yet. Meanwhile, despite repeated pressure bleeding, I'm still getting a slightly soft pedal, and not as much retardation as I'd like. This all stems from some enthusiastic use of the middle pedal at an Abbeville track day a few months ago, where the front brakes, in particular, suffered from the tremendous heat built up while trying to stop a very fast-moving car with a fat bloke in it. I'm going to give the bleeding another go, and take a bit of sandpaper to the pads, and emery cloth to the discs, in case glazing is part of the problem. Roll on some six-pot front calipers and new discs, I say. **PW**

**Top left: Old clutch and dual mass flywheel removed. Middle: New lightweight flywheel from TTV Racing and new flywheel and clutch assembly**

**CONTACT**
**TTV Racing:**
**www.ttvracing.com**
**Regal Autosport:**
**www.regal-auto.co.uk**
**Bilstein**
**www.bilstein.com**
**Eibach:**
**www.eibach.com**




**Far left: Complete Bilstein/Eibach spring and damper unit. Dampers are adjustable so we'll have lots of fun arriving at a set up. Not surprisingly the springs are rather thicker for the rear than the front. That will be all that weight from the engine then. Look out for complete fitting and set up feature in a future issue**




SUBSCRIBE

# FATHER'S DAY GIFT SUBSCRIPTIONS

***Father's Day isn't far away (June 15), so what better gift than a subscription to 911 & Porsche World? Order in time* and we'll send a special gift card for you to give on the day!***

## CALL +44 (0)20 8655 6400

**SUBSCRIBE ONLINE:**
**WWW.911PORSCHEWORLD.COM**

| | SIX ISSUES | 12 ISSUES |
|---|---|---|
| UK | £26.00 | £48.00 |
| EUROPE | £36.00 | £67.00 |
| REST OF WORLD | £46.00 | £85.00 |

***To receive your gift card in time please ensure we receive your order by June 6 (UK) or May 30 (Overseas)***




Find us on Facebook

EVANS WATERLESS ENGINE COOLANTS
Sponsored by
Evans Waterless Engine Coolants
www.evanscoolants.co.uk

# PORSCHE PROBLEMS?

## E-MAIL US AT PORSCHEMAN1956@YAHOO.CO.UK, AND WE'LL PASS THEM ON 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 incorrigible do-it-yourselfer, Chris Horton (right). It's much the same format as you would expect – you ask, and our experts answer – but we have recently added more detail (including part numbers and typical costs, and also contact phone numbers and websites where relevant), and not least as many illustrations as we can squeeze in. Please note that all prices quoted were to the best of our knowledge correct – for the UK market – at the time of writing, and for the sake of consistency generally exclude VAT, unless otherwise stated. We naturally do our very best to make sure that the information given is both accurate and useful, but unfortunately we can accept no responsibility for any effects arising from it.

**MEET THE TEAM**



**CHRIS HORTON**
*911 & Porsche World*



**PAUL STACEY**
Northway Porsche



**PETER TOGNOLA**
Tognola Engineering



**PER SCHROEDER**
Stoddard Imported Cars



**OLLIE PRESTON**
RPM Technik

## SPRING IS IN THE AIR – OR IT COULD BE IF YOU ARE NOT VERY CAREFUL...

I have a 996 Carrera 4S. Recently the clutch pedal seems to have become rather heavier than I first remember it. (Actually, it was my wife who pointed it out, when she drove us home from an evening out.)

Many years ago I had a VW Golf, in which this was a well-known sign that the clutch needed replacing, but the bills that came with the Porsche when I bought it last year suggest that this job was done only about 10,000 miles ago. Do you have any ideas?
**Frank Makin**

**Paul Stacey, Northway Porsche:** *The so-called clutch-pedal helper spring breaking is a common problem in all 996s, and 986 Boxsters. This can cause the pedal either to become very heavy or sometimes to make a creaking noise as you operate it. The spring isn't an expensive component to replace, at around £35 plus VAT, but it isn't a job I would recommend undertaking yourself unless you are double-jointed, a contortionist, or fairly mechanically minded (and ideally all three!).*

*You will need to remove the heater pipe that runs under the dashboard – but that's just a case of carefully pulling it down and then out of the way. Next, you will need a split-pin, or something similar, that can be pushed into the hole at the end of the shaft projecting from the clutch spring – hidden behind the white plastic casing in the photo shown here. Push down on the clutch pedal with your hand, and thanks to the split-pin the spring will be pulled out.*

*Now comes the rather more difficult part: trying to get the new spring into the slot and locate it, while at the same time pushing the pedal down. Once it's in place pull the split-pin out before pushing the pedal down again. Reckon on about half an hour's labour charge if you pay a specialist to do the job.*

*For the record, there are three different springs depending on the year of the car.*



**New clutch helper spring comes ready compressed – remove the split-pin (not shown) only *after* fitting**

*For those to the 2002 model year you need 996 423 081 14. For the 2003 model year you need 996 423 081 17, and for 2004 on part number 996 423 081 18. For that reason it's probably best to order against a specific Vehicle Identification Number, or VIN.*

## HORRIBLE HOODS RECLAIMED THE QUICK AND EASY WAY

My 1998 Boxster's hood is in a pretty awful state. The car spent many years in southern Spain, so the material was already rather faded, and it then sat around under a carport outside my house for most of last winter, inevitably becoming increasingly mildewed.

Can you suggest any painless way of cleaning it up for the coming summer? Rather ironically, the plastic rear window seems fine – probably because latterly it has rarely, if ever, been folded.
**Alan Taylor**

***Chris Horton, 911 & Porsche World:*** *As it happens, we have just been sent a brand-new hood restoration kit from Newcastle-based Furniture Clinic. It contains, as you would expect, a specially formulated cleaner and a brush, but also a mould remover and, crucially, a new product known as FabriCoat. This comes primarily in a range of popular 'standard' colours, but can also be matched to a precise sample from the vehicle in question.*

*Either way, Furniture Clinic tells us, it can restore or even completely change the colour of most convertible hoods. After that, a regular dose of the company's Fabric Protector, which is also included in the kit, will prolong the roof's life, and should help prevent any additional staining.*

*We shall be trying the product (right) – which retails for £75 plus carriage – on at least one of the* 911 & Porsche World *project cars very soon, but in the meantime you can obtain full details at either www.furnitureclinic.co.uk or www.furnitureclinic.com (for US readers). Both sites include a link to a YouTube video showing the kit in use.*





EVANS WATERLESS ENGINE COOLANT
The Ultimate Cooling Solution
Tested and approved by Porsche Specialists...
Now available from **RPM Technik** & **Hartech Ltd**
To find your nearest stockist visit www.evanscoolants.co.uk



## ACCESSING 986 BOXSTER'S ENGINE COMPARTMENT – EASY WHEN YOU KNOW HOW

I have recently moved on from a 944 Turbo (too much rust in the sills) to an early 986-model Boxster 'S' (I know all about the potential engine issues, but it was just too cheap to turn down!). The Boxster is going to require quite a lot of TLC, but I am hopeful that it will respond to sympathetic treatment, and give me a few years of fun for not too much expenditure.

I know there is probably not a great deal that I can easily tackle from within the engine compartment, but I would still like to be able to access the top of the power unit at some time. The car came without any form of driver's handbook, however, so I wonder if you could tell me how to remove the engine cover, which I know must be in there somewhere, beneath the trim. I'm guessing that it can't be too difficult, but there is no obvious way in.

**Timothy Baker**

***Chris Horton, 911 & Porsche World:*** *Despite all initial appearances to the contrary, it is remarkably straightforward to gain access to a 986 Boxster's engine compartment – and the procedure is much the same for the 987.*

*The obvious first step is to open (or to close, of course) the folding hood to roughly its middle position. Let go of the push-button on the fascia at the appropriate moment, and then switch off the ignition. This will also leave the rigid metal panel behind the hood clear of the bodywork.*

*Reach in under the front of that panel, and you will see a soft fabric cover at the base of the rear part of the hood. To this is attached a length of angled plastic, and that, in turn, is secured to a couple of downward-facing hooks. Carefully detach the strip from the hooks – the plastic can become quite brittle.*

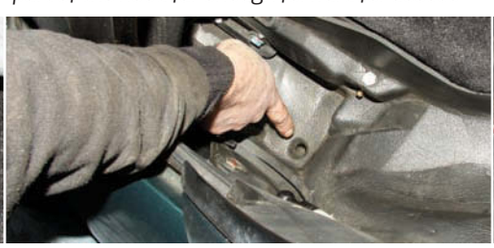
*Next you need to detach the two plastic-coated steel cables that connect the lower rear part of the hood to the body structure. These are situated a few inches inboard of the hood mechanism's main pivot points, with a simple ball-and-socket arrangement at each end. Gently twist the socket on the lower end of each cable, and it should come off easily enough.*

*This will allow you manually to pull the rear part of the hood far enough forward for access to the lift-off moulded carpet – which is attached by four simple plastic turn-buttons – and, beneath that, the engine cover itself. That is secured to the aperture in the body shell by five metal clips: three at the front, and two at the rear. Lift the ring-type 'handle' on each clip, and then turn the device 90 degrees anti-clockwise.*

*Some cars have a shallow plastic storage box immediately behind the seats, and thus positioned over the engine cover, but this, too, is easily removed by turning the two fasteners anti-clockwise and then lifting it out. Remember to disconnect the appropriate wiring if the box has optional built-in loudspeakers.*

*Replacement of all the components is a simple reversal of the removal procedure. Check that the seal round the edge of the main engine cover is both undamaged and secure, and obviously that the lid itself sits neatly down against the bodywork again – the 90-degree clips should turn and lock easily.*

**Socket-ended cables can be gently prised off matching balls on body shell (far left); while you are in there check drain holes for blockages (middle)**


## NEW REMOTE BATTERIES NOT ALWAYS THE KEY TO SUCCESS

I recently bought a 2002 Boxster 'S' from an independent dealer. The car is wonderful, but the two remote-control key fobs are proving problematic. I have installed brand-new batteries in both of them, but one refuses to work at all, and the other activates just the door locks and the central-locking, but neither the bonnet nor the boot lid.

Both keys fit the driver's door lock, and allow that to be locked and unlocked manually, but a third, supplied with the car, doesn't do even that. I hope that one of your experts will be able to help.

