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GT PORSCHES

DECEMBER 2016 £4.80 Issue 181

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Ignition

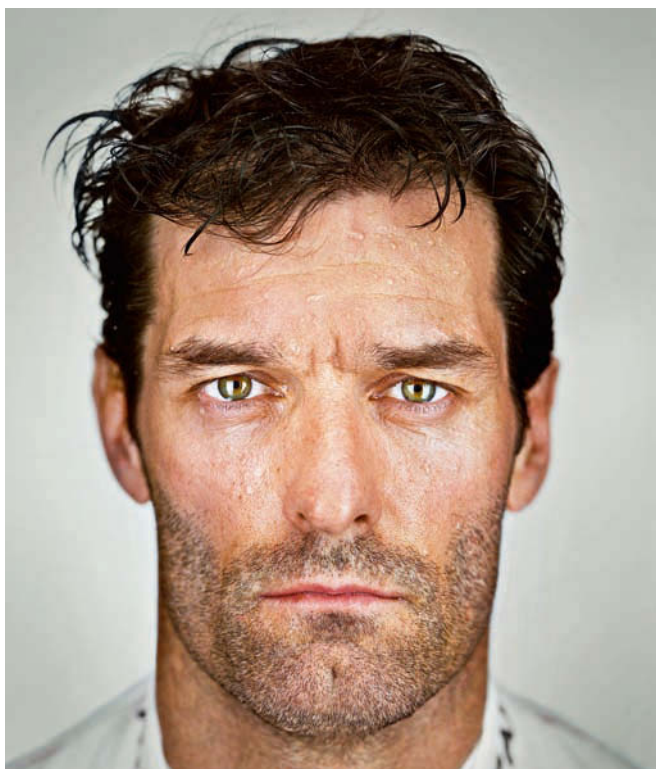


Simon Jackson
Editor [@retro_jackson](https://twitter.com/retro_jackson)

Mark Webber's retirement from professional motorsport was inevitable eventually. Coming at the end of 2016, as it will, adds up, given that the Aussie superstar will have dedicated three years of his life to Porsche's World Endurance Championship (WEC) campaign since leaving Formula One. Clinching the WEC Drivers' World Championship title with team-mates Timo Bernhard and Brendon Hartley in 2015 will register as a highlight. That a Le Mans win eluded the 40-year-old during his time with Porsche will hurt a touch, perhaps more so given that twice it was Mark's sister car which managed it.

Webber has most certainly been an integral part of Porsche's success with the 919 Hybrid programme since it returned to endurance racing in 2014. But it looks as though his input will continue to reverberate in his new role as a Porsche brand ambassador. There is one other former Porsche racing driver with whom he shares that job title. His name is Walter Röhrl. It's well deserved. Webber's affinity with Porsche started as a teenager; today he owns a bunch of Porsche road cars including a 918 Spyder, a 911 R, a 991 GT3 RS, a 997 GT2 RS, a 997 GT3 RS 4.0, a 2.7 Carrera, and a 356 Cabriolet. It's safe to say he's a Porsche enthusiast of the highest order and will make a fine emissary.

As Mark's racing career draws to a close, his departure opens up a seat at the pinnacle of what Porsche likes to call its 'motorsport triangle'. The concept is simple: as a driver climbs the Porsche racing ranks they edge closer and closer to a Works-entered drive in something like an LMP1 919 Hybrid or full-fat 911 RSR on the global motorsport stage. But stepping up becomes tougher as the triangle tapers. One current Porsche driver who has reached the summit is Briton's own Nick Tandy. Nick is in line for Mark's seat, so too his talented colleague (and fellow 2015 Le Mans winner) Earl Bamber. A nicer sort you could not wish to meet, Nick is as easy-going off the track as he is a fearsome and fast rival on it. In my view the 32-year-old from Bedford, who started out racing regional Ministox before later making it to Carrera Cup Germany, and Supercup, utterly deserves the seat alongside Bernhard and Hartley. If Nick achieves that full-time WEC drive with Porsche for 2017 he will prove the brand's total commitment to the 'triangle'. Perhaps more importantly, though, it would also serve to inspire, proving that it is still possible to move from humble racing roots to the very top echelons of professional car racing. It wouldn't just be a good news story for Porsche, Nick, or the UK, it would be one for modern motorsport as a whole.



Contributors



Andrew Frankel
[@Andrew_Frankel](https://twitter.com/Andrew_Frankel)

One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

This month: Andrew takes to the Donington Park circuit behind the wheel of the 911 RSR that won the Sebring 12 Hours in 1973.



Peter Morgan

Automotive author and technical guru, Peter has over 30 years experience of Porsches. He's owned (and worked on) every major model.

This month: Peter looks at how to determine whether or not a Porsche is as authentic and original as its seller might suggest.



Johnny Tipler
[@johnnytipler](https://twitter.com/johnnytipler)

Journalist, historian and author, Johnny's specialist subject is Porsche. He also drove the 2011 La Carrera Panamericana in a 914.

This month: Johnny catches up with a former Porsche Works driver who had to wait 43 years to drive a 1000hp Can-Am 917.

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EDITOR Simon Jackson
SUB EDITORS Christian Shelton, Rachael Harper
MANAGING EDITOR Bob Harper
SENIOR DESIGNER Lorna Mansford
DESIGNERS Dave Powney, Kelly Rodgers
JUNIOR DESIGNER Jon Lawrence
SENIOR RETOUCHER Laurence Green
CONTRIBUTORS Matt Zuchowski, Johnny Tipler, Andrew Frankel, Ben White, Dejan Jovanovic, Colin Goodwin, Peter Morgan, Dino Zamparelli, Philip Raby, Jesse Crosse
PHOTOGRAPHY Konrad Skura, Niels Keekstra, Jayson Fong, Gus Gregory, Malcolm Griffiths
THANKS THIS ISSUE RPM Technik, Porsche Centre Tonbridge
ADVERTISEMENT MANAGER John Swanton
PRODUCTION MANAGER Jo Claydon-Smith
REPRO CONTROLLER Tom Jackson
FINANCE Helen Lawson, Claire Brown
EXECUTIVE PA Sandra Baldock
CHAIRMAN Dennis Taylor

EDITORIAL & ADVERTISING ENQUIRIES
GT Purely Porsche, Unity Media plc, The Manor, Nipicar House,
London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS
Tel: 01732 748000 Fax: 01732 748001
Website: www.gtpurelyporsche.com
Email enquiries
Editorial: gtpurelyporsche@unity-media.com

Advertising sales: jswanton@unity-media.com
Advertising production: jdlaydon-smith@unity-media.com
Subscriptions: subs@unity-media.com

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Email: hlawson@unity-media.com

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Features

020 Convertible Prototypes

We reunite three forgotten 1980s Porsche prototypes. Their story shows that the development from concept car to production can be a rocky road...

037 | Gijs van Lennep

Gijs van Lennep won Le Mans in a 650hp 917 in 1971 but always yearned to drive the 1000hp Can-Am version. He got his chance 43 years later at Zandvoort's 2016 Historic Grand Prix.

044 Ninemeister 9m11RS

Based on 1981 911 SC, Dave Ward's 9m11RS, built by Porsche specialist Ninemeister, takes inspiration from the factory Rennsport cars while exploiting the best of its original character.

056 | 911 RSR

This RSR won the Sebring 12 Hours in 1973. It has since been meticulously retro-engineered, restoring it as closely as possible to its period standard. Andrew Frankel drives this legendary 911 at Donington Park.

064 | 924 S

Porsche Centre Tonbridge entered the 2016 Porsche Classic Restoration Competition celebrating 40 years of front-engined cars. This painstakingly restored and uprated 924 is the result.

073 | 919 Hybrid in London

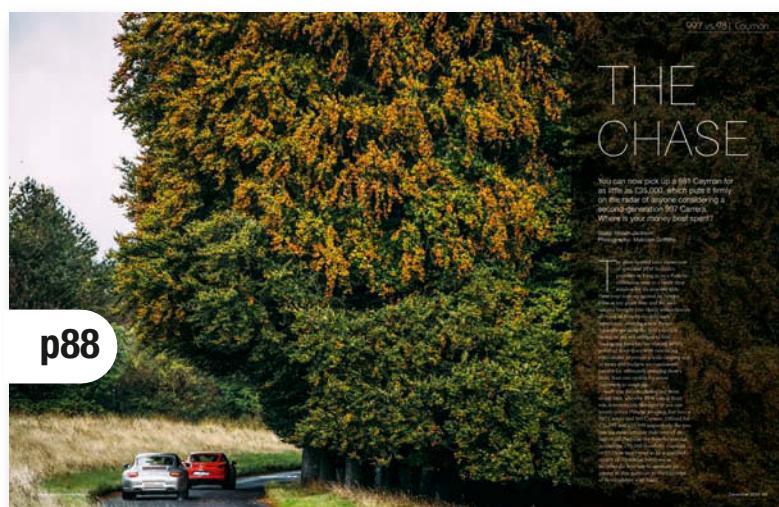
shock one morning in late September as Mark Webber took to the city's streets in his Le Mans-winning Porsche 919 Hybrid...

