

BUYING POWER

THIS MONTH'S MUST-HAVES AND PORSCHE ACCESSORIES

Working the shift

Classic Porsche parts specialist Windrush Evolutions (WEVO), based near San Francisco in California has developed a gearshift coupling for the 356, suitable for models from the 1959 356B up to the final 356s of 1965. The WEVO 356 Precision Shift Joint is a bolt-in replacement for the standard shift, and uses the same hardened steel pin-and-block joint as the firm's tried and test 911 shifter.

It comes with a new Porsche original equipment screw set, so lockwire is not needed, as it was on the VW original, and the neoprene synthetic rubber dust boot can be removed for inspection and lubrication. WEVO chairman Hayden Burvill claims improved shifting accuracy – hardly a 356 virtue at the best of times. Being a tighter connection than the original, it may transmit slightly more noise, but this would not be noticeable if the car is fitted with a non standard exhaust.

WEVO also supplies a securing clamp made from billet aluminium, which might be an advisable extra given that after 50 years or more

the pressed steel original may well be fatigued. The WEVO 356 PSJ is available online from Porsche specialist Twin Spark Racing based on the outskirts of Amsterdam in the Netherlands, and is priced at €196 (about £164) including tax. Visit www.twinsparkracing.com



Worth the weight

EB Motorsport has introduced a range of lightweight glassfibre body panels for the 911R (or recreations of it), this early, short-wheelbase model a Porsche that is rising in popularity in historic racing. The wings are made at EB's premises in Barnsley, Yorkshire and feature steel headlamp bowls and integrated side light units complete with bulbs plus the hard to source lens covers. They are moulded from original, unused SWB 911 wings, but have been adapted so that they are easier to fit – an important aspect, as they are likely to be of interest to home builders of 911 racers.

Delivered in white gelcoat, which some customers leave unpainted, the wings are priced at £1200 per pair, with VAT and shipping extra. EB Motorsport, two times champion in the Masters Historic Sportscar series, also supplies composite 911R replica bumpers (front, £280), doors (£1100 per pair), bonnet (£396), roof panel £396) and engine lid (£300). For more details, call 01226 730037 or visit www.eb-motorsport.co.uk



Not fade away

Brake discs inevitably fade to a greater or lesser extent, and wear out too. However, racing brake specialist GiroDisc based in Seattle in the US has introduced a disc – or “rotor”, as Americans prefer to call them – that, due to the high carbon content in the iron, lasts well and offers stable braking performance. The company says it worked closely with American foundries to formulate the most suitable casting.

The discs shown here are for the 997-series 911 Turbo, and are the standard diameter of 350mm. They can also be fitted to 996 Turbos and the Carrera 2 and 4 as an upgrade. Their construction is claimed to give an improved braking level over the standard Porsche disc on two counts.

First, the disc is a “floating” design which allows it to expand and contract at a different rate to the rest of the brake assembly including the aluminium centre “hat” section, a key advantage of this being the elimination of pad “knock back”, when expanded discs cause the pads to retreat back into the caliper resulting in momentary pedal softness.

Second, the discs are grooved, a format which GiroDisc says stands up better to stress under extreme braking than the cross-drilled discs on standard 911s. Purchased direct at www.girodisc.com the discs are \$1200 (about £740) a pair, with UK shipping \$170 (£105) for two and \$280 (£175) for a set of four. However, they are also available in the UK through 911 specialist Nine Excellence in Surrey, at www.nineexcellence.com