**David Carpenter**

**Chris Horton, *911 & Porsche World*:** *Our first (and fairly obvious!) piece of advice would have been to install new batteries in both remotes, but you have already done that, so it must be something else causing the problem. I asked several of our panel for their view on this, and James Leaney at Paragon Porsche in Sussex kindly offered several helpful suggestions.*

*First, check that the alarm control module, under the left-hand seat, has not become waterlogged. This is a particular problem in 986 Boxsters, and given the winter we endured it would be surprising if the unit had managed to remain bone-dry. Make sure, too, that the module's external electrical connections are not corroded. (Disconnect the battery before disconnecting the airbag in order to remove the seat; this should avoid later needing to have the airbag warning light put out.)*

*The remotes themselves are prone to a number of faults. Sometimes these are relatively simple – like a dry soldered joint or a broken wire, both of which might just be fixable by someone with the necessary steady hand, good eyesight and a soldering iron – but more often than not it's a deeper internal fault that can be cured only by buying two new keys.*

*These need to be recoded, but Paragon can handle that (as well as supplying the remotes) for a total of around £250 plus VAT. The job takes around half an hour, says James, although you would need to give them a couple of days' notice to order the parts. Perhaps, then, your first call should be to the dealer from whom you bought the car to see if he can fix it, or else is willing to pay for Paragon to do so. It should be covered under warranty.*

*Paragon is in Five Ashes, East Sussex. Call 01825 830424, or go to www.paragongb.com.*

**Not exactly the smartest of places for the Boxster's alarm control module: under the left-hand seat, and likely to get wet sooner or later – usually sooner**



## 996 ALARM SYSTEM: SILENCE IS GOLDEN

I hope you can help me with a problem in my GT3-look 996's alarm system. One evening last week I came home from walking the dog, and heard the alarm screeching in the garage. The siren was sounding (loudly!), but there were no lights flashing. Whatever I did, I was unable to silence it. Every so often it came to the end of its cycle, but then chirped and started again. This went on for five or so cycles, and then suddenly it stopped. After that, all was OK.

Today I took the car out for a run (for around an hour), and on the way home stopped at the local shop to pick up a newspaper. As I climbed out of the car and shut the door behind me the siren went off – and I hadn't even locked it at this point. Once again, nothing I did would silence it. Locking or unlocking it, ignition on or off, engine on or off: no difference at all. And again no lights flashing – just that wretched siren!

I drove home (wishing I could have found a paper bag to wear on my head to hide my embarrassment), and headed straight in to the garage. I opened the front lid and removed the plastic cowlings and so on, but once again couldn't stop the siren. At this point it had been sounding for at least five and quite possibly 10 minutes.

I finally disconnected the battery negative lead, and mercifully that killed it immediately. Half an hour later I reconnected the battery, and reassuringly all was calm. I reset the radio and the clock and so on, and reckoned I was on to a winner. Strangely, though, the alarm chirped when I locked the car – and this wasn't the usual beep from the horn that indicates an open door. It has never chirped like this before.

I have left the car for a while now, and it is still quiet, although I have once again heard an occasional chirp from the alarm, but at least it has not gone into full red-alert mode – yet. Do you have any ideas what the cause could be, please? I'll admit that the car's own battery has probably seen better days, but it is usually left connected to a trickle charger to keep it topped up, so I would be surprised if that was a factor.

I am concerned that my next trip out may result in similar embarrassment, so any advice you could offer would be greatly appreciated!

**Graham Loncaster**

***Paul Stacey, Northway Porsche:*** *The alarm systems in the UK-specification 996 are so-called Thatcham Category 1 units, which basically means that they have an additional siren fitted, as well as the standard horn. The siren has a back-up battery inside it, and if the unit senses a voltage difference between this and the car's main battery it will self-activate because it 'thinks' that someone is tampering with the vehicle. Unfortunately the sirens can develop an internal fault, which manifests itself in exactly the way you describe – in other words, chirping and intermittently self-activating, which cannot be turned off.*

*You need to check that there is battery power to the siren. This comes via fuse C3, which also feeds the interior lights, the central-locking, and the alarm control module. If you have the required voltage at both that fuse and the siren itself then you need to replace the latter. The Porsche part number is 996 618 237 04, and it costs £224.59 plus VAT, but the last time we checked there was no stock in either the UK or Germany. Most of the time, due to the high cost of the part, a lot of owners simply remove the siren from the car and rely on the alarm horn alone.*

*Luckily, the system doesn't need recoding if you do this, and it won't beep the horn as though there was a fault. The only possible problem might be that if the car was stolen and there was an insurance investigation – and it could somehow be shown that the siren was either disconnected or missing – then the policy might not pay out. But the likelihood of an engineer spotting this – or even having the chance to do so if the car is still missing, of course – is pretty slim.*



**Two views of two different 996 alarm sirens (arrowed) show its mounting position on left-hand side of battery, and crammed in next to air-conditioning receiver-dryer**

## DODGY AFM THE LIKELY CAUSE OF CARRERA 3.2'S ERRATIC IDLE

Perhaps you can help me with a problem I am having with my 1986 911 Carrera 3.2. It has around 145,000 miles on the clock, but so far has needed no top-end rebuild.

When I start the engine from cold it first 'hunts' up and down, between about 400rpm and 1400rpm – which is rather worrying – and then stalls. After that it will usually fire up again and behave perfectly normally.

After behaving like this for a little while it might stall again (when I stop at traffic lights, for instance), but will again restart and run OK with the revs at about 800rpm. It will then begin this annoying hunting again. This doesn't happen every time I use the car, and overall it still goes very well.

I have changed the spark plugs, the rotor arm and the distributor cap, and have also cleaned out the throttle body. Could it be the air-mass sensor? Do you know of a way to check these units? I don't want to spend £600-plus on a replacement if it's likely to be something else.

**Ian Milne**

***Paul Stacey, Northway Porsche:*** *There are a number of items that can cause an erratic idle like this, including the airflow sensor.*

*The test procedure for that unit is as follows. With the plug to the unit still connected, pull back the rubber boot and check the voltage between terminal 3 and ground (the pin numbers should be stamped on the airflow meter; if not, they are numbered from one to four, left to right). You should see 5.0 volts.*

*With the air-filter box removed, connect your voltmeter between terminal 2 and ground, again with the plug connected. Push open the airflow sensor plate, and you should see a steady rise in voltage up to 4.60 volts when the plate is fully open.*

*To check the intake-temperature sensor in the airflow meter, place an ohmmeter across terminals 1 and 4 (with the plug disconnected). At zero degrees Celsius you should see a reading of between 4.4 and 6.8 Kohms, and (more realistically at this time of year) at anything between 15 and 30 degrees Celsius a reading between 1.4 and 3.6 Kohms.*

*If all this checks out then you need to test the idle stabiliser, and the way it is set up. Pull off the fuse cover on the left-hand side of the engine, and you will see a round, empty relay plug. You need to connect together pins 'B' and 'C' (when you look at the plug they are the two that are furthest apart). This will turn off the idle stabiliser, and allow you to adjust the idle screw on the throttle housing. You need to raise or lower the idle so that when the bridge is removed there is no change in idle speed.*

*Lastly, check the idle-position micro-switch. With the engine off, open the throttle by hand inside the engine bay. You should hear a slight click, just as the throttle moves. Also check the plug on the right-hand side of the throttle housing. Check for continuity across the two-pin plug while opening the throttle.*

**This flap-type Bosch airflow metering unit, or AFM, is actually from Horton's own BMW M535i, but it's almost identical to Carrera 3.2 item. Simple checks with electrical meter (see text) should soon show whether it is working correctly or not – and it's not really possible to service or repair it effectively – but don't overlook intermittent external connections**



## 996 IS AN EASY INTRO TO THE WORLD OF DIY

I have always enjoyed carrying out simple routine maintenance on the cars I have owned over the course of the last 30-odd years, and having now bought a 2002 996 – a basic Carrera 2 with manual transmission – I am keen to maintain the habit by changing the engine oil and the filter. Is this feasible, do you think? Are there any particular issues to watch out for? I believe I have a reasonable aptitude for work of this nature. And are there any special tools that I will need?
**Owen Fisher**

***Chris Horton, 911 & Porsche World:***
*Welcome to the rewarding world of Porsche DIY. And yes, I think you will find your 996 pretty straightforward to work on, and certainly as far as a basic lubrication service is concerned.*

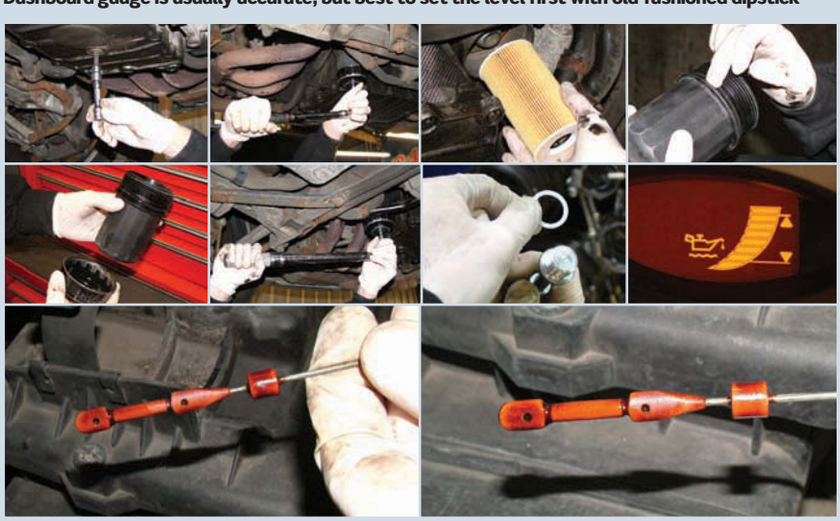
*You will, of course, need some way of safely raising and then supporting the vehicle for access to the sump drain plug and the oil filter, but an appropriate trolley jack and a pair of axle-stands will suffice for that. If necessary, temporarily lower the car to the ground during the draining process to allow all of the oil to escape. The sump plug requires a tightly fitting 8mm hex key – use one that attaches to a conventional socket wrench, rather than an 'L'-shaped 'Allen' key – and the best way to unscrew the plastic filter body is with a special adaptor that again attaches to a socket wrench. Those are readily available from most tool suppliers these days. I think mine – which, in fact, I bought for the same style of filter housing in my Mercedes-Benz Vito van – came from Sealey (www.sealey.co.uk).*

*Pitfalls? There will be around 10 litres of (very hot) oil gushing out of the sump when you remove the plug, so wear safety glasses and suitably oil-resistant gloves to avoid scalding yourself, and obviously make sure that you have a receptacle more than big enough to hold all of the lubricant, which must then be disposed of in an environmentally correct manner. Always fit a new aluminium sealing washer to the plug when you replace it, and tighten the latter to 50Nm. Fit a new rubber 'O'-ring (supplied with the new filter element) to the housing, smearing it with a little clean oil to allow it to seat correctly, and tighten the housing to no more than 25Nm.*

*It is important to refill the sump with the correct quantity of oil – and too much is almost as bad as too little. The level gauge built in to the instrument panel – and which after a few seconds displays when you switch on the ignition – is reasonably accurate, but at this stage it is probably best to use the old-fashioned dipstick as your primary check. Add around 8.5 litres of your new oil. Run the engine for a minute or two – making sure that the pressure gauge is registering a reading; with new, cold lubricant it should be around 4.0 bar at idle – and then switch off. Allow it to stand for a couple of minutes, and then remove the dipstick, subsequently adding lubricant in small quantities until you have brought the level up to the top of the middle section (see photos). Total capacity is 10.0 litres.*

*For more on this see the how-to feature in the December 2009 edition of* 911 & Porsche World *(A change for the better, pages 94–97), or for a PDF of the same story go to www.911porscheworld.com.*

**Changing oil and filter in a 996 – or any of the similar water-cooled cars – is both surprisingly easy and highly rewarding. Key is to use the correct tools for drain plug and filter housing (including a torque wrench to refit both), and to refill with exactly the right quantity of the most suitable oil. Millers Oils has a useful product selector on its website at www.millersoils.co.uk/whichoil.asp. Dashboard gauge is usually accurate, but best to set the level first with old-fashioned dipstick**



## NOISES OFF – AND ON AGAIN

My 1998 911 Carrera 2 has started making some rather expensive-sounding noises, especially after it has been running for half an hour or more. So much so, in fact, that although it still drives well enough I have pretty much stopped using it.