078 | 959

In 1986 Porsche launched a car that could go faster than today's quickest 911. We celebrate the 30-year-old poster car with a blast through the Black Forest in very same example that clocked 210mph back in the day...

088 997 vs 981 Cayman

You can now pick up a 981 Cayman for as little as £35,000, which puts it firmly on the radar of anyone considering a second-generation 997 Carrera. Where is your money best spent?



NEW GT3 CUP REVEALED

Porsche's new GT3 Cup car gives us a hint of what a road-going second-generation 991 GT3 might look like...



Alongside the E-Hybrid and 919 Hybrid on the Porsche stand at the Paris Motor Show (right) was the brand-new second-generation 991 GT3 Cup racing car. The car has been completely reworked by the Porsche motorsport department to fall in line with the newest generation of production-style GT racing across the globe.

An aluminium-steel composite construction ensures maximum rigidity and a lightweight body, resulting in the car weighing in at 1200kg. It is powered by a naturally aspirated four-litre flat-six producing 485hp and, thanks to a redesigned aerodynamics package, it is already producing faster lap times than its forebear, we're told.

This latest 911 GT3 Cup car follows a string of successful variants, which started

with the 996 in 1998 since which some 3031 units have been delivered. Significantly, the new car as shown at Paris hints at what a road-going face-lift car might look like. Completely redeveloped, this latest 911 GT3 Cup car will take to the starting grid of the world's race tracks in 2017. It features a range of innovative details designed to improve its efficiency and engine performance, ensuring increased durability and reduced maintenance costs.

A valve drive with rigidly mounted rocker arms and a central oil feed are employed for the very first time. Alongside that an integrated oil centrifuge optimises oil defoaming in the engine, and a crankshaft with increased rigidity appears. On the outside a new front



apron is joined by a fresh rear end to improve downforce aiding traction and performance. Talking of downforce, the car's prominent 184cm-wide rear wing has been retained from the previous model. The wheel dimensions are also unchanged: the single-piece 18-inch rims with centre lock are shod with vast Michelin racing slicks. The driver is protected by a solid safety roll-cage and an innovative, bucket-style racing seat that is moulded around the head and shoulder area. An enlarged rescue hatch in the roof sits in line with the latest FIA standards, making driver extraction in the event of an accident easier.

The GT3 Cup is built on the same

production line as the 911 road car at Zuffenhausen. Its tuning is performed at the Weissach motorsport centre, where vehicles are also thoroughly tested by a professional race driver prior to delivery to customers.

As Porsche has built 3031 units of the 911 GT3 Cup (996, 997 and 991) since 1998, that makes it the most-produced GT racing car in the world. Initially the new car will appear in the Porsche Mobil 1 Supercup series in support of the F1 calendar, in the Porsche Carrera Cup Deutschland, and in North America before spreading to the rest of the world's Porsche Cup championships, including the UK's Carrera Cup GB, in 2018.



PORSCHE HYBRID DEBUTS AT PARIS SHOW

The Paris Motor Show's focus for Porsche was very much on new technology...

Making its global debut at the Paris Motor Show, the Panamera E-Hybrid uses technology originally created for the 919 Hybrid to deliver increased range, better performance and greater fuel efficiency than the previous generation car.

As is characteristic with all Porsches, power and a dynamic driving experience is firmly top of the list with the Panamera E-Hybrid. The new 2.9-litre, twin-turbo V6 that nestles under the bonnet is the same new-generation unit that the standard car gets. Developing 330hp and 332 ft lb of torque, it is aided by a 136hp electric motor, bringing the E-Hybrid's total output to 485hp with 627 ft lb of torque. Side by side, the two motors enable the car to hit 62mph in 4.6 seconds and go on to a top speed of 173mph. Air suspension and Porsche's usual array of acronyms ensure that the ride remains compliant and the handling on the right side of entertaining.

The car's performance credentials can't really be questioned but, as with any hybrid, the acid test is in its ability to function on electric power alone. Porsche has certainly upped its game in this area; the new E-Hybrid has a realistic range of 30 miles from battery power alone and can happily attain motorway speeds in this mode. Electrical assistance has enabled the Panamera to achieve 113mpg on the official combined cycle with emissions of just 56g/km. Of course, achieving this in day-to-day driving is highly unlikely, but it does bode well for a fast yet highly efficient car.





CANFORD CLASSICS OPEN DAY

The third annual 'Coffee and Classics' open day at Canford Classics drew a healthy crowd of Porsche enthusiasts once more...



Canford Classics welcomed over 200 visitors to its annual 'Coffee and Classics' open day at its premises in Winterborne Kingston, Dorset recently. The event provided an opportunity for the assembled Porsche crowd to examine previous restoration projects undertaken by the specialist, and allowed the enthusiasts present to show off their own pride and joy, too.

"I looked around at one point and realised that there were over 90 classic Porsches, including two 2.7 RS cars, a

genuine Club Sport, a 964 RS and two Cayman GT4s. It was such an eclectic mix, we were privileged to have these beautiful cars gracing our premises," said Dr Alan Drayson, founder of Canford Classics.

Canford Classics proudly displayed its current projects including a 911 RSR reproduction, a 1968 2.0-litre, 1973 2.4 E, a 1970 911S Steve McQueen replica, and a 1968 SWB 911S. Cars for sale in the recently completed Canford Classics showroom

included a 1972 2.4 S, a 1973 911S Targa, and a 1962 356. One other highlight of this year's event was the appearance of a 908 replica. The fascinating story behind the car's 16-year build was inspired by winning a ride in an original 908 at a Porsche gathering in 1986.

Those gathered enjoyed the event. Porsche enthusiast, Peter Kay, told us: "I had a great time. There was a fantastic turnout of some lovely 911s and it was very interesting to see the

workshop and surroundings at Canford Classics. Everything is extremely professional."

Likewise, Porsche fan Kevin Webb made positive noises, commenting: "It was my first visit to Canford Classics. It was interesting to see the company's facilities and it was especially interesting to see the 'work in progress' builds taking place in the workshop."

For more information on Canford Classics, visit www.canfordclassics.co.uk



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FIRST 911 R TO AUCTION MAKES £436,600

Auctioneer Bonhams recently presented the first 911 R to come to auction. Unsurprisingly it attracted attention...



The hype surrounding the 911 R's launch has barely subsided but Bonhams has already auctioned a 2016 car – one of just 991 made – at The Zoute Sale in Belgium. Believed to be the first car to come to auction, it was estimated to make between £210,000 and £300,000 but actually saw the hammer fall at £436,600 – significantly over its book price at Porsche of £136,901.

The limited production run of the 911 R is still ongoing, making this a very rare opportunity to own one before other buyers have received their orders. The car Bonhams offered was

sold new in July 2016 to a private Swedish owner. Number 135 in the total production run of cars, it is finished in white and has a black/brown two-tone leather interior. With just 32 miles on its clocks, it had barely turned a wheel in the three months before being auctioned.

Interest in the 911 R shows no sign of abating. It's no wonder either; with its no-compromise design ethos, stunning performance, and back-to-basics driving experience, numerous motoring publications – *GT Porsche* included – have spent half of 2016 swooning over it. Our own Andrew

Frankel said of the 911 R back in our July 2016 issue: "The acceleration you expect, but the feel of the car you do not. While a GT3 RS hunkers down on the road ever more as speed rises and its wings work, bolting it to the surface, the 911 R feels *en pointe* by comparison. It seems lighter, more dainty and, while this would never be reflected in the lap time, more nimble." Andrew's conclusion was equally as emphatic, stating that: "With the manual box, it is the most rewarding 911 of the current generation." Praise indeed!

The final selling price for the 911 R

in question was £136,600 above its top estimate! Whilst £436k is a fair whack of anyone's money, in the current Porsche world a car as talked about, well-received and, crucially, rare as the 911 R, won't struggle to trade for such figures.

At the time of auction a little bit of research on the UK's *Auto Trader* classifieds website immediately brought up a delivery mileage car (right-hand drive) being sold for an asking price of £650,000. We'd be surprised if it hung around for long on the forecourt, even at that price...





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PODIUM FOR PORSCHE AT FUJI

WEC moved to Japan for the six-hours of Fuji, where Porsche furthered its lead in the manufacturers' title chase...

WORLD ENDURANCE CHAMPIONSHIP

ROUND SEVEN
JAPAN



Current WEC drivers' championship leaders, and 2016 Le Mans winners Romain Dumas, Neel Jani and Marc Lieb, retained their top spot in the title chase after a Japanese race that could've extended their lead further under better circumstances. Qualifying at Fuji Speedway was strong for the No.1 919 Hybrid of Timo Bernhard, Brendon Hartley and Mark Webber with the trio putting the car in second place on the grid by just 0.025 seconds over the No.5 Toyota. The No.2 sister car qualified in sixth spot, Dumas, Jani and Lieb struggling with the car's balance.