I have heard all the horror stories about IMS bearings and cylinder-bore scoring – and I have been following the controversy that seems to be raging in your *Letters* pages over the last few months – but interestingly 'my' noises appear to be coming from outside the power unit, and somewhere near the uppermost part of the engine compartment.

Do you have any simple suggestions? Would it be safe to drive the car a very short distance to my nearest independent to have it checked and diagnosed by an expert?
**Andrew Howell**

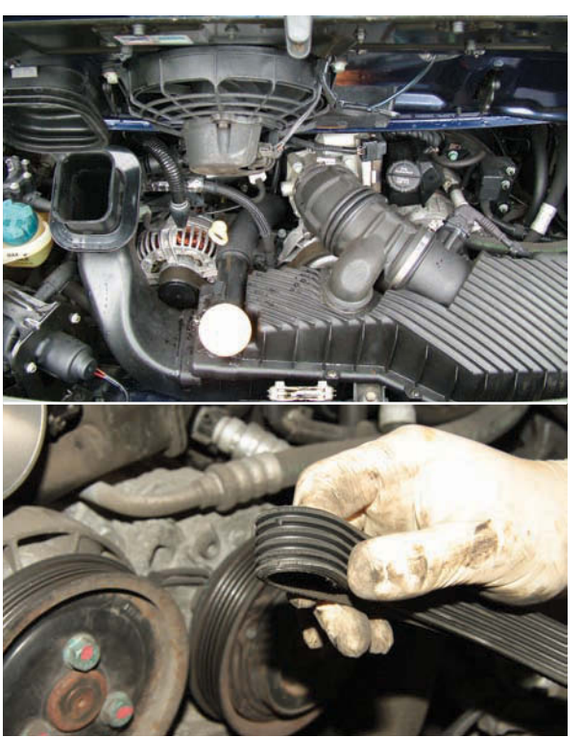
***Chris Horton, 911&PW:***
*These days I hesitate to offer any view on M96 engines, for fear of incurring the wrath of those who prefer to hear only good news, and naturally it is impossible to be certain what your particular problem might actually be without hearing your car running.*

*On the basis of your description, though, I would here be inclined to suspect one of the ancillary devices, rather than the power unit itself. In my experience the alternator, high up on the left-hand side of the engine, is a prime candidate, and also relatively easy to check by the simple expedient of removing the drive-belt and briefly running the engine. (Briefly, of course, because the coolant pump will then be disabled, too.)*

*All you need to do is remove the air-filter housing and then, with a 22mm ring spanner on the special spring-loaded idler, temporarily relieve the tension on the belt to allow you to slip it off the various other pulley wheels. Restart the engine, and if the noise has gone then plainly it was coming from one (or more) of the ancillaries. If not, then equally plainly there probably is some kind of internal issue that by the sound of it needs to be addressed as soon as possible.*

*Whether you could do that diagnostic work yourself, I obviously don't know. It's pretty straightforward, however, and should be well within the scope of even a non-specialist local garage, allowing you then to make the appropriate decision about where (or if) to have any additional work carried out. And, just as importantly, whether to drive the car there, or to have it transported.*

*A replacement alternator – and that would still be my first suggestion – costs about £260 including VAT from Euro Car Parts (plus a £132 surcharge against the old unit), and a drive-belt, which unless nearly new would be worth renewing while you have the opportunity, about £20, again including VAT.*



**Noisy 996 engine might well be just that, unfortunately, but don't overlook ancillaries such as the alternator. Easy way to check is briefly to run the engine without drive-belt to see if noise remains or disappears. Good chance to check and ideally change belt, too**

# The Centre for Porsche

BODYSHOP
CONVERSIONS
SERVICE CENTRE
ACCIDENT REPAIRS
RESPRAYS
RESTORATION

EVERY PART FOR EVERY PORSCHE

www.design911.com



VISIT OUR NEW SHOWROOMS
What better place to discuss your Porsche needs with knowledgable people while relaxing in comfortable chairs with a cup of quality coffee?

+44 (0)20 8500 8811

DESIGN 911
Centre for Porsche

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

# Autohaus Werkshoppe

The Independent Service Centre for Porsche

MENU PRICE SERVICING • M.O.T. TESTING
AIR CONDITIONING • ENGINE & GEARBOX REBUILDS
FRIENDLY PROFESSIONAL SERVICE
COURTESY CARS BY APPOINTMENT

*"Pride in Porsche"*

www.autohaus.uk.com
Tel: 024 7666 2288 Fax: 024 7666 2244
2 Newport Road, Holbrooks, Coventry CV6 4BQ

# 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

# 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

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

924 OWNERS CLUB

# TURBO 35

1979 2014

Celebrating 35 UK years of the Porsche 924 Turbo



The Porsche 924 Owners Club

## Turbo 35 Event and National Rally

Sunday 18th May 2014 at the Donington Grand Prix Collection
We are aiming for the largest gathering of 924s and 924 Turbos since launch

**Book now to guarantee your place !**

For full details go to
porsche924.co.uk

# download now

## *911 & PORSCHE WORLD* APP NOW AVAILABLE




## FREE SAMPLE ISSUE!

**Available via Apple Newsstand, iTunes, Google Play for Android market or www.pocketmags.com**

Latest Issue & Back Issues just £2.99 each

Subscribe for one year or six months

Download to your iPad, iPhone, Android device, Mac, PC or Kindle Fire

***A digital subscription to 911 & Porsche World is the perfect way to treat yourself!***

| | 6 ISSUES | 12 ISSUES |
|---|---|---|
| UK | £14.99 | £28.99 |
| US | $20.99 | $40.99 |
| EUROPE | €16.99 | €32.99 |
| AUSTRALIA | $21.99 | $42.99 |




Find us on Facebook



DRIVE A BETTER DEAL with Performance Direct

# PORSCHE INSURANCE

Last year thousands of motorists swapped their insurance to Performance Direct.

Want to find out why?

Don't just renew your insurance – save money and experience the difference with Performance Direct.

**Policy Options Include:***

- *Multi-car policies*
- *Car Club discounts*
- *Agreed values*
- *Limited mileage discounts*
- *FREE foreign use cover (up to 90 days)*

**Knowledgeable UK staff**
**Open 7 days a week**

**Subject to underwriting criteria*

**0844 573 3544**
www.performancedirect.co.uk

PERFORMANCE DIRECT.co.uk

Performance Direct is a trading name of Grove & Dean Ltd, an independent intermediary who are authorised and regulated by the Financial Services Authority (FSA). For your security calls may be recorded.

Machine Mart

Clarke HEAVY DUTY INSTANT GARAGES UP TO 24' (7.3M) LONG

IDEAL ALL-WEATHER PROTECTION



ZIP CLOSE DOOR

Great for temporary or permanent use as a garage or workshop for vehicles, boats & general storage etc.

- Extra tough, triple layer waterproof cover
- Heavy duty powder coated steel tubing
- Ratchet tight tensioning
- Stable protection in all weathers

LENGTH UP TO 24'
MODEL SHOWN CIG1220 (20'x12'3")

PRICE CUT £269.00 EXC.VAT £322.80 INC.VAT
WAS £335.98 inc.VAT

| MODEL | SIZE (LxWxH) | EXC.VAT | INC.VAT |
|---|---|---|---|
| CIG1216* | 4.9x3.7x2.6M | £269.00 | £322.80 |
| CIG1220# | 6.1x3.7x2.5M | £329.00 | £394.80 |
| CIG1224 | 7.3x3.7x2.5M | £399.00 | £478.80 |

*Was £335.98 Inc.VAT #Was £406.80 Inc.VAT

3 EASY WAYS TO BUY...
IN-STORE 64 SUPERSTORES
MAIL ORDER 0844 880 1250
ONLINE machinemart.co.uk
NEW CLICK & COLLECT

Maximum call charges to 0844 numbers from a BT landline is 5p/min. Prices correct at time of print. E&OE. 22043

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




# *Every* ***classic*** *has a story...*

This Porsche has a story. After owning three 944s, Chris was looking for his ultimate Porsche. It had to be a 968 and it had to be Cobalt Blue. When the time was right Chris became the proud owner - and still is!

Your classic may not be in Cobalt Blue, but does it have it's own Classic Story?



**Our Classic Car Insurance can offer you:**

- ✓ Up to 15% discount for car club members
- ✓ Race circuit cover (whilst at non competitive club organised track days)
- ✓ Cover during organised hill climbs, sprints or average speed road rallies
- ✓ Cover on an agreed value (free certificate of evaluation)
- ✓ European Cover for up to 90 days

## Do you have a **classic life?**

At Heritage we believe every classic has a story to share. We want to hear about your classic life and how your car plays a part. Share your story and photos with us by emailing **social@heritage-quote.co.uk**



For more on the **classic life** Follow us at:

**facebook.com/** heritageclassicinsurance

**twitter.com/** heritagequote

To receive a quote for your vehicle call us on

**0121 248 9200**

or visit **www.heritage-quote.co.uk**

CLASSIC CAR INSURANCE
Heritage
Since 1965
RUN FOR ENTHUSIASTS BY ENTHUSIASTS

"Together we live **a classic life"**

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority.

ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com

## 356

**Porsch-Apart**
**Parts specialists for 356**
**01706 824 053**

CAROLE NASH Classic Car Insurance
The care it deserves **0800 093 2953**

**ROGER BRAY RESTORATION**
Milestone Services, London Road,
Whimple, Exeter, Devon EX5 2QB



**FOR SALE**
**1965 356C Cabriolet LHD**
See the website for full restoration details and pictures.

CLASSIC PARTS FOR PORSCHE
**356 · 911 · 912 · 914**

**www.rogerbrayrestoration.com**
**T: 01404 822005**
**F: 01404 822007**
**parts@rogerbrayrestoration.com**



**1965 356C COUPE,** 71,000 miles, 3 owner car, interior blk vinyl, engine complete tune-up, racing cam, electric ign, dual master brakes, Porsche gearshifter, headrests, chrome kick plates, complete rust proofing, tyres (approx) 2 years old, new battery, rebuilt fuel pump, Porsche valve stems, oil temp and pressure gauges, small Leitz rack on rear deck, does not burn oil nor smoke, 4x911 Fuchs rims, frontal bra with 'P' logo, #s match all round, owned some 38 years, only one driver – me! In a/c garage, car goes, $60,000. Tel: 561 306 0923. Email: garyr356@aol.com (USA). P0614/022

**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.*

**Everything needed to Restore & Maintain an early Porsche.**

**Please call or see website for more details, price lists & catalogues.**
**01702 601155**
**info@karmannkonnection.com**

## 911

**Porsch-Apart**
**Parts specialists for 911**
**01706 824 053**

CAROLE NASH Classic Car Insurance
The care it deserves **0800 093 2953**

**DSD MOTORWERKS**



"OLD SCHOOL" PORSCHE MECHANICS FOR THE 21ST CENTURY
Hutton, Essex
**www.dsdmotorwerks.co.uk**
CALL US ON
**07002 911 356**
OR
**07774 854 418**



**993 CARRERA S TIPTRONIC,** 1997, Ocean Blue, Classic Grey interior, 96K miles, Turbo S front spoiler and fixed rear spoiler, 18" Turbo twist alloys, Turbo brakes/big red calipers, FFS, a/c, p/plate not included, FSH, £29,993. Tel: 07743 806557. Email: slim_shardy@btinternet.com (Suffolk). P0614/002

**911 (997 GEN 2) CARRERA 3.8S PDK 2009/09,** 35,000 miles, immaculate condition, Aqua Blue, Ocean leather, paddle shift, PCM2, Bose, Bluetooth, USB/IOS, heated seats, Xenon LED lights, FOPCSH, tax/MoT April '14, £36,995. Tel: 01789 751207. Email: mailboxjka@ gmail.com (Warks). P0614/023



**1999 911 C4 996 TIP S CABRIOLET,** Ocean Blue metallic, 53,000 miles, 18" split rims, new tyres, recent service, Cat D, £9995. Tel: 07513 570757. Email: aurouge730@gmail.com (Shropshire). P0614/021



**LOW MILEAGE 1998 CARRERA 2,** beautiful cherished coupe with factory Aerokit, 64K, grey leather, climate, sunroof, headlamp wash, carbon gear lever finish, unmarked split rim Targa alloys, Pirellis, only blemishes are small mark on seat and stonechips front valance, £11,996. Tel: 07986 042407 (Antrim). P0614/020

**NEXT ISSUE DEADLINE 15 MAY**

**WILLIAMS CRAWFORD**
*Passion for Porsche*






**Selling your Porsche?** Sell your Porsche direct to us, or let us find a new home via our successful Brokerage Service. We may have a client waiting for exactly the Porsche you own. Call Adrian or Richard and we can discuss the best way for you.

**We are seeking** all types of classic Porsche, from 356, early 911, G series 911, 964, 993, from projects to perfect, road and competition. We have clients waiting.

**Porsche for Sale.** Always call or email your interest or requirements as our stock and those cars that we know are available often never make it to the website. Waiting for an advert to appear often means missing the Porsche you want. And we want to supply you the Porsche you have been searching for, dreaming of and working hard to obtain.

*We look forward to your call.*

**Only a fraction of our cars reach our website, so please call or email Richard or Adrian for all the latest news**

**www.williamscrawford.co.uk**
**01752 840307**
**info@williamscrawford.co.uk**
**07768 555855**

*Established 1991. Over 4000 vehicles supplied. We value our reputation.*

**www.Porsche911Hire.co.uk**
— the affordable way to experience the world's greatest sports cars —

# PORSCHE 911SC

## Entry level air-cooled 911 ownership still starts with the SC, but as with all classic 911 prices, that entry level has gone up dramatically recently. Here's how to buy a good one

Words: Steve Bennett  Photography: Michael Ward




### SPECIFICATION

**PORSCHE 911SC**

Engine:.....Six-cylinder, 12-valve
Max power .....204bhp @ 5900rpm
Max torque: .....197lb ft @ 4300rpm
Transmission: .....Five-speed manual
Weight: .....1160kg
0-62mph: .....5.8 secs
Top speed: .....146mph
Fuel consumption: 23.6mpg (combined)
Price today: .....£15,000-£25,000

Looking for an entry level, classic air-cooled 911? Well look no further than the 911SC. It's got 90% of the 2.7 RS driving experience, but at a fraction of the price – seriously. However, just as 2.7 RS prices have been moving fast, every air-cooled 911 has been moving fast in its wake, price wise. What used to be a sub £10,000 starting point for air-cooled 911 ownership is now quite often double that. Still, it's all relative and you won't lose come resale time, and if you act fast you may get in before prices rise any further.

Launched in August 1977, many have questioned exactly what the SC tag stood for. No, it's not 'Sports Coupe,' which was the common assumption, but 'Super Carrera.'

The SC came with essentially the same 2994cc motor as its Carrera 3.0 predecessor, boasting 180bhp and 197lb ft of torque. Although technically very much like the earlier 2.7-litre engine, there were, however, several important differences.

For a start, there was an increase in cylinder bore from 90mm to 95mm, although the stroke remained the same at 70.4mm. But the 911SC engine had a new crankshaft, with larger main and big-end bearings, and the crankcase was now cast in aluminium, as opposed to the more exotic magnesium of the iconic 2.7 RS engine. In short it promised to be bullet proof.

There was more, too. The cam chain tensioner ramps were redesigned, the cams reprofiled for extra torque, and there was a new electronic ignition system, which saw the end of points for ever. Other features remained the same, such as Nykasil-coated cylinders and the Bosch K-Jetronic injection system. Interestingly, the first of the 911SC, even the European models, were equipped with US-spec 'smog pumps' necessary to meet Federal emissions regs. Most, if not all, will have been disconnected by now.

Two years from the SC's launch, in 1979, power was increased to 188bhp, and then again in 1980 to 204bhp. Earlier cars are thinner on the ground (less sold and many scrapped), so you're more likely to find a 204bhp model in your search. Don't discount the lower powered SC though, particularly if it's in good shape.

It's worth mentioning that this was the era when the 911 was at great risk from the water-cooled enemies from within. The 928



## WHAT TO PAY

Time was when you could pick up a half decent 911SC for under £10,000, but time moves on and so has the market for SCs. Time has also taken its toll on the basket cases, which have largely been scrapped. Prices for classic 911s have been moving at a furious pace recently and that factor, combined with the basic principles of supply and demand mean that your starting point now for an SC is more like £15,000, with £20,000 being more realistic, and that's if you can find one. Remarkably for what was once a prolific model, there seem to be very few on the market, and those that are are with dealers. Talking of which, if you're looking for a keen price then it's a private sale that you will be after, but you will have to beat the dealers to it, and they move fast. Whichever path you take, make sure you get it checked out by an independent Porsche expert.

was seen as the future, and the equally water-cooled 944 was about to leap from the drawing board. Fortunately the 911SC did its bit to ensure air-cooled longevity, garnering rave reviews from press and customers alike.

The SC was, of course, evolutionary rather than revolutionary. To that end it was fitted with the 915 five-speed gearbox, warts and all. We've said it many times, but it's funny how no one ever complains about the 915 'box when talking about the 2.7 RS! To take advantage of the engine's extra torque the gear ratios were also higher than on the Carrera 3.0.

Bodywise the SC benefited from the hot-dip zinc galvanising process, which certainly helped to keep rust at bay in what is a complicated bodyshell, with many nooks and crannies to trap moisture and road grime.

Otherwise the SC featured wider rear wings similar (although not identical, as RS spotters will tell you) to those seen on previous Carreras. There was also a Targa model (as seen here) and in 1982 a full cabriolet model was launched at Geneva. Of course, being the purists that we are, we'd go Coupe, but the Targa is a deservedly popular model and enjoying something of a revival with the retro inspired 991 Targa (see p40 this issue). The Cabriolet looks OK with the roof down (if somewhat like a pram), but roof up it's somewhat challenging, with its expanse of canvas.

Standard equipment for early cars was 15in diameter 'cookie cutter' wheels from ATS, but you'll see very few cars sporting these. The options list wasn't huge back then, but most UK cars were spec'd with 15in or 16in Fuchs. Plenty of SCs in the UK were ordered with the Sport package, which included the 930 Turbo's big rear wing, front chin spoiler, Bilstein dampers and six and seven inch wide Fuchs.

Interior wise the 911SC is very much of its time. If you're lucky the original buyer might have spec'd black, but striped, tartan or even mind-altering Pasha in a variety of colours, could greet you on peering inside. Actually, the more garish colours are now seen to be very much of their time and can be quite coveted. Honest!

## WHAT TO WATCH OUT FOR: ENGINE & GEARBOX

The 911SC has a reputation for being pretty bullet-proof, and for good reason. It is essentially a very simple design, with just two-valves per cylinder, no water-cooling ancillaries to worry about, and built from tried, tested and tough components.

The cams are chain driven and most will have been upgraded with oil fed chain tensioners from the later Carrera 3.2. Otherwise there is little to go wrong, and engines just eventually wear out. A top end rebuild will come first, but at what mileage will depend on useage. Certainly 100,000-miles for the top end is fair game. The bottom end is capable of many more and we've seen and driven cars with 200,000-miles plus that have never been opened up. Bosch's K-Jetronic injection system is reassuringly rugged too, rarely causing problems.

The 915 gearbox is more likely to cause problems. It's not the easiest transmission in the world to get on with, with a slow, rather notchy change and synchros that don't like to be rushed. To that end it's often abused. Most will have been rebuilt by now, so accept it for what it is, and pay close attention to the linkages. Get it set up correctly and you'll have a gearshift that, if nothing else, is precise.

## SUSPENSION, STEERING, BRAKES

As with the engine you can revel in the SC's simple suspension set up. Torsion bars take the place of springs, with dampers and lower wishbones at the front and dampers and swing arms at the rear and with anti-roll bars all round. In time bushes will wear out, dampers will go soggy, and anti-roll bars will rattle, but this is gradual stuff that requires simple ongoing maintenance The steering is non power-assisted, which again just adds to the simplistic nature of the SC. Yes, the rack wears, but after an eternity of doing its job. Brakes? It's a similar story. Big, simple two pot calipers at the front and smaller items at the rear. They keep on going.

## BODY, INTERIOR AND ELECTRICS

OK, this is where it gets a little trickier. The oldest SCs are 37

## USEFUL CONTACTS

**Carparts911**
www.carpartsg11.co.uk
O/E and good quality pattern parts at great prices

**Porscheshop**
www.porscheshop.com
A great range of O/E and quality pattern parts, plus good value 996 tuning parts under Porscheshop's EuroCupGT range

**PorschApart**
www.porsch-apart.co.uk
New and second hand parts

**Design 911**
www.design911.co.uk
Servicing and tuning parts from a comprehensive stock list, plus Design 911's own Designtek tuning parts range

**Get it inspected**
www.porscheinspections.com/www.carinspections.co.uk
We have no favouritism here. Both of the above independent Porsche inspection outfits will either endorse your intended purchase, advise you as to its issues, or just tell you to walk away. Money well spent



## WHAT THE PRESS SAID

There's probably no other car that can be a sports car, a GT or a combination of both and excel in all three categories.
*Road & Track*, 1978

Outclassing all the competition (Ferrari 308GTB, Maserati Merak, Lotus Elite S, Jaguar XJS, BMW 635Cs) is the Porsche 911. The latest SC is more efficient than the old. Virtues are its superb finish, vivid acceleration, and mid-range performance, its wonderfully responsive engine and motorsport pedigree.
*Autocar*, 1981

Any misgivings I might have had about Porsche ruining the legendary braking sensitivity and performance by fitting a servo proved to be practically unfounded. True the sensitivity has lost a few per cent, but the progression remains excellent.
*MotorSport*, 1978

years old now and while the galvanising process does much to arrest the onset of corrosion, it's not the lifetime answer that many assume. In many ways the 911 is the victim of its own useability and practicality (see opposite sidebar). Many were used as everyday cars from new and for much of their lives through all seasons. There's no getting away from it – the salt and rain sodden roads of the UK will get to the bodyshell in the end. Put simply the SC does rot and only an exceptionally looked after example will have escaped. Where? Everywhere really. Around the front headlights, where the front wings attach, the sills, the B pillars, the rear wings and in many unseen crevices too.