In the race Webber, starting in the No.1 Porsche,

was able to stick behind the leading No.8 Audi for 21 laps. Behind, the Toyota, driven by former F1 colleague Kimi Kobayashi, was clearly faster, and the local driver was able to pass and get on with his own race. Behind him Dumas gained a place from sixth to fifth on the opening lap but was quickly reigned back in and repassed by the No.7 Audi R18. But difficulties for the Audi on lap 15 saw Dumas retake fifth. By the time Jani was preparing to take to the wheel on lap 36, Dumas was complaining of a loose back end. Fresh rubber seemed to solve the issue for Jani's double stint and he closed the gap on the Audi. However, later into the race the No.2 car's

Drivers' World Championship after seven out of nine rounds

1.	Dumas/Jani/Lieb	Porsche	140
2.	Sarrazin/Conway/Koayashi	Toyota	117
3.	Di Grassi/Duval/Jarvis	Toyota	111.5
4.	Bernhard/Hartley/Webber	Porsche	93.5

Constructors' World Championship

1.	Porsche	263
2.	Audi	204
3.	Toyota	174



balance problems returned thanks to picking-up debris, disrupting its aerodynamics.

Between lap 21 and 147 the order at the front was Audi, Toyota, Porsche with the No.1 entry stopping a total of five times during the race for tyres, refuelling and driver changes.

With the track temperature falling the race fell in the 919's favour. On lap 156 Bernhard was able to get around the Toyota of Sarrarzin after a two-lap battle to secure the lead. The focus then turned to the leading Audi, with Hartley chasing it down. On lap 183 the No.1 Porsche took the lead. After a pit stop the car reemerged in third place. A battle between Hartley and Kobayashi ensued for

second: when the Toyota driver stopped for fuel without changing tyres, the Porsche followed suit. Webber took over the hot seat for the final stint after a tyre change, leaving him in third and unable to make up any further places.

It was an equally uninspiring finish for the No.2 sister car which, despite a nosecone change in an attempt to solve its imbalance issues, could only manage a fifth place finish. The position did however see the trio of Dumas, Jani and Lieb retain the top spot in the driver's championship points standings, while Porsche furthered its lead in the manufacturers' championship, leading nearest rival Audi by 59 points.



WEBBER TO RETIRE FROM RACING

Mark Webber is to take up a role as a Porsche representative...



Porsche works driver Mark Webber will finish his racing career at the end of the 2016 FIA World Endurance Championship season. The six-hour race at Bahrain on November 19 will be the 40-year-old Australian driver's last as a 919 Hybrid driver, before he takes up a role as a Porsche special representative. Webber's role will mimic that of Walter Röhrl, who is utilised by Porsche in various capacities including talent spotting, driver training and promotional work. Webber's affinity with the Porsche brand has been no secret throughout his racing career, even during his time as a F1 driver. As a teenager he drove a 911, borrowed from a friend, and when he bought himself his own first Porsche he went straight for a Turbo model. Today his collection includes: a 918 Spyder; a 911 R; a GT3 RS (991); a 911 GT2 RS (997); a 911 GT3 RS 4.0; a 1954 356 Cabriolet; and a 1974 2.7 Carrera.

The 2015 WEC drivers' world champion said: "I have arrived where I belong. Porsche is the brand I always loved most and the one that suits me the best. The 911 is iconic – it has elegance, performance and understatement, and is never intrusive. It is just the right car for every scenario. I will miss the sheer speed, downforce and competition, but I want to leave on a high and I'm very much looking forward to my new tasks."

Webber developed an instant chemistry with his team-mates Timo Bernhard and Brendon Hartley; his replacement will need to do the same. Briton Nick Tandy and Earl Bamber are in the running to replace the Aussie as both won Le Mans for Porsche in 2015. Webber will wish to see his career out on a high. The WEC driver's title is out of reach but Porsche is in line to win the manufacturers' world championship.



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RSR's FINAL FLING AT PETIT LE MANS

In the final race of a tough 2016 IMSA season, the last Works outing of the first-generation 991 RSR, Porsche could manage only a fifth place finish...

IMSA SPORTSCAR CHAMPIONSHIP

ROUND 11
ROAD ATLANTA



Road Atlanta in Georgia was the venue for the final round of the 2016 IMSA WeatherTech SportsCar Championship, Petit Le Mans, the final outing for the first-generation 991 RSR that will be replaced next season by a new second-generation car. This season is likely to be one Porsche will be happy to see the back of, and the scene of such motorsport success for the brand in 2015 was to present yet another troublesome race in 2016. Qualifying had been far from ideal, with Earl Bamber putting the No.912 car he shared with Frédéric Makowiecki and Michael Christensen into eighth position, two places higher than the No.911 sister RSR driven by the trio of Patrick Pilet, Nick Tandy and Richard Lietz, which started tenth.

Come the race it was the Pilet, Tandy and Lietz entry running highest, occupying a promising third spot with 223 laps sunk and four hours to go; however, an accident denied the Works Porsche squad a podium. With Tandy at the wheel it got mixed up with a prototype, sending it spearing off into a

barrier causing heavy damage. Tandy said: "The wrong decision of another driver cost us a possible top result today. He wanted to overtake at a place where you normally can't overtake. It took me completely by surprise. After our one-two victory in Texas the entire team worked very hard to wind up the season well at Petit Le Mans. That makes it all the more sad that it didn't work out as we'd imagined."

Although the Porsche team worked hard to put the No.911 car back together in order for it to complete the final two laps, it was out of contention come the chequered flag. It was therefore the No.912 car that took the top Porsche honours, but a fifth-place finish was the best it could manage. No.912 driver Makowiecki said: "That wasn't exactly an ideal finale. We've achieved quite a bit this year by scoring two wins and six podiums. But all in all Petit Le Mans was symbolic for the whole season – we often couldn't match the pace of the opposition. I hope, and I'm confident, that this will change with our new car in 2017."

The Petit Le Mans race does seem to summarise Porsche's troubled 2016 season. With reliability issues aside, it has been the Balance Of Performance rules designed to level the playing field that have severely hampered the RSR's progress. Since its debut in 2013, the first-generation 991 RSR has contested 73 races in the WEC Sports Car World Endurance Championship, the IMSA SportsCar Championship in the USA and Canada, as well as the European Le Mans Series. Its record is impressive, with 21 victories and eight championship titles.

Porsche finishes the 2016 season with its drivers in fourth (Bamber, Makowiecki) and tenth (Pilet, Tandy) spots in the Driver's points standings. In the teams championship the No.912 car finishes fourth, the No.911 car in eighth, while the overall Manufacturers standings sees Porsche finish third with 330 points, 11 behind second placed Ford and 29 behind overall winner Chevrolet. The new 911 RSR will make its race debut at the Daytona 24-hour classic in January 2017.

Final points standings

GTLM - Drivers

1. Gavin/Milner	Chevrolet Corvette	345 points
2. Briscoe/Westbrook	Ford GT	328 points
3. Garcia/Magnussen	Chevrolet Corvette	319 points
4. Bamber/Makowiecki	Porsche 911 RSR	313 points
8. Pilet/Tandy	Porsche 911 RSR	285 points

Manufacturers

1. Chevrolet	359 points
2. Ford	341 points
3. Porsche	330 points

Teams

1. Corvette Racing #4	345 points
2. Ford Chip Ganassi Racing #67	328 points
3. Corvette Racing #3	319 points
4. Porsche North America #912	313 points
8. Porsche North America #911	285 points

CAMMISH SETS NEW RECORD IN 2016 FINAL

Dan Cammish sealed his back-to-back victory in the Carrera Cup GB in emphatic fashion by taking the win in the final round of the season at Brands Hatch.

CARRERA CUP GB ROUNDS 15 AND 16 BRANDS HATCH



In winning at Brands Hatch, Dan Cammish became the first ever driver to win 12 races in a Carrera Cup GB season, as well as already being only the third driver to take back-to-back wins in the series. In round 15, Charlie Eastwood (who led the field away at the rolling start) capitalised on his position at the front of the field, converting pole position to a maiden victory on a dry track. He was made to work for it, however, with Daniel Lloyd pushing him all the way, especially after an early safety car period bunched the pack. Come the chequered flag, there was just over a second separating the leading pair.

The battle from the second row started almost immediately as Zamparelli passed Cammish, for third, into the hairpin on the first lap. Cammish, who seemed to have more mid-corner pace in his car, returned the favour at the same corner on lap six after Zamparelli out-braked himself. Luck was on the

side of Zamparelli, however, as Cammish made an uncharacteristic mistake by spinning on his way out of the hairpin, dropping him to twelfth. This allowed Zamparelli to take a step closer to sealing second in the championship as he fended off a charging Tom Oliphant to finish third. Cammish ultimately came home in eighth.

In Pro-Am1, 2016 champion, Euan McKay returned to his winning ways with guest driver Karl Leonard splitting the McKay brothers to take second and Dan McKay slotting home in third. However, owing to the fact that Leonard was a guest driver, Dan got the second place points with Sean Hudspeth taking third, leaving the Pro-Am1 category open into the final round. Also to be decided in the final round was the battle for the Pro-Am2 title. Mark Radcliffe took a strong win to reduce the points gap slightly, but leader Tautvydas Barstys emerged in second

Final points standings after rounds 13 and 14 Pro category:

1. Dan Cammish	Redline Racing	313 points
2. Dino Zamparelli	GT Marques	257 points
3. Charlie Eastwood	Redline Racing	246 points

Pro-Am1 category:

1. Euan McKay	IN2 Racing	161 points
2. Dan McKay	IN2 Racing	117 points
3. Sean Hudspeth	Parr Motorsport	113 points

Pro-Am 2 category:

1. Tautvydas Bartstys	Juta Racing	138 points
2. Peter Kyle-Henney	Parr Motorsport	130 points
3. Mark Radcliffe	Intersport Racing	124 points



place with eight points in hand over Peter Kyle-Henney, who fought his way onto the podium and took fastest lap in the process.