Many SCs have been scrapped as being uneconomical to repair, while others will have been turned into hot rods or retro look 911s. Some will have been bodged to hide the damage, and we've seen some real horrors. Bodywork is easily the biggest cost that you will encounter when it comes to putting things right, so it pays to get a car properly checked out. It could save you from a very unpleasant experience and as the value of SCs is rising, then there is all the more reason for the unscrupulous to 'tidy' up a rot box and make a killing. Buyer beware and all that.

Interior wise, while some of the colours might be challenging, things are fairly simple, if likely to be a little threadbare. If original, the seats will be sagging and the door cards and hinged door bins will be past their best. This will let the interior down, but specialists like Southbound can restore and give an interior new life. They even have many of the original fabrics and also specialise in restoring Targa roofs, too.

Electrically the SC is basic and all the better for it. Sure you'll get the odd fuse and relay going pop, but compared to modern Porsches (£250 to get your key recaliberated anyone?), the SC's electrical system is a Luddite's dream.

Unlike the heating system. This is one of the drawbacks of an air-cooled engine. Interior heat is drawn from the heat exchangers, which clad the exhaust system. It's simple enough and a series of levers and cables operate the various ducts channelling warm (or cold) air into the cabin. These are prone to seizing and frankly, even when working properly, the heating and ventilation is not a plus point.

## DRIVING EXPERIENCE

This is what it's all about. We said at the beginning of this guide that the SC driving experience is 90% that of the legendary 2.7 RS, and we'll stand by that. Aside from a little extra weight and the impact bumpers, it is essentially the same car, but about £500,000 (or more) less.

In common with all other rear-engined Porkers, once you get into the rythym of driving a 911SC you can make extremely fast progress on a cross country route. The torquey engine pulls well and you will experience that unique rear-engined appeal. **PW**

## PARTS PRICES

(Prices supplied by www.grouptyre.co.uk and www.carparts911.co.uk)

| | |
|---|---|
| Tyres (each) rear (Continental) | £145.00, front £177.00 |
| Front pads (set): | £66.00 |
| Front discs (pair): | £69.60 |
| Distributor cap: | £23.32 |
| Ignition lead set: | £74.70 |
| Exhaust system: | Rear silencer, £390 |
| Front damper: | £75.70 |
| Rear damper: | £90.00 |
| Clutch: | £342.00 |

## SERVICING

(Prices supplied by: Northway Porsche www.northwayporscheltd.co.uk)
12,000-mile service: £300.00
Brake fluid change: £50.00



## IN THE CLASSIFIEDS

**1980 911SC TARGA**
116,000 miles
Grand Prix White
Black/white Pasha interior
Recent engine rebuild
www.elmstoneclassics.co
£21,995

**1982 911SC COUPE**
200,000 miles
Platinum Metallic
Brown leather interior
FSH, recent top-end rebuild
www.paul-stephens.com
£19,995

**1979 911SC COUPE**
129,984 miles
Guards Red
Black/check interior
FSH
www.4starclassics.com
£17,995



**'I BOUGHT ONE' ANDREW TRICE**
***911&PW* reader, Andrew Trice, ran his 911SC into the ground, almost literally.**

"You could look at this as a cautionary tale, or just an example of how a classic Porsche can be used as a daily driver.

I bought my 1979 911SC from a colleague in 1995 and proceeded to use it as a daily driver for about 14-years. I knew its history, which was a plus point, and when I got it it had near as makes no difference 100,000 miles on it. I paid well under £10,000 for it, but of course times and the market were different then, and the SC wasn't viewed quite so much as a classic.

I used it for my daily commute into Putney from the Woking area, plus for any other business mileage. This it did quite happily. For part of its life it was garaged, but for the majority it lived outside. And of course it was used in all weathers.

I ran up a huge mileage, and at 200,000 miles I had the engine rebuilt. Prior to that, the gearbox had had a rebuild. Mechanically the car never gave me much trouble, but the bodywork was an ongoing project. Early on in my ownership I replaced the front wings, with good secondhand ones, and after a few years I had the bodywork seen to and a full respray. If I'm being honest, though, I was just papering over the cracks.

The SC soldiered on for a few more years, and I always loved driving it, and the notion that a classic 911 could be used as a daily driver. However, the elements and outdoor existence took their toll. I knew things were bad on the body front, but hadn't appreciated just how bad until I had my local bodyshop take a really good look. The poor old SC was rotten to the core. I considered re-shelling it, but in the end the running gear was sold on and the body was scrapped. It had covered 350,000 miles and so frankly didn't owe anyone anything. Still miss it though!

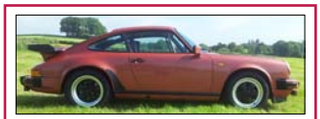
ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at www.911porscheworld.com



**911 3.6 CARRERA 2,** manual, 2008, 17,500 miles, metallic Cobalt Blue, Stone Grey leather interior, full Porsche dealer service history, just serviced, superb condition, 19-in Carrera S wheels, Bi-Xenon lighting, PASM, Bose surround system, 6CD autochanger, heated seats, three spoke multi function steering wheel, telephone module, Park Assist (rear), auto dimming interior and exterior mirrors with integrated rain sensor, rear wiper, windscreen grey top tint, floor mats, stainless steel door entry guards, Porsche crest embossed on head restraints and lid storage bin, stainless steel tail pipes chrome plated, Tracker system, personal number plate, £32,995. Tel: 01202 476628. Email: markstickland@btinternet.com (Dorset). P0614/015



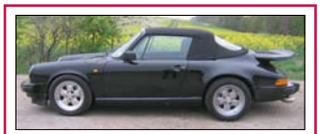
**1999 911 (996) CARRERA 4 CABRIOLET,** vgc, only 45,000 miles, comes with hard top and Porsche cover, one owner for last eight years and only used in summer, average 3000 miles per year, taxed and tested, FSH, £10,800. Tel: 07802 361605. Email: r1let@tiscali.co.uk (Lincs). P0614/006



**911SC COUPE,** Zeiglerot Red, 81K miles, immaculate condition, MoT'd, taxed, full history, Pasha trim excellent. Drives like a dream! Worldwide shipping available, £15,950. Tel: 07908 588962. Email: ciaran98@aol.com (Londonderry). P0614/039



**997 TURBO,** auto, 19K miles, just serviced, 111 point Porsche check, full Porsche service history, very high spec, cost £110K new!! Black leather interior, £51,000. Tel: 07976 712066 (Cheshire). P0614/038



**911 CARRERA 3.2S CABRIOLET,** 1987, 132,000 miles, black, full leather seats, a/c, engine partially rebuilt, many parts replaced, full service book with invoices, owned 15 years, £19,500. Tel: 07850 595968. Email: chris@blb.uk.com (Cambs). P0614/014

PETER MORGAN CONSULTING
INDEPENDENT Porsche DRIVER'S CONSULTANCY
PRE-PURCHASE INSPECTIONS
Insurance valuations
www.porscheinspections.com
or call +44 (0)1672 514038

**1982 911SC STUNNING!** In concours condition, flawless rust free paint and body, time warp leather interior, 92K miles, engine rebuild, none better! UK and global shipping available, £19,950. Tel: 07908 588962. Email: ciaran98@aol.com (Londonderry). P0614/024



**911S 2.4 1973 SPORTOMATIC SUNROOF COUPE LHD,** in light yellow, this is the original colour, exceptional example and was the last of the early production 911Ss with a powerful 2.4 litre engine (producing 190bhp), only 1430 911S Coupes were built for the 1973 year, the electric sunroof was a special order option at an additional cost (approximately 10% where special order with the electric sunroof option). These cars are getting very hard to find now, this particular car is an unfinished project, car is 95% finished, all matching numbers, very solid and rust free example with perfect floor pans and front suspension pan still on its original sills and kidney bowls and no signs of rust, car has just had total repaint and the only reason for that is the paint had faded. The car has only covered 69,000 kilometres, been in storage since 1980, the engine will need recommissioning but turns over freely. The car was special order and the options included factory Recaro Sport seats, electric sliding sunroof, also came with 7x15 Fuchs alloys all round and plastic fuel tank. All parts for the car are available to finish, I have all the original papers, the car came into the UK from Germany and is still registered in Germany. Truly a rare 911 that is only getting harder to find and is only increasing in value. If you would like more information please don't hesitate to contact me: 01686 440323. Email: mark@rs911.com, also any inspection is welcome, more photos are available, price £100,000. P0614/040



Loads of used Porsches for sale all with large photos.
Always updated, no old stock.
Tips on buying a used Porsche, service and insurance contacts.
Around 40 cars in stock from around 1980 onwards.
Cars genuinely bought outright on the spot or sold on your behalf – speak to Henry

MOTORFARM
964 Coupe rolling shell, RHD £2500
Mitsubishi Evo 6 Tommi Makinen, 49K miles, FSH, Silver £9950
PARTS
997 C4s Manual 3.8. Complete running car, all parts available
BBS RS 18" wheels & tyres (P.Zero) 8" & 10"
2 x early 911 tool rolls
CARS WANTED, any condition, aborted restorations
T: 01462 815 654 M: 07971 856 755

FINLAY GORHAM
PORSCHE

Seal Grey Metallic with Extended Black Leather
Alpine Touch Screen CD/Radio with Bose sound system
Heated Seats
Electric Sun Roof
Porsche logo crest in Headrests
Rear Park Assist
AirCon & Climate Control
18" Carrera S Twist Alloys
Chrome Interior Pack
82,000 Miles
...more in stock
2002 PORSCHE 996 Carrera 4S Widebodied Coupe Tiptronic £17,495
Viewing by appointment only sales | full service facilities | aftersales
Telephone: 01284 827427 | www.finlaygorham.com

# PORSCHE CLASSIFIEDS

*ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at* www.911porscheworld.com


JTS THOMAS J.SCHMITZ JTS



Porsche 964 RS/L, Grand Prix White, 23 mls / 35 KM only



Porsche 993 RS / GT, "THE SHK BLACK SNAKE", one off lap record car !!!