Round 16 provided a fitting finish to the 2016 season. Champion Cammish lined-up on pole with season-long challenger Zamparelli alongside. The two protagonists fell into line astern at the start and even a mid-race safety car period could not prevent Cammish from taking a dominant win to make Porsche Carrera Cup GB history – 12 wins in a single season. Zamparelli had to make an early defence from Eastwood and Jonas Gelzinis, the Lithuanian muscling his way past the round 15 winner at Westfields to take third. Behind, Lloyd looked at taking the opportunity to follow Gelzinis through, but with two wheels on the grass slid back into fifth.

In a move that was almost a replay, Eastwood went on to take Gelzinis back at Westfields, with Lloyd again thwarted in his bold efforts to capitalise. Oliphant came out ahead in a race-long battle with Sharp for sixth, while Stephen Jelley managed to slip past the second-placed Rookie Lewis Plato for seventh. In Pro-Am1, Dan McKay fended off Leonard to take the win, with Euan McKay rounding out the podium, the trio separated by less than a second at the flag. The win was enough to secure Dan McKay second in the championship behind his brother, cementing a superb run of form in the second half of the season.

The Pro-Am2 championship fight went to the wire, Radcliffe taking another win with Shamus Jennings in second, just a fraction ahead of Peter Parsons, who took his first podium of 2016 in the final round. Kyle-Henney passed Barstys for fourth, but could make no further progress which left a delighted Barstys to be crowned 2016 Pro-Am2 champion.

The Porsche Carrera Cup GB returns in April 2017 with a season promising bigger and better things, including a round at Le Mans alongside some of the European Carrera Cup Championships.

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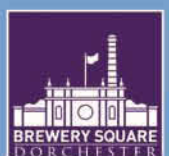
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THE UNFULFILLED

We reunite three forgotten 1980s Porsche prototypes. Their story shows that the development from concept car to production can be a rocky road...

Story: Matt Zuchowski Photography: Konrad Skura

The role of convertibles in Porsche's history is regularly underestimated, often overshadowed by the mighty 911 coupé and some tin-top racing heroes of the past. For these three special roofless models, that role is further diminished for despite their decisive functions, they didn't go down in history at all. The little known sad truth is that for every car which makes it to market there are countless others left by the wayside, at

best ending up merely as sources of inspiration for certain future design solutions. There are even those that were virtually finished projects, ready to be put on the production line, yet for some reason they never left the guarded gates of their developer's sanctum. In the case of Porsche, that's its Development Centre in Weissach.

Contrary to most other carmakers that choose to destroy their pre-production prototypes, or to at least keep them away from prying eyes,

Porsche keeps virtually all of its stillborn forays. And what's more, it recently decided to wheel some of its top secret projects out to the general public, presenting them at events and shows the world over, even lending them to selected media. And that's how an inconspicuous white truck delivered three of these invaluable pieces of Porsche's history one night to a place where we could carefully examine them, pondering on what might have been...



The Speedster's cabin cover can be lifted on hinges. Its all-white colour scheme was designed to gain attention at Frankfurt

911 CARRERA 3.2 SPEEDSTER STUDIE

Apart from all having similar paintwork and lacking roofs, the three cars presented here share another common feature: their stories are all linked, starting here with this pearl-white 911 Carrera 3.2 Speedster, which was presented as a concept car at the autumnal 1987 Frankfurt motor show. It revived the idea of a Porsche Speedster, whilst taking it to the next level.

Prior to this, the last 356 Speedsters had rolled out of the Karosseriewerk Reuter garage decades earlier and the name associated with the special drop-tops had all but disappeared from the Porsche world. Fortunately, though, this special body style remained in the minds of both the brand's enthusiasts and its management.

It took a new Porsche CEO, American, Peter Schutz, to put his faith in the 911 and reengage its development with a convertible version included. What he had in mind was a raw, back-to-basics Speedster. It was a recipe that sounded familiar to Porscheheads. Alas, the company chose to go for a more versatile, luxuriously appointed convertible, not far from the default Targa.

In 1986, another Speedster was penned according to the instructions of Peter Schutz, who dreamt up a Turbo-look wide-body car with a small 356-inspired airfoil barely giving any wind protection to passengers. In a matter of months Porsche chief engineer, Helmuth Bott, proposed a more advanced design based on the

old narrow-body 911 SC, also with a rather symbolic windshield, but in this case combined with proportionally smaller side windows, which transitioned smoothly to the rigid removable tonneau cover behind the cabin. The Schutz and Bott cars gave rise to the 911 Carrera 3.2 Speedster Studie, officially revealed during the Frankfurt show of 1987. The toned-down pearlescent paint and classic 911 motifs co-created an unlikely futuristic concept car that creatively reinterpreted the Speedster genre.

The light cabin cover can be lifted on hinges, but to get behind the wheel, I manage to slip in without raising the lid through a pet door created by opening the lower half of the door. The cabin isn't much different from what the driver of a 1980s 911 was used to. Porsche did, however, show some creativity in choosing the colours to make the interior look at least unique, as everything was covered in white – from the steering wheel down to the floor mats.

The Speedster Studie won't be remembered as a car with the most carefully finished interior but then again, concept cars are not designed for that purpose. Their mission is to manifest an idea, and in this respect the Speedster Studie couldn't have performed better. The positive reception it received at the show supported by favourable market trends led to the production of a limited series of 911 Speedsters in 1989.



*The 928 Cabriolet really could've made
it big in the US, if only it had
a chance to prove itself*



928 CABRIOLET

The USA was a crucial client for Porsche virtually from the very beginning of the carmaker's history, and few people knew how to exploit the great potential of the American market as well as Berlin-born but Chicago-raised Peter Schutz. An open variant of the 928 seemed a natural extension of Porsche's model line-up in the 1980s, which fitted perfectly with the Rodeo Drive and Beverly Hills set of the time. Porsche had already had a bash at creating a 928 with a removable roof back in 1977, four years before Schutz's arrival, verifying the idea of the Targa body. The idea, however, was soon dropped, but the need for such a car remained, so the service of cutting away the roof from the 928 (or at least its middle section) was offered through the years by various independent companies.

The Peter Schutz era at Porsche was marked by the much-anticipated comeback of the 911 but the company didn't forget about its front-engined 928. It was thought to be a suitable basis for the

new models extending the brand's portfolio – amongst them a cabriolet, a four-door coupé-limousine, and the mysterious 989. The Porsche Design Centre was asked to create several versions of the 928 convertible design, which were to be realised by the industry giant American Sunroof Corporation, whose new subsidiary was opened in nearby Weinsberg, specifically to fulfil Porsche's needs.

The prototype 928 Cabriolet was finished in 1987 after ten months of work. It was based on the most recent 928 S4 incarnation and armed with a new five-litre 32-valve V8 engine. Even if it looked like a simple development of the series production model, it turned out to be an advanced project with its modifications going deep into the structure of the car. As the 928 wasn't originally designed with a convertible version in mind, so the prototype needed various retrofitted reinforcements into its halved chassis. Specifically for this Cabriolet, the team designed

a stronger floorpan, a firewall and, most importantly, A-pillars.

The car looks like a finished project, ready to be delivered to showrooms. Indeed that's largely true of this prototype. Richly equipped with a four-seat interior, a potent powertrain and a projected price of about DM150000, the 928 Cabriolet really could've made it big in the US, if only it had a chance to prove itself. Just as it was finished, though, the US economy suffered a major financial crisis that left the dollar to DM exchange rate hugely unfavourable for Germans. The price of the deutsche mark rose, taking with it the potential price of the 928 Cabriolet, and so Porsche sales in America fell proportionally. All this while Peter Schutz had to make way for the next CEO, Heinz Brannitzki. The new boss sought to limit the firm's expenses by terminating many of its current activities. The cabrio and four-door 928 project were among the casualties; both were eventually cancelled early in 1991.

The 928 Cabriolet was ready for production, destined for the US market, but a financial crisis halted the project...





*Judging by the traces of
intense use, Porsche test
drivers appreciated
its dynamic capabilities*



984

The most inconspicuous car of our trio proves to be the most interesting and perhaps the most advanced. It took Porsche 27 years to admit that it had created this little roadster, revealing the news only in 2014. The 984 project started its life in 1984 as an external order from SEAT. At the time of entering German ownership, the Spanish brand needed a car to build its new image and international recognition upon and that led to another cooperation with Porsche. The Germans had already developed a four-cylinder engine for the Malaga, Ronda and Ibiza models but this time Porsche was asked to create a thoroughly modern, extremely compact roadster. The project, called 'PS', envisioned a car that was no more than 3675mm in length, 1100mm in height, and no heavier than 880kg. Also, it was expected to boast a see-through hard-top and some highly regarded Porsche mechanicals.