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




**911 (993) TURBO 4WD** with factory GT2 kit, 91K mileage, leather carbon hardback Sports, it has full Porsche documented service history, GT2 front and rear spoilers, e/w, e/m, e/sunroof, air conditioning, 4 owners, 12 months' MoT, any inspection welcome, £41,995. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire). P0614/042



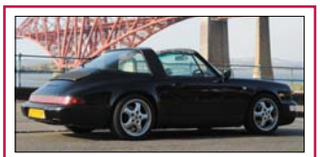
**959 SUPERCAR,** Porsche 959 Confort spec, 22,000kms, but had been neglected, owned by me and for sale after a 5 year restoration, mechanically and cosmetically *as new*, in GP Silver with two tone burgundy and silver leather, 2.8L twin turbo, AWD, ride height adjustable suspension, ABS etc, £350,000. Tel: Chris, +61 418 221021. Email: exoticar@ozemail.com.au (Australia). P0614/041



**LOW MILEAGE 2007 TIP TURBO,** immaculate Gen 1 car in Guards Red, 32K, FPSH, MoT/tax June 2014, options include: Chrono/black leather heated seats, cruise/climate, PCM, Park Assist, lamp wash, multifunction sports steering wheel, offers over £40K, serious enquiries only. Tel: 07986 042407 (Antrim). P0614/043



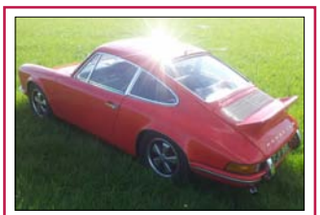
**911 3.2 CARRERA TARGA,** 1988, black, 6 months' tax and MoT, 150K, black leather seats with red trim, recent bodywork, new exhaust, clutch and gearbox, original 80's Pioneer stereo, £15,000. Tel: 01865 400675. Email: harvey.rodda@hydro-gis.co.uk (Oxon). P0614/009



**911 (964) CARRERA 2 TARGA,** 1991, 105K miles, black with white interior, recent clutch, oil pipes and KW suspension, lovely car with no expense spared, MoT/tax Aug, £16,850. Tel: 44 7714 894396. Email: georgedouglasdmw@gmail.com (W.Lothian). P0614/044

## 912


Porsch-Apart
Parts specialists for 912
01706 824 053

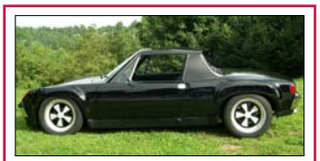



**1969 912 LWB VERY RARE!** Excellent condition, 2.0 911 T engine + box, 82K original miles, mint interior, solid UK car, 911 #plate, drives like a dream, MoT'd, worldwide shipping, £23,950. Tel: 07908 588962. Email: ciaran98@aol.com (Londonderry). P0614/046

## 914


Porsch-Apart
Parts specialists for 914
01706 824 053

CAROLE NASH Classic Car Insurance 0800 093 2953
The care it deserves

**1970 914-6,** #9140432415 3.2 motor, 915 trans, WEVO, S flares, Boxster calipers, B&B header heater boxes, Fuchs 16x8 16x9, Konig seats, US$70,000, email for pics/details. Email: greggfm@bellsouth.net. P0614/005

## 944


Porsch-Apart
Parts specialists for 944
01706 824 053

CAROLE NASH Classic Car Insurance 0800 093 2953
The care it deserves




**1989 944 TURBO** in totally original and mint condition, 104K miles, full documented service history and extensive collection of receipts and old MoTs, recent new clutch, tyres, exhaust, £10,995. Tel: 07733 397148. Email: john.morgan603@ntlworld.com (Cambs). P0614/045



**1990 944 TURBO,** 250bhp bridge spoiler model, superb condition and totally standard, cream leather interior, extensive history and all old MoTs, 12 months' MoT, tax until July, £8995. Tel: 07739 311242. Email: andrew.warman@talktalk.net (Somerset). P0614/048



**944S2 MODEL CONVERTIBLE,** 1989, in stunning metallic Guards Red, cream leather interior with red piping, mileage 105K, electric hood, electric windows, electric mirrors, full Porsche documented service history, 13 service stamps, 12 months' MoT, tax till 6 months, £6795. Tel: 07966 454645. Email: kamgills@hotmail.com (West Yorkshire). P0614/047

**944 2.7,** 1989, only 53,000 miles, white with blue pinstripe interior, exceptional original condition, S2 wheels with Michelin Pilot tyres, also original cookie cutters, old MoT and receipts, £5995. Tel: 07715 626204. Email: paulbeer45@googlemail.com (Devon). P0614/025



**944 2.7,** 1989(G), Copenhagen Blue, Navy Blue Porsche logo interior, 103,000 miles, full Porsche and specialist history, 24 years of documents, recent £1K service including cambelt and rollers, drives beautifully, fantastic condition, £3750. Tel: 07912 853114. Email: trevor@sigmaentry.com (Kent). P0614/051

## 968


Porsch-Apart
Parts specialists for 968
01706 824 053




**968 SPORT,** 1994, M-reg, 6 speed manual, 141K mileage, metallic blue, black cloth Sport seats, full Porsche documented service history, 17 service stamps, e/w, e/m, e/sunroof, radio/cassette player with 6 CD auto changer, 17" Cup alloy wheels, bridge spoiler, MoT and tax, £7350. Tel: 07966 454645. Email: kamgills@hotmail.com (Yorkshire). P0614/003

# TRIED&TESTED

**WITH *911 & PORSCHE WORLD*'S CONSULTANT EDITOR, CHRIS HORTON**

## 924 2.0 ■ 1984/'B' ■ 53,831 MILES ■ £4750

It is rare that we cover in *Tried & tested* the humble – but I think always highly appealing – 2.0-litre 924. That is not because we don't rate it – far from it – but because survivors are increasingly scarce, and by and large in increasingly poor condition.

But not this little gem, currently on offer – as a private sale – by Auto Umbau proprietor Robin McKenzie. Thirty years old the car may be (and so probably one of the last few built, before the introduction of the 2.5-litre 924S), and with the greater part of that time spent standing forlornly beneath a tree somewhere in Sussex, but a top-quality respray in the original Ruby Red has dealt with any cosmetic issues – the underlying structure was, and obviously remains, entirely rust-free – and the interior, in Porsche's tasteful and sought-after black 'logo' trim, is just about perfect. (The car had little more than 50,000 miles on the clock when it was effectively abandoned by its second owner.) I can fully understand why McKenzie was so delighted to have found it – on eBay in April 2008, after one or two late-night beers, he confesses – and why, having spent a considerable amount of time and effort restoring it to its former glory, he is now ever so slightly reluctant to let it go.

And it is truly glorious. The paint has a wonderful depth and lustre – so unlike my own 944, which is, or rather was, nominally the same colour – and the respray has plainly been accompanied by the careful attention to detail that, having watched Robin in action, I would naturally expect of him. So although the car didn't undergo a complete stripdown, all of the exterior trim, and all windows bar the windscreen, were removed, and great attention was paid to blending the new paint with what would necessarily have to remain – inside the door shuts and under the bonnet, for instance. The wheels were refurbished (and fitted with new tyres, of course), and Robin bought – brand-new, from Porsche – any minor trim parts and other sundries needed to do a proper job. The sharper-eyed among you might have noticed that the body-side mouldings are missing, but that's because Robin feels the car looks better without them – and I am inclined to agree. Either way, there's a full set in the boot, ready for the new owner to add if he or she wishes.

Remarkably, the interior, as I've suggested, is almost as new. There are a couple of microscopic fissures in the dashboard top, but both steering wheel and gear-lever knob are unworn, and even the headlining has resisted the all too common shrinkage around the edges. Shame about the after-market sunroof, seemingly fitted when the car was nearly new (and all the rage back then), but it seems a reasonably good-quality, leak-free unit, and does in truth make the cabin feel quite light and airy. Robin did at one point consider having the entire roof reskinned, but I think wisely resisted the temptation. It would have been a mammoth task, and would certainly have taken away from the car more than it could ever have added. Nice to see a period Blaupunkt radio/tape player, and the electric aerial on the right-hand rear wing works perfectly, too. Both door cards and rear quarter panels are straight and solid, the carpets are protected by overmats, and even the roller-blind luggage cover extends and retracts smoothly. The windows are a little slow to fall and rise, but it wouldn't be difficult to fix that – and they might loosen up with a bit of exercise, in any case. At least both electric door mirrors work, if noisily. The car has rear seat-belts, albeit of the simple lap type.

Mechanically, it's a slightly more mixed picture. The engine seems in good health, thanks in large part to a new cylinder-head gasket and timing belt, but there is something not quite right with the starter motor and/or the flywheel ring gear, so cranking is both a bit slow and rather noisy – and the idle could be smoother, too. I am sure all that would be easy to address, though – and there's no denying the brisk performance. The clutch might be 'dragging', as well, sometimes making first and reverse gears awkward to select. Brakes, though, both look and feel fine, the non-assisted steering is pleasantly light, and the ride smooth and rattle-free. I note, too, a new fuel pump and the rubber hoses connecting it to the tank and filter. No sign of any obvious oil leaks, either.

The icing on the cake is the history – a few early bills, and quite a few more recent ones, but also a full set of handbooks, and which together with the car's condition, specification, mileage and not least provenance make it a thing of rare beauty, indeed. As a private sale it comes without a warranty, as such, but even at this rarefied price level (for a 924, anyway) that wouldn't bother me in the slightest. Sometimes you just have to go with your instincts – and desires – or else regret it for ever! **PW**

### CHECKLIST

**Background:** A three-owner, 2.0-litre 924 that has spent the bulk of its life to date standing idle beneath a tree, but which amazingly had escaped too much in the way of cosmetic damage – and is entirely rust-free. Recently repainted and recommissioned, and now for sale – privately, and not as part of Robin McKenzie's business – to fund new personal projects. So no warranty, then (or road tax), but will have an MOT

**Where is it?**
Auto Umbau is at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; www.autoumbaultd.com

**For:** Stunning condition, low mileage – but not low enough to deter further modest use – nice colour scheme, good history. Drives very well, too. In short, just a lovely little car that we defy any Porsche enthusiast not to fall totally in love with

**Against:** Quite a lot of money for a 924 (if you ignore all the factors above, that is), and still one or two mechanical matters to sort out. But we doubt those are serious. Would be better still without that after-market sunroof, but there's not a lot anyone can do about that

**Verdict:** I love this car, and also the way in which it has been restored to precisely the right level. It's a real peach, and would make just as much of a statement about one's Porsche 'credentials' as a brand-new 911 GT3 – for a tiny fraction of the cost. Go on, treat yourself!