When the project reached a stage requiring concrete action, SEAT realised it could not accept the budget requested by Porsche for evolving the

prototype into a production-ready car. Porsche didn't want to leave the promising 984 at that stage, though, and decided to carry on its work on the car. Nicknaming it 'Junior', Porsche slightly altered its priorities: the new car's price would be limited to DM40000; it would offer low fuel consumption; a new solid roof would provide more headroom; the engine would move from its central position to the rear-engine accommodation more familiar to the brand, while a bigger share of parts could be sourced from the other Porsche cars. But the main goal remained the same: to create a modern small roadster slotting beneath the 944 that would help rejuvenate the brand's entry-level client base. The company didn't even need to do much to make the car look like the credible part of its family; with those round front lights it already looked like one. Contrary to the 928 or 968, here these lamps didn't need to be raised; they hid the innovative ellipsoidal reflector spotlights, a recently introduced advanced solution that Porsche also used on the special 942 model,

an extended 928 that was a gift from the company's workers to Ferry Porsche on his 75th birthday. The 984 was meant to be an advanced car: in the early stages the development of an AWD system was taken into consideration for it, with the potential of a motorsport career in the future.

Most of the car's other parts came as ready solutions borrowed from other models from the brand: the brakes came from the older 911 SC, the steering from the future 964, the electronics from the current 928, while the gearbox was based on the unit that was installed in the 1976 912 E (an interim model that was offered in the USA between 912 and 914). An important innovation proved to be the independent multi-link suspension on the rear axle, developed by Georg Wahl, that was passed onto the 989 limousine and eventually ended up in production in the 993 of the early 1990s. Initially the 984 prototype was planned to be given a completely new two-litre boxer engine with four valves per cylinder, a double overhead camshaft, and a turbocharger.



It was a power unit that potentially could be used in the aircraft industry in the future, too. But such an ambitious plan never materialised; instead the 984 was given a four-cylinder 'Typ 4' boxer from the 914 model, grown to 2400cc. That was enough to reach its proposed power output which was in the region of 120–150hp, which allowed this small and aerodynamic car to achieve above-average performance figures: a 0-62mph time of less than eight seconds and a maximum speed of 143mph were good.

Although Zuffenhausen's engineers did take some shortcuts here and there, they undoubtedly put a lot of energy into developing the 984. This is most evident from behind the steering wheel. The first thing that comes to one's mind inside the 984 is the well-known 944. The dashboard is differentiated only by a few details, like an

intriguing cylinder temperature gauge – most probably included only for research and development purposes. The whole interior is upholstered using fine materials with astonishing care. The creatively folding roof, hidden in the boot in one section, can still be opened and closed. Seizing the steering wheel one can only imagine how great this little roadster might be to drive. Judging by the traces of intense use left on the underbody, Porsche test drivers appreciated its dynamic capabilities a lot. Sadly, though, we were never able to find that out for ourselves as, like with the 928 Cabriolet, the 984 was killed by the falling dollar. With each month that passed by the projected price of the car on the US market rose, right up to a point where the whole project was deemed unprofitable. After four years of budget-draining development work the whole 984 venture

was closed down in March 1988. From a short series of prototypes only this one example survives to this day. Others were destroyed in various ways, dismantled or crashed in tests. The only 984 left might have shared this fate, too, judging by its white and black research sticker on the rear lid.

The 984 project did not, however, remain useless. It can be presumed that Porsche's engineers took a good look at it when they were working on a roadster of similar proportions just five years later. It came to be known as the Boxster. The stories of these three cars joined together here prove that what we see offered from carmakers is just the tip of the development iceberg. The life of a prototype is tough and often completely pointless. Cars like these remain silent heroes of their brands, ending up mostly forgotten or underrated ○



*The life of a
prototype is tough
and often completely pointless*



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

It's open season for the 964 RS, but Peter Morgan says buyers have to watch carefully for any sleight of hand by some sellers...

If I had to choose an ideal touring sports car, it wouldn't be the 964 RS, by a long way. It's harsh, the doors close with a clang, the seats are uncomfortable for long runs and it doesn't have the visual elegance of the great Porsche tourers such as the 2.4S, the 993 S and the 981 Cayman S. But the 25-year-old RS is a peach to drive quickly and that alone makes it one of Porsche's great 911s. When I was editor of the Porsche Club's magazine *Porsche Post*, I recall my headline for the feature introducing the car back in 1991 read 'Yes! Yes! Yes!'. But not many had that reaction. The discovery that this RS was indeed one of the Porsche family's hidden gems

"Useful tools when looking for a good car are a paint thickness gauge and a micrometre"

took some time to register.

This really is the Porsche I wish I'd bought about 15 years ago when, battered and bruised from being thrashed around every piece of available asphalt in the land, they were there to be had for around £20k. But now, you'll need at least £175k to start looking and another £50k to get a really nice one.

Today, the 964RS stock available to buyers is very limited – and often not very good. The serious attrition suffered by the original UK-delivered RHD cars (with option code C16) has meant far too few good cars are ever seen. Carefully kept cars with good provenance and no accident history are like gold dust. And on top, there has been uncontrolled immigration – particularly from Germany (C00) and Japan (C18) – frequently of cars that should have been written off long ago. The repair quality ranges from very average to, in the case of many Japanese cars, very good. But the results are often not original or correct for the model. The result is that the UK market for these cars has become

a minefield for buyers.

With any RS, the most important factor is authenticity and the originality of the car itself – this includes the panels, special components and everything down to the labels. Wear and tear isn't so much of an issue as that can be fixed, it's the fundamentals that are the key requirement.

A car that presents with dubious VIN markings is immediately flawed in the eyes of a careful buyer. In the worst cases it can suggest major repairs or even reselling. This latter is where an original, usually wrecked, car is dismantled and all its usable parts are assembled onto a suitable donor shell. In these cases replacement of the stamped VIN, the adhesive labels and, if it is a good fake, the visible punched manufacturing panel numbers has to take place. Fortunately, with most 'story' cars (those that have a story to tell), just a close look at the VIN stamping is enough to give the car away, but this is an area where an expert is required. The easily observed panel numbers on the

bonnet rear and engine lid front edge are just as revealing. We've seen an RS just recently that had suspect panel number stamps as well as an astonishingly inept VIN etching. The work could only have dated from the 1990s, when nobody really cared about maintaining the authenticity of a 964 RS.

The other useful tools when looking for a good car are a paint thickness gauge and a micrometre. The gauge should read ferrous and aluminium and show the difference between skim and deep filler. A replacement rear wing or quarter can be given away by filler lines, even when the repainting overspray has been carefully buffed away. Often, though, a good eye and running a finger along the roof gutters can reveal a great deal. The micrometre should be used to check the door window thickness of 3mm. A reshelled car I once saw still had the original 'thick' side glass from its donor Carrera (and a renumbered C2 engine!). It did drive very nicely, but should have been £130k less than was being asked!

Spotting a replacement engine can be difficult. Grinding off the number on the fan support and replacing it with another does reduce the 'land' on which the number resides. This is where a piece of tracing paper over the number can produce results, but an experienced eye can spot the reduced land and details like stamp weight.

Aside from the '73 RS (allegedly with more on the world's roads now than were manufactured!), I believe the 964 RS has become the most widely replicated or misrepresented street Porsche around. And with serious buyers prepared to spend upwards of £200k on a genuine car and too few to choose from, this is a market that has the climate of a wild west town. Finding a good one isn't easy. There is no secret formula to finding one, it's all about patience, due diligence and luck – being in the right place at the right time ○



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

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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his second season racing Porsches

Dino reviews the final round of the Carrera Cup GB at Brands Hatch, and looks back on his 2016 season...

I cannot believe how quickly 2016 has come and gone. I suppose for a racing driver the year goes by even quicker as we're living and building towards the next race. In the Carrera Cup GB this season, we had just eight race weekends. It starts in April, and ends in October, which is only six months of racing.

The weekends come and go, and you're either happy or sad about the last race, but one thing remains constant: you're always focused on the next race coming up. This means that the time really does go quickly.

The last race of the 2016 Championship took place at Brands Hatch. With my main rival Dan Cammish having already taking the crown at Silverstone, Brands was a chance to have some fun and to end the season on a high. I also had Charlie Eastwood closing in to try and steal second place overall from me in the driver standings. So I had to have my wits about me and make sure no mistakes were made. Fun could be

had but mistakes could not be!

I love Brands Hatch. The circuit is fun to drive, sponsors and fans can see a lot of the track and the facilities and general mood of the place is always good. It usually rains at there at some point in the weekend, and for qualifying, we had a downpour. I was on a hot lap and made an error on the very last corner. This cost me the chance to be on pole position, as it looked like my time would have catapulted me from fourth to first. However, with the mistake, I would start fourth for race one and second for race two. I was a bit annoyed about my error but the car felt pretty good in the wet, so I was optimistic for the races.

For race one I had probably one of the best battles on circuit I've had all year. Cammish and I swapped places several times for third position on the track. He was stupidly fast compared to me. Unfortunately our balance woes had not escaped us in the dry conditions and I had really bad snap oversteer. Around a circuit like Brands

"Around a circuit like Brands Hatch, with all its narrow twists and bumps, the very last thing you want is oversteer"

Hatch, with all its narrow twists and bumps, the very last thing you want is oversteer. It means you cannot take the speed into the corners, and you then become vulnerable.