### Value at a glance

| | |
|---|---|
| Condition | ✔✔✔✔✔ |
| Price | ✔✔✔✔ |
| Performance | ✔✔✔ |
| Overall | ✔✔✔✔✔ |

✔Poor ✔✔OK ✔✔✔Fair
✔✔✔✔Very good ✔✔✔✔✔Excellent

# PORSCHE CLASSIFIEDS

*ADVERTISE YOUR PORSCHE FOR **FREE** - ON THE PAGE AND ONLINE at* www.911porscheworld.com

CAROLE NASH Classic Car Insurance
The care it deserves 0800 093 2953




**968,** navy, usable classic Porsche, great condition with low mileage (83K), good service history, mechanically sound, MoT, tax recent, cloth Comfort seats, private plate included, more pics available to serious enquirers, £8000. Tel: 07986 042407 (Antrim). P0614/049

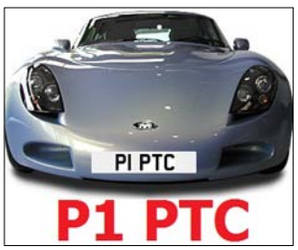
## OTHER MAKES



**R32 GOLF,** 2008 (57), black, black leather, three-door, six speed manual, 67,000 miles currently, BBS CH 8x19in alloy wheels, 235/35 ContiSportContact 3 tyres (6mm tread front, 7mm rear), KW V3 fully-adjustable coil-over suspension, EBC discs and pads, APS ECU remap, BMC air filter, Milltek cat-back exhaust, short shift, Pentagon Light S[illegible] window tint, MoT February 2015, fully documented VW service history with all bills and MoTs, taxed to end September, Shell Ultramax/V-Power fuel used exclusively, spare key, second owner (from 5,000 miles/eight-months-old), £11,995, p/plate not included. Tel: 07850 654911 (Surrey), email: r32@chpltd.com. P0614/001

SOLD

## REGISTRATIONS




**'P1 PTC',** great Porsche plate, only £1111 or best offer, (UK only). Tel: 07795 636704. Email: mikec2go@yahoo.co.uk. P0614/004

**CS PDK**

**'C5 PDK' (CS PDK),** on retention, offers over £1800. Tel: 07860 512738. Email: brett@dbsleasing.com. P0614/016

**HI BXT**

**'H1 BXT',** HI BOXSTER! Non-dating plate for any Boxster, no illegal spacing required, on retention cert, only £825 ono. Tel: Ian, 01463 831668. Email: iantjones@outlook.com. P0614/026

**AB05XTR**

**'AB05XTR' NUMBER PLATE** for sale, obviously for a Boxster, £1500 ono. Tel: 07966 156918. Email: csmith2359@aol.com. P0614/027




**'CLASSY & FABULOUS'** private number plate for sale, £11,995. Tel: 07582 555786. Email: nab331@hotmail.co.uk. P0614/011




**'IMPOSSIBLE IS NOTHING'** private number plate for sale, £34,995. Tel: 07582 555786. Email: nab331@hotmail.co.uk. P0614/010

**SIA 914**

**PORSCHE 914 PRIVATE REG,** 'SIA 914', currently on retention, £1500 ono, buyer pays fees. Tel: 07949 589126. Email: ben_nash@hotmail.com. P0614/028

**B911 BOF**

**REGISTRATION 'B911 BOF',** on retention, suit boffin type person with early 911, £1275. Tel: 01253 882781. Email: cjmimmack@talktalk.net. P0614/029

**JUG 911Y**

**CHERISHED NUMBER** for sale, 'JUG 911Y', ideal for 1983 911, available for immediate transfer, £1750. Tel: 07513 570757. Email: aurouge730@gmail.com. P0614/030

**GT03 GPT**

**'GT 03 GPT',** available for transfer, perfect plate for your GT3, £800. Tel: 07711 182888. P0614/020

**P999 GTT**

**IDEAL PLATE FOR** Porsche GT Three or Porsche GT Turbo, 'P999 GTT', best offer secures. Tel: 07974 820056. Email: simon@versuti.co.uk. P0614/031




**'TA12GA S'** (Targa S) number plate, £3750 + vat. Tel: 07950 203733. P0614/013

**A991 VVV**

**'A991 VVV',** A 911 (Va Va Voom), on retention certificate and ready to go! £1950 no offers. Tel: Rob Smithson, 07889 196269. Email: robsmithson51@gmail.com. P0614/032

## PARTS



**COMPLETE UPGRADED STEREO** for 911 Carrera 3.2, excellent, £250. Tel: 07872 490760. Email: jimmy dawson20032001@yahoo.com (Lanarkshire). P0614/007



**CARRERA 3.2 16-INCH** space saver spare wheel, £250. Tel: 07872 490760. Email: jimmydawson 20032001@yahoo.com (Lanarkshire). P0614/008

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**

## 944 2.5 ■ 1988/'F' ■ 74,616 MILES ■ £5995

Nothing, famously, is perfect. And it would be remarkable if any 26-year-old Porsche with 75,000 miles on the clock in the hands of four owners was anywhere near that universally desirable state that we all claim to look for in our cars. 'Perfect', though, is a word with a multitude of possible definitions, and in practical, real-world terms this 2.5-litre, manual-transmission 944 – another of Auto Umbau proprietor Robin McKenzie's personal projects; see also the 924 on the previous spread – comes about as close as you are likely to find.

For me, it's always about overall condition – with the emphasis on underlying structure rather than superficial shine, or even the greasy bits, which are usually relatively straightforward to replace. Much of the front end has been repainted, presumably to eradicate the usual stone-chips (although why the left-hand wing seems to have been excluded from that process is a mystery; it's still showing a peppering of white primer through the metallic black), and there are a couple of very minor dents on the right-hand door, just above the rubbing strip. But all of the increasingly common 924/944 rust spots – sills, lower wheelarch edges, rear panels – are entirely and absolutely corrosion-free, and there is no trace of any previously repaired accident damage, or under-floor dramas. It's just a lovely 'straight', original and unmolested car.

Even then, trim can prove to be another significant concern (and expense, too, if you choose to do something genuinely constructive about it), but again no such worries here. The black pinstripe fabric is showing the inevitable (but modest) fading at the top of the rear seats, and the headlining above those some very slight sagging. But the dashboard top is free from even the tiniest cracks, the matching black door cards and storage bins look and feel literally brand-new, and as in McKenzie's 924 the luggage cover both extends and retracts smoothly and accurately – although it does still need cleaning; Robin has promised to tackle that. The boot carpet has the usual very slightly wavy rear side pieces, over the deep well behind each wheel, but the surface is clean and fresh, and the entire moulding fits perfectly against the press-studs on the rear panel. Needless to say, the paper Vehicle Identification Label, or VIL, on the inside of that often accident-damaged area of the body shell is present and correct.

No significant complaints on the equipment and accessories front, either. There is no air-conditioning (fine by me; one thing less to go wrong), but you get central-locking and electric mirrors, rear wash/wipe, another period Panasonic radio/tape player, and not least a radio aerial built in to the windscreen. The latter does have a couple of fairly large and ugly stone-chips, which on aesthetic grounds alone would warrant its replacement sooner or later, but luckily both are outside the area swept by the wipers, and so don't constitute an MOT-test failure point. Rear seat-belts are of the later lap-and-diagonal type, and Robin proudly shows me first the undamaged storage bag for the big, lift-out Targa-style sunroof, and then the similarly clean and tidy emergency kit: jack, space-saver spare wheel, tyre compressor, tool roll – and this last, unlike so many, looking as though it has spent the last quarter-century in a dehumidified museum.

Mechanically the car feels fine; not exactly the quickest Porsche in the world (although I think it would benefit from a so-called throttle response cam, to replace the rather lazy standard linkage), but overall still in the very best of health. No oil or coolant leaks from the power unit, transmission or steering rack (although the PAS reservoir seems to have a slight weep from one of its connecting hoses); no unwarranted noises from beneath. One or other – or possibly both – of the two drive-belts is slightly 'whiney', but that's by no means uncommon in these transaxle units, and Robin will in any case replace them before the car is sold. It will also have a full service, he says. Clutch and gear shift are nice, too – progressive, light, accurate, tactile – and the brakes typically strong and even-handed. Pads and discs look as if they have plenty of life left in them. You will, though, need some new tyres fairly soon. The current Goodyear Eagle NCTs have a reasonable tread depth, but at least two are showing signs of their sidewalls starting to perish.

Like his 924, Robin McKenzie's 944 comes with a good history file (the second owner was a member of pop band The Cure), and all of the relevant handbooks, themselves as well preserved as the car itself. Like the 924 it is to be sold without a warranty, as such, but has so much else going for it – not least its simplicity, and McKenzie's fastidiousness – that you would have to be pathologically suspicious (or unlucky!) to let that bother you. **PW**

### CHECKLIST

**Background:** An almost entirely standard eight-valve 944 – registered in early August 1988, so one of the last few 2.5s, before the advent of the 2.7. Manual gearbox, tele-dial wheels, Dansk stainless-steel rear silencer. Four owners, good history, beautifully preserved, and has plainly never been the victim of uninformed tinkering

**Where is it?**
Auto Umbau is at Wrest Park, Silsoe, Bedfordshire MK45 4HS; tel: 01525 861182; www.autoumbaultd.com

**For:** Condition, condition, condition – structural, cosmetic and mechanical. Drives well, looks remarkably tasteful and contemporary, even today, and given due care and attention should be good for at least another 26 years' service. Competitively priced, too – think how much you would pay to get a rough one anywhere close to this high standard

**Against:** One or two minor bodywork blemishes to sort out. And it would be a shame merely to use it and almost inevitably abuse it – as do so many people with so many previously well-kept classics – to the point that it becomes just another ageing 944

**Verdict:** If you like – and know – your 944s, then you will know, too, that this is a very rare find, indeed; a genuine keeper. If it was a 911 Carrera 3.2 in this condition you would be looking at a price in the region of £25,000, perhaps even £30K







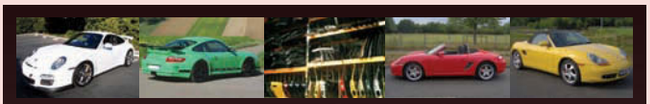
### Value at a glance

| | |
|---|---|
| Condition | ✔✔✔✔✔ |
| Price | ✔✔✔✔ |
| Performance | ✔✔✔ |
| Overall | ✔✔✔✔ |

✔Poor ✔✔OK ✔✔✔Fair ✔✔✔✔Very good ✔✔✔✔✔Excellent

# PORSCHE 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

**PORSCHE 18" SPORT** Classic 2 rims, fronts 7.5"/50 offset/Avon Zv5 (225/40 x 18" - 5mm tread), rears 9"/52 offset/Bridgestone RE040 (255/35 x 18" - 3mm tread), some bubbling/no kerb damage, £875 ono. Tel: 01582 609131. Email: stu.mac@bookproductions.co.uk (Beds). P0614/033

**PORSCHE 911 1970** pair of door cards, black; 2 horn grilles, chrome; glove box lid; 2 overriders, chrome with rubber; 911 Turbo rear corners, GRP; offers. Tel: 07989 407993. P0614/034



**PORSCHE 964 PARTS** for sale, front fog lights, £100; air box with K&N filter and air metering device, £100; reat seat belts, £40; rear wiper assembly, £150. Tel: 01325 377125. Email: petergherbert@btinternet.com (NorthYorkshire). P0614/019



**NEW 996 TURBO OR GT2** Xenon headlight, 1 *new* front Xenon headlight, right side (for right-hand drive cars), OEM part no. 996.631.066.10, €600, postage from France included. Tel: +33 240 606464. Email: d.moris@orange.fr (France). P0614/050

## MISCELLANEOUS

***911 & PORSCHE WORLD*** magazines, 1997 to 2013 for sale, 16 year collection, includes 7 folders, £199. Tel: 01472 886820. Email: kelly9fb@btinternet.com (Lincs). P0614/035

**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*



RACEGLAZE
*Race Glaze Ltd, +44 (0)1780 749449, www.raceglaze.co.uk*



**WALL MOUNTED WHEEL/TYRE RACK** for trackday/summer/winter wheel storage, steel powder coated, 1 metre long, adjustable width to suit up to 21" dia wheels, as new, £35 plus carriage. Tel: 07814 138067. Email: mw.collins@btinternet.com (N.Yorkshire). P0614/012



**SAINT-HONORE CERAMIC** Chronograph watch, as new, purchased 2013 direct from Saint-Honore, Paris, worn twice, black ceramic strap and case, carbon dial, crystal face, comes with original invoice, case and instructions, £450. Tel: 07814 138067. Email: mw.collins@btinternet.com (N.Yorks). P0614/017

***911 & PORSCHE WORLD,*** the first *911 & Porsche World* magazine issue no.1 through to issue no.157 which was April 2007!! Includes the 150th anniversary issue no.150, offers please. Tel: 07785 577824. Email: bob.beaken@gmail.com (East Sussex). P0614/036

## INSPECTION

**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 £295 inc. VAT and travel
**01780 749449**
www.carinspections.co.uk

## WANTED

**PORSCHE 911 WANTED,** got Porsche with payment book? Give me car and book, am private, looking for nice car, 2009 onwards, must be minted, give me a call. Tel: 01475 529216. Email: lporsche997@ao.com (Renfrewshire). P0614/037

## SITS VACANT

Due to our current expansion we require a Porsche technician to join our independent Porsche servicing and restoration business, based near Aylesbury, Buckinghamshire.
The ideal candidate will have experience of restoration and engine work on classic Porsches, but training can be provided for the right candidate.
We offer an excellent working environment, on-going training, and a competitive salary dependent upon experience.

Please forward your CV to Ian Bainbridge at **ian@bsmotorsport.co.uk**

## 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

**HILLCREST SPECIALIST CARS**
**SPECIALIST IN PORSCHE**
Whitehouse Garage, High Street, Nettlebed, Henley on Thames RG9 5DB
Service, Repair and Sales by factory-trained technicians



www.hillcrestspecialistcars.com
**01491 642911**

**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 30 WORDS OF TEXT (thereafter it's 30p per word). Copy can be submitted online or by email, fax (+44 (0)20 8763 1001) or post, with remittance if applicable, 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 July issue is 15th May (August issue deadline 12th June).**

SPECIALIST VEHICLE INSURANCE

# *Cherished by you*
# Insured by us

## WHY CHOOSE RH?

- ✓ No broker admin fees
- ✓ No upper age limit*
- ✓ Cover available for 18-25 year olds*
- ✓ Agreed value cover available (subject to club or independent valuation)
- ✓ Salvage return – free and automatic for all vehicles over 20 years of age
- ✓ UK & European breakdown recovery (over 1 mile from home or nominated garage address) included at no extra cost
- ✓ Multi vehicle insurance – combine your specialist vehicle collection and modern cars onto one policy (providing the majority are classic)
- ✓ We can tailor the cover required to meet your needs*

Insurance Quotation Hotline
**01277 206911**
**www.rhclassicinsurance.co.uk**

* subject to underwriting criteria

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. This RH Specialist Insurance is arranged and administered on behalf of Willis Limited by Equity Red Star Services Limited, an appointed representative of Equity Syndicate Management Limited. Equity Syndicate Management Limited is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and Prudential Regulation Authority.

Modern | Multi-vehicle | Replica | Classic Motorcycle | Household

# Porsche motorInsurance

## New & exclusive scheme at reduced rates guaranteed!

10%* discount for
**Porsche Club Members**

With every New Policy
20% off your next service at
**AUTO 2000**
PORSCHE SPECIALISTS



mayfaironline
insurance & mortgage consultants

**www.mayfaironline.co.uk**

**Tel: 08444 935 713**

* Subject to terms & conditions. Calls may be monitored for training purposes.

formance
SURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

**Mon-Thurs: 9am-7.00pm,**
**Fri : 9am-5.30pm - Sat: 9am-1pm**

# GOT ONE CLASSIC CAR OR MORE?

You could **SAVE 28%** with a Multi-Classic Car policy*

# CLASSIC CAR INSURANCE

## EARN UP TO £30

- **£20 M&S VOUCHER** with a Multi-Classic Car policy
- **£10 M&S VOUCHER** with a Classic Car policy

## EARLY BIRD OFFER

- **AN EXTRA £10 M&S VOUCHER** if you take out a policy 14 days or more before your renewal date.




Quote **VOUCHER OFFER**^ when calling

**0161 222 5477**

Classic | Specialist | Camper Van | Military | Performance

CAROLE NASH
The care it deserves

Carole-Nash-Classic-Cars @cn_classiccars

**Call Free** from a landline on **0800 093 2953** or visit us online at **cherished.carolenash.com**

Opening hours in the UK: Mon-Fri 8am-8pm, Sat 9am-5pm.Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority.
^Voucher Offer must be quoted at time of purchase.*Based on an average customer, saving 28% 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.

27
**Pr**
Porsche

Our policies are formulated to provide great benefits as standard. We offer **agreed values** (for vehicles over 5 years old). **Limited mileage discounts**; the less you use your car, the less you pay. **Multi-vehicle policies**; we can insure additional cars at an extra discount. **Free club arranged track days**; all other track days are on a referable basis. There is also UK roadside and assistance **breakdown cover included** as standard on all our policies. With an added **discount for being a member of The Independent Porsche Enthusiasts Club (TIPEC) or Porsche Club GB.**

**www.classiclineinsurance.co.uk** **01455 639 000**



*fig 1. 1972 Porsche Carrera 2.7 RS*

classicline* INSURANCE
**Scientifically proven.**

Authorised and regulated by the Financial Conduct Authority.

## NEXT MONTH




**PLUS:** Our cars, You and yours, How to, Q&A, Tried and tested and loads of Porsches and parts for sale

## JULY ISSUE ON SALE: THURSDAY JUNE 5

## ADVERT INDEX


| CLIENT | Page |
|---|---|
| Aase Sales | 84 |
| Addspeed Performance | 56 |
| Auto Foreign Services | 76 |
| Auto Umbau Porsche | 76 |
| Autohaus Werkshoppe | 114 |
| Braunton Garage | 38 |
| Brey-Krause Manufacturing | 6 |
| Cargraphic | 131 |
| Carole Nash Insurance | 129 |
| Cavendish Porsche | 32 |
| Classic & Sports Finance | 66 |
| Classic Additions | 100 |
| Classicline Insurance | 129 |
| Cotswold Porsche Specialists | 104 |
| Demon Tweeks | 89 |
| Design 911 (Akrapovic) | 57 |
| Design 911 | 33,114 |
| Douglas Valley Breakers | 90 |
| Eibach UK | 19 |
| Elephant Racing | 75 |
| Elite Garages | 21 |
| Elite Motor Tune | 105 |
| Engine Builders Supply | 39 |
| Euro Car Parts | 29 |
| Fabspeed | 47 |
| FVD | 2 |
| Gantspeed | 91 |
| Hartech Automotive | 44 |
| Hayward & Scott | 105 |
| Hendon Way Motors | 67 |
| Heritage Insurance | 116 |
| Hexagon Modern Classics | 13 |
| HP Motorsport | 101 |
| Jasmine Porschalink | 44 |
| Jaz Siat Porsche | 38 |
| JMG Porsche | 104 |
| JZM | 16 |
| K&N Filters | 24 |
| LA Dismantler | 32 |
| LN Engineering/Fast Forward | 56 |
| Machine Mart | 116 |
| Marque 21 Racing | 114 |
| Mayfair Performance Insurance | 128 |
| Michelin Tyre PLC | 11 |
| Nine Excellence | 56 |
| Ninemeister | 76 |
| Northway | 38 |
| Numeric Racing | 46 |
| Ohlins (Design 911) | 15 |
| Paragon GB | 45 |
| Parr Garage | 89 |
| Parts Heaven | 28 |
| Patrick Motorsports | 100 |
| Paul Stephens / PS AutoArt | 84 |
| Pelican Parts | 85 |
| Performance Direct Insurance | 116 |
| PMO | 104 |
| Porsch-Apart | 46 |
| Porsche Cars GB (Aftersales) | 7 |
| Porsche Club GB | 100 |
| Porsche Torque | 101 |
| Porscheshop | 17 |
| Porscheshop (Euro Cup GT) | 97 |
| Porsport.com | 6 |
| Portiacraft | 108 |
| ProMax Motorsport | 114 |
| Ramus Porscha | 28 |
| Reap Automotive | 108 |
| Rennline | 25 |
| Restoration Design | 37 |
| RGA | 97 |
| RH Classic Insurance | 127 |
| RPM Specialist Cars | 66 |
| RS 911 | 108 |
| RSJ Sportscars | 24 |
| Scart Sport Exhausts | 16 |
| Specialised Covers | 100 |
| Specialist Cars of Malton | 101 |
| Specialist Vehicle Preparations | 55 |
| Sportwagen Eckert | 77 |
| Stoddard Parts | 31 |
| Tech 9 (TechArt UK) | 132 |
| Tipec | 90,116 |
| Toyo Tires | 23 |
| Yorkshire Classic Porsche | 108 |
| Zims Autotechnik | 108 |
| CLASSIFIEDS | 117, 121, 122, 124, 126 |

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 Kindgom

**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.

OVER 25 YEARS est. 1984

PARR SPECIALISTS IN PORSCHE

cargraphic® Thomas Schnarr GmbH

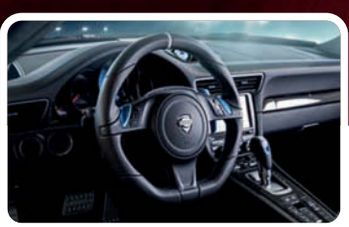
+44 (0) 1293 537 911 // PARR-UK.COM +49 63 41 968 911-0 // CARGRAPHICTS.COM

# Superlative, redefined.

## TECHART for Porsche 911 Turbo and 911 Turbo S.



TECHART Formula IV wheels and TECHART front spoiler.



TECHART interior with sport steering wheel.



Out now: the TECHART brochure for the 911 Turbo

**TECHART individualisation for 911 Turbo and Turbo S** unifies powerful styling, extraordinary quality and seamless technical compatibility. Such as the beautiful TECHART bodykit which integrates just perfectly with the 911 Turbo's active aerodynamics.

**The new TECHART powerkit for the 911 Turbo S** provides a remarkable power boost of additional 60 hp. The maximum torque increases by 130 Newtonmeters. Acceleration 0-60 mph: 2.6 seconds. Top track speed: 204 mph.

**Visit www.techart.de/turbo to learn more** or contact us in order to experience genuine TECHART individualisation options for your Porsche model.

TECH9
ENGINEERING EXCELLENCE

**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

TECHART

**www.techart.de**