Eventually, Cammish got through, but spun a lap later. My first thought was: 'why couldn't he spin out in races more often?!' But I then focused my attention on maintaining third place. I was holding on a bit towards the end but with the car snapping that badly I just had to drive as fast I could without making any

mistakes. It would have been all too easy to run too much speed into a corner and go off. I couldn't see the top two but I didn't care. I took third place and breathed a huge sigh of relief as I crossed the line – as well as uttering a few angry expletives!

For race two, we made a few changes to the car to try and cure my issues. Thankfully the car was less nervous than in race one and I was able to start in second and hold on to it. I couldn't stay with Cammish who went on to win the race but I crossed the line in second place and confirmed second place overall in the drivers' championship. It was nice to finish with two podiums but such a shame that we couldn't really compete on the same pace as the others. Calling them 'lucky podiums' may be doing my races an injustice but that's what it felt like from inside the cockpit.

So that's it. The season has ended and it's time to reflect on a year of ups and downs. I don't suppose I could sum up the year in a paragraph. However, it was good to finish second overall, after all the troubles we encountered just after the halfway point in the season. The beginning part of the year was strong and I was happy to have taken five fastest laps, three wins and seven podiums out of eight races. After that point, it was a bit of a struggle, if truth be told, but as a team we'll reflect on the good parts and take those with us.

I won't know what I'm doing next season for a while yet. The winters are always a long period. There are lots of sponsorship and partnership deals to be discussed. The race seasons all begin next March, so there's plenty of time to find our feet, look at the options and decide where we want to be.

We have a lot of sponsorship events coming up in October and November, which will take us into Christmas. Once the new year arrives, well, before you know it, it'll be time to put my foot down again ○



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Simon has worked across several automotive publications over the past decade

Simon Jackson wonders if the automotive industry's emphasis on EV and hybrid cars is actually reciprocated by the consumer...

The story of the recent Paris Motor Show was all about EV and hybrid vehicles so far as the assembled major manufacturers were concerned. Porsche

unveiled the new Panamera 4 E-Hybrid for the first time, although we already knew its details in advance of the show (*GT* 11/16). Off to one side of the Porsche stand sat the new 911 GT3 Cup car, hinting at what a road-going second-generation 991 GT3 may look like, but it was one of only a handful of petrol-powered performance cars there.

In another hall BMW displayed its M cars as if they belonged to a separate sub-brand, parking them across from its main pitch. Porsche's colleagues at Volkswagen showed an EV concept alongside a few frugal petrol offerings with an emphasis on economy. The Wolfsburg outfit still has its tail firmly planted between its legs following the much-reported diesel scandal. Key messages conveyed in speeches by CEOs and PRs were ones of looking to the future, that the internal combustion engine (ICE) has had its day and that electricity, namely the plug-in hybrids or EVs, will be occupying all of our driveways within the next decade. But is that really the case?

For me the problem with the pure EV concept is infrastructure – a problem that the plug-in hybrid circumvents. Not only does running an EV require somewhere to charge it, perhaps at home or work (or both), but it also requires a shift in behaviour patterns by the public. Where might one indulge in overpriced milk, soggy sandwiches and terrible takeaway coffee if a trip to the petrol station was no longer part of our motoring routine? Moreover, if you don't have the luxury of off-street parking, what might you plug your new car into? Even if you can get your vehicle alongside your home, many older properties don't have sufficient electrical requirements to allow a car to charge via a conventional plug socket. These concerns may seem silly in a few years' time but for now car makers best hope concerted efforts to

invest in a universal infrastructure pay off. Porsche, for example, is busy leading VAG's development of EVs; its programme is said to include the creation of a system capable of recharging a car from flat in just 15 minutes. Something along those lines, universal to all cars, is essential tech that must be adopted by the entire industry.

Some will find all this EV talk exciting but how much of the buzz associated with it currently is PR spin and hyperbole? Is the average man in the street just as excited as the car industry about this supposed new dawn? I'm not so sure. In a way Formula E is an indicative illustration. The all-electric single seater series has moved into its third season and it now boasts strong manufacturer support. Porsche is reportedly interested in supplying some

of the technology for the cars in future, and it won't rule out entering a team of its own further down the line. But while big brands such as Jaguar Land Rover, Renault and Audi (not forgetting the cities that host the races) may jump up and down about this infant motorsport as a spectacle, as a 'car race' it's inordinately dull for the spectator. You might say the same about Formula One, but for me Formula E is better compared with F1's feeder series, GP2, where, like Formula E, the cars are all equal (chassis and engines) leaving car setup and driving style to differentiate the contenders. Unlike Formula E, GP2 racing is consistently electrifying... Pun intended, of course. The Formula E cars may well be great to drive, and even better as a PR tool, but for the viewer they're entirely lacklustre. Much

more exciting motorsport comes from the World Endurance Championship that takes the best of both worlds and makes them work harmoniously in hybrid form delivering exciting, high speed, close racing.

My indifference to Formula E is mirrored when it comes to road-going EV cars. At present they just don't enthuse me like a traditional car, despite the impressive tech at work. Perhaps it's just me but there would seem to be something of a disconnect between what the car industry is pushing and what the consumer both understands and is energised by. Despite what it may sound like, I do welcome EVs and hybrids to the automotive party, I just think that the tolling of the internal combustion engine's death knell is a little premature ○

"Is the average man in the street just as excited as the car industry about this supposed new dawn?"



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



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Living the Dream

Gijs van Lennep won Le Mans in a 650hp 917 in 1971 but always yearned to drive the 1000hp Can-Am version. He got his chance 43 years later at Zandvoort's 2016 Historic Grand Prix.

Story: Johnny Tipler
Photography: Niels Keekstra, Porsche

It's quite a while to have to wait, but Gijs van Lennep finally got to drive the iconic 917/30 Spyder at the recent Zandvoort Historic Grand Prix, 43 years after the car's Can-Am heyday. A top-line racing career in Porsches, including two Le Mans wins in '71 in the 917 and one in '76 in a 936, gave Gijs a second lease of life in historic racing and demonstrating Porsche Museum cars, opening the door for his Can-Am ride.

His home circuit, Zandvoort – nestling in the sand dunes abutting the North Sea – hosted its fifth Historic Grand Prix in early September, and the assembled Netherlands Porsche dealers created a Goodwood-inspired enclave for local race teams, along with half-a-dozen racing cars from the Zuffenhausen museum collection. As well as Gijs, other old-time Porsche stars in evidence included Jürgen Barth, Jan Lammers, Ed Swart and designer Harm Lagaaij. We chatted with Gijs in the hospitality suite of Oegstgeest-based TwinSpark Racing (which had just won both of the two Dutch Historic GT races with its two RSRs) about what it's like to handle the car that Mark Donohue romped away with the 1973 Can-Am Championship in; sure, there were other 917/10s competing but nothing came close to the 917/30. It's worth mentioning that Gijs was also at the forefront of big-time single-seater racing in the early '70s, helming a Surtees TS7 in 1971, an Iso-Marlboro IR for Frank Williams' embryonic F1 squad in 1973 and '74, as well as an Ensign in 1975 and, more notably, he was Rothmans European Formula 5000 Champion in 1972. There were also outings with the Pon, Abarth, Autodelta, Schnitzer and Gelo squads in sports GTs and saloons over the years but it's as a works Porsche 911 RSR (32 races with the RSR and RSR Turbo), 917 and 936 pilot that Gijs' original career will be indelibly linked. The 74-year-old is now reprising that to the full.



"It's been my dream for 43 years to drive this actual car. During my career I drove all the Porsches but never the 917/30 Can-Am car"



GT Porsche: Gijs, how many of these Zandvoort Historic Grand Prix events have you been to?

Gijs van Lennep: I think all of them. It's the first time I've driven here with Porsche, though last year I was doing signing sessions, and we had my 917 from Le Mans in 1971, the Martini car with which I won the race with Helmut Marco. And now I'm driving the legendary 917/30 that Mark Donohue won the 1973 Can-Am series with in 1973. It's funny, but it's been my dream for 43 years to drive this actual car. During my career I drove all the Porsches, from the 911R to RSR, 906 to 908, including the 917, but I never drove the 917/30 Can-Am car. I always wanted to do it one day, but until now it never happened.

GT: That must have been frustrating, given your success with the 917 in the World Sportscar Championship in '70 and '71?

GvL: Yes, it was. The 917 was out of the picture in the World Sportscar series after '71, so in February 1973 we were testing the Martini 911 RSR, and we did a lot of work in ten days, changing the rear suspension, sawing it off and then welding it on

again in a different place. And Mark Donohue was testing the 917/30 Can-Am Spyder at the same time; when I was driving down the straight with the RSR, doing 250km/h, he passed me doing 380km/h! It really was impressive. My car was blown half-a-metre to the side as he passed me because it's quite a big car that creates a lot of draught everywhere. So that is actually where my desire to drive it started.

GT: So, how was it?

GvL: I did two slow laps on Thursday afternoon, and then I did eight on Friday. By yesterday (Saturday) I was starting to get used to the power. There is quite a contrast with 'my' 917 in the way the power comes in. We started off with 650hp in the 4.9-litre JW Automotive 917s, but with two very big turbos on the 5.4-litre 917/30 engine, power went up to 1000hp – almost double. So you have to get used to that much power and how much throttle to use, because the car has a locked diff, like a go-kart, so you have to drive it on the power. So if you go into the corner with no throttle you get understeer, and okay this is

fair enough, then you go on the throttle and you start to push the back away because the outside wheel has the most grip, so you can really drive it nicely on the power when you know how much power is coming in from the turbos. But by yesterday I'd already got quite used to it. First gear takes it to 100mph, so we do the slow corners in first gear, and then you can really power it out of the corner and get some nice oversteer. So the tyres were finished but they were not so young in any case, and I have a new set for today.

GT: Is there really only one straight here where you can use the power?

GvL: Yes, but it's actually not that long. It's only 600 metres or something. But this car goes so fast it's gone very quickly. I'm doing 260km/h before braking, maybe, but the car is still accelerating very hard. You could probably use 8000 revs. I had it on 7000-8000rpm but because it goes so quickly I was changing at 6500rpm, 7000rpm, so in the last corner coming onto the straight, you can do it in second but then I thought I'd better do this in third and throttle nicely through, about

110mph, and then go on the throttle coming out. Then it goes really quite quick and I have to change into fourth gear. I don't know exactly how fast I'm going, but the grandstand goes past me awfully quickly! And then I have to brake. In a demonstration it doesn't matter where you brake, just early enough not to mess up, though I still change gears by heel-and-toe; that still comes to me automatically.

GT: Are you still competing in many historic events?

GvL: Yes, this year I did Classic Le Mans in a '74 3.0 RSR but it only lasted two laps. Two years ago I drove with Gérard Larrousse in the 2.8-litre RSR, and that was one of the first-ever RSRs built. We were fifth overall and first in class


when there were 12 other RSRs. I was also at Daytona Classic with an RSR last year and also three years ago with Johan Dirickx, but we had problems last November because of the tyres going off. I had a good time anyway and Daytona is a good track to drive, so maybe next year I'll do it again. I was also at RennSport Reunion at Laguna Seca, and Claus Bischof was there with the Museum cars. He said to me I could drive the GT1. But there was a pace car in front of us which drove at just 60-70mph, so that was no fun at all. We came in after six laps, and Claus was not very happy. He said, "that's not the way we do it," and next time we went out I was in the 962, Jacky Ickx was in the 936, and Hurley Haywood was in the 935. For the first lap we went slower and slower, so I passed

Back in period Gijs drove the 917 more than most, but he had to wait over 40 years to drive the Can-Am 917/30 variant



The famous Martini 917 from Le Mans in 1971 isn't the only iconic Porsche race car Gijs competed in





*"It reacts quickly and is
fast on the straight, I drive
more or less on the
limit of these tyres"*

Jacky and Hurley and the pace car, they followed me and we went flat out after that for eight laps! It was a fantastic weekend; I hope Porsche do it again.

GT: So your professional racing career ended after your Le Mans win in 1976, and now you've established a second career in historics and as a demo driver?

GvL: Winning Le Mans for the second time with Jacky Ickx was actually the end of it. I did one race in 1991 in a 964 Cup Car at Zandvoort, and then another 15 years went by. Then in 2006 Albert Westerman of State of Art asked me if I wanted to drive the Mille Miglia in the 550 Spyder. Of course I did and I've now done seven Mille Miglias. I've done snow rallies in a Porsche 356 with Albert. Of course, the others all like to drive 911s but I can handle a 356. It's shorter and lighter so a bit difficult to handle, but I don't mind that. I did the Carrera Panamericana two years ago, again with Albert in a 356, and we finished second in the Historica A class. I was on the podium every day, two times in second and five times in first. I love road-racing, like the Targa Florio.

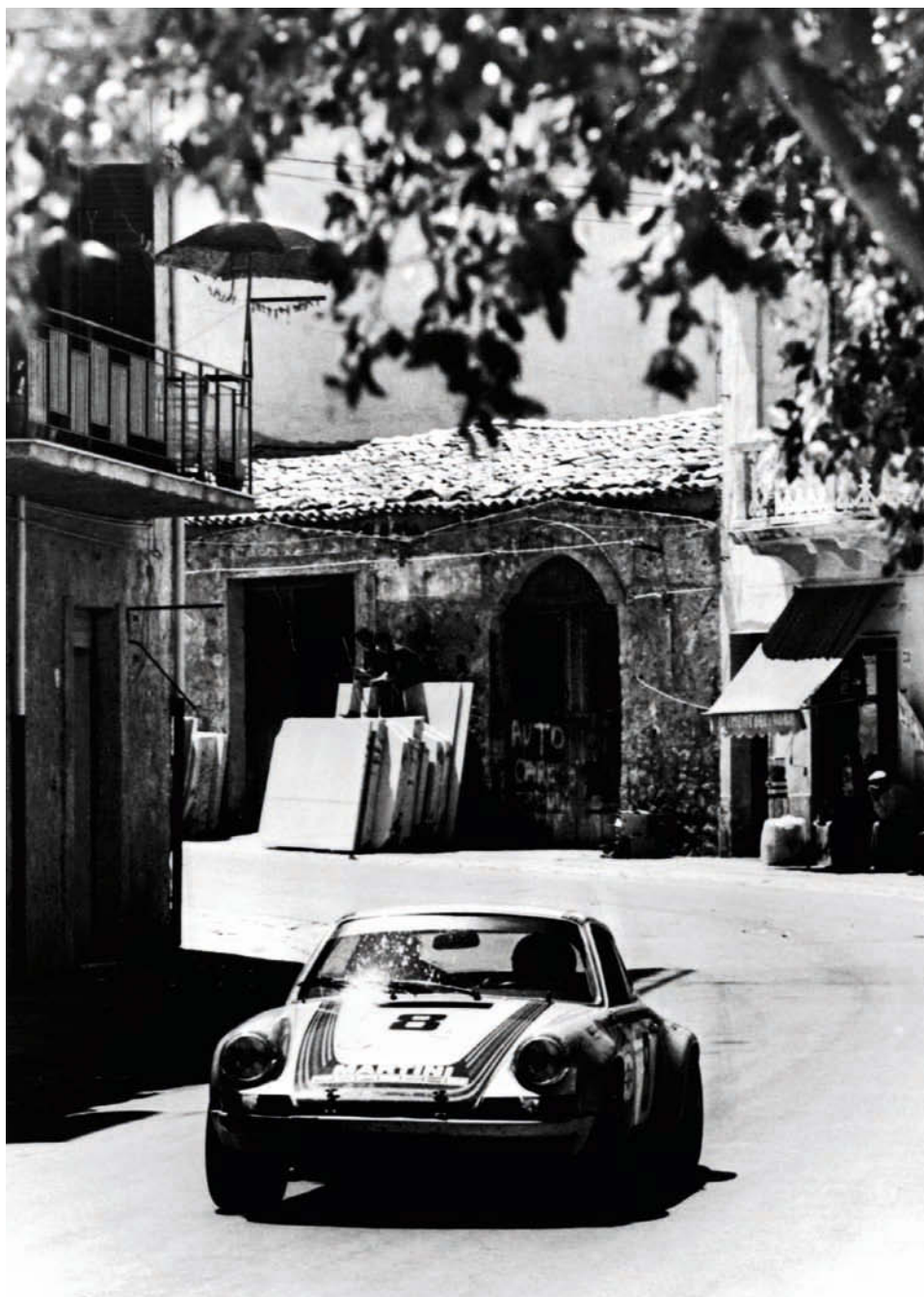
I was reunited with my RSR at the Giro di Sicilia earlier this year for the Targa Florio centenary. I'm a bit of a hero there because Herbie Müller and I won the last Targa Florio in '73. All the old drivers were there, people like Vic (Elford), and we had a great time.

GT: Can you describe the difference between the 917/30 Can-Am car and your Le Mans-winning 917?

GvL: The Le Mans-winning car actually handles almost the same because the chassis is more or less identical, but we have 630hp that I can easily use where I want it, because there are no turbos on it. With the twin turbos you have a bit of lag, especially this one, and I say to myself, if I need the power in 50 yards over there, then I shall have to go on the throttle here. In '74 we had a 911 RSR Turbo at Le Mans where we finished fourth, and the 936 with Ickx in '76 was also a 2.1 turbo, so I know what to expect, but they had smaller turbos so the power came in a little bit earlier. But that is the only difference between this Can-Am car and a normal 917; you have to get used to where you put the power down. If you know where you need the power you can go on the throttle early. You learn that. You get a feel of it. I was oversteering out of every corner, and then I got on the power early and realised the nose tucks in and it would slide a little bit less from understeer.

GT: So it's not a big brute, then?

GvL: No, it reacts quickly, and is fast on the straight. I drive more or less on the limit of these new tyres (although they are intermediates) and, of course, I can go even earlier on the throttle. But I have to be careful that the tyres can take it



because you have over 500lb ft of torque and 1000hp, if you get out of balance you feel it through the steering. So, for the first couple of laps I'll do the slow corners in second gear at only 3500rpm so the turbo is not coming in and I can control it better. We only do six or seven laps and then for the last couple of laps I'll use first gear again, and if the tyres go, I don't mind.

GT: Is the 2.8 RSR your favourite Porsche?

GvL: Yeah, well a 3.0 RSR, which has a little bit

more power, but it's not necessarily my favourite car; it's the one I can still drive when I'm 74 years old, and I can drive it quickly; two years ago I did quite good times with it at Le Mans Classic. During practice I did 5min, 05sec but in the race I was 7.5 seconds quicker than I'd been in practice, so that was still okay, and that was racing. But the RSR is not especially my favourite; my favourite is the 917. I think I did 26 races in one, so I'm probably one of the guys who did most races with it. As well as the World Sportscar Championship

with the coupés there was Interserie with the Spyders, and I did the last race that the official Works 917s did, in '71 at Montlhéry, Paris, and I won with Derek Bell in a Gulf JW Automotive car. The 917 was a winning car and it was nice to drive, and I liked it. But I was not there in '69 when they were still developing it. I was only there during the good times of '70 and '71. But the 908 was a great car, the 908/4 Spyder, the short one, that was the easiest to drive of all the Porsches, a fantastic car ○



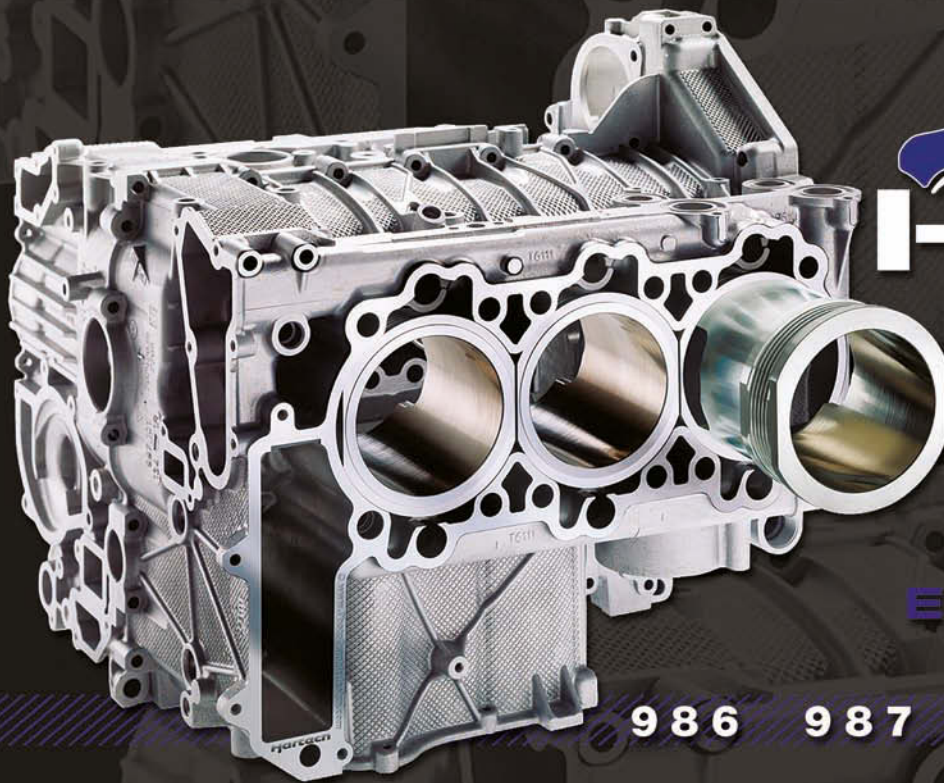
Today the 74-year-old regularly competes in historic races and is called upon to drive for official Porsche demonstration runs, too...

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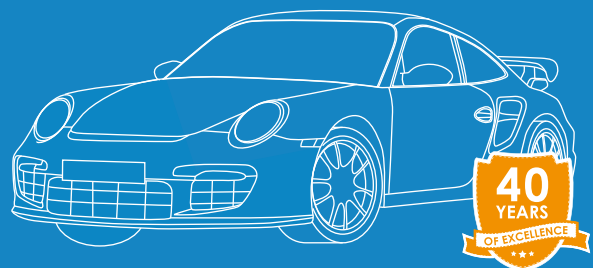
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Character Acting

Based on 1981 911 SC, Dave Ward's 9m11RS, built by Porsche specialist Ninemeister, takes inspiration from the factory Rennsport cars while exploiting the best of its original character.

Story: Simon Jackson Photography: Gus Gregory

When Dave Ward first acquired his 1981 SC around five years ago, dressed as it was at the time as something of an RS tribute, he must've been standing rather tall.

The £28,000 purchase may not have been presented in utterly mint condition, but the 911 looked the part and drove well to boot. On the face of it there was little about which to be concerned, however Dave was well aware it was hiding some secrets. Having visited a few professionals for a diagnosis of just what he had on his hands, Dave turned to Porsche specialist Ninemeister in Warrington for a full analysis. Its MD, Colin Belton recalls their first encounter: "Our relationship with Dave started on a bit of a sour note," Colin said. "He'd proudly bought himself a 911 SC converted to an RS. It was silver and a decent looking, but from ten feet away I could see there were a few problems. I told Dave we could fix it... for about £15k per side.

"The quarter was in the wrong place for starters, so that would have to come off, the sills were rotten and there was probably rust on the inner wings so that would have to be dealt with too. Basically both sides of the car would have to be reconstructed to get the doors fitting the quarters properly. I think I upset him."

Keen to substantiate the opinion, the Ninemeister team set to work photographing the car in detail and gathering evidence of its problems. Rust was bleeding through its seams, the doors and quarter panels just did not fit correctly, the B-pillar was in the wrong place and

the line of the sills were simply not correct. On the plus side the car was wearing relatively new early front wings, its long bonnet was in reasonable condition, the rear bumper was shipshape, and it was shod with period Fuchs wheels in the accepted dimensions. Ultimately Colin's preliminary analysis held up under scrutiny, but the bottom line was that Dave simply couldn't afford the repairs. His choices were limited to two options: either drive the car as it was and sell it on further down the line, or be 'in for a penny, in for a pound' by commissioning its total reconstruction.

Dave returned to Ninemeister six months later: "Ninemeister was recommended to me by a friend," he recalled. "I was impressed by its setup and the relative speed with which it offered to complete the work. In actual fact it took longer than anticipated attributable to an increase in the scope of the job."

Colin recalled what the full strip down that he was now authorised to complete brought to light: "Stripping the car revealed vast holes in the inner wings, a seat belt mounting point poorly welded back in place, sheets of fibreglass everywhere and layers of metal inadequately stitched together. The outer sills were rotten, the inner sills were rotten, the kidney bowls had gone – it needed a full restoration."

At this stage, with the car still in pieces and residing in Colin's care, Dave returned to the individual who had sold him the car in the first instance clutching a detailed breakdown of Ninemeister's investigation. Credit where it's due

The original and characterful 3.0-litre engine offers plenty of power for a car of this weight

the seller offered him a £10,000 refund. Helpful, but Dave was not out of the woods just yet.

"The refund meant that we now had an SC with lots of nice early bits and pieces that owed Dave £18,000," Colin explained. "The £10,000 would pay for every single body panel that we needed. So we started with a pile of parts and a car which owed Dave £30,000 in total."

Although the situation was far from ideal, all told it wasn't quite as shabby as it might have first appeared – this Porsche could be rescued. Ninemeister now had a budget with which to work and a green light from the owner to reconstruct the car, this time in a new and improved fashion. The hunt for the various parts required to transform the SC began in earnest.

"We couldn't get a left-hand inner quarter panel, so I did a number search and found a 3.2 Carrera Cabriolet version in California. It was the last panel anyone in the world had, so we shipped it over and altered it to fit the coupé body," Colin said. "We fitted early 1972-spec inner wings with the twin battery boxes, later kidney bowls which are stiffer and therefore give better handling, and genuine RS rear quarter panels, which were £1200 as apposed to 3.2 Carrera or SC ones which were about £750. Those RS items are now £5000 each!"

Ninemeister's fabrication team began work on a full sunroof deletion, grafted the new panels onto the car and started preparing the shell for paint, all of which transpired without much of a hitch. Under Dave's instruction they were not to touch the car's floor, nor was the shell to be e-coated. But upon seeing the 911 just prior to its date with the paint booth, Dave conceded that the underside should receive some work. As a result the car was placed on to a spit and its underside prepared, by hand, for painting. Although it was neither dipped nor e-coated its floor was what Colin describes as 'solid as a rock' – a good enough endorsement. In total the fabrication bill ran to around £15,000, although admittedly it would've been less had the floor been prepared in unison with the rest of the car.

But what, I hear you cry, of that unusual hue shot across this 911? Originally Glacier blue, the car had been painted GT silver – a non-standard shade – at some point during its life. Colin and Dave sorted through a few colour options, and Dave made clear his admiration for green. All of the shades the duo could find though seemed too bright for Dave's tastes, including the popular period hue of Chartreuse green.

"We went through all the old Porsche colour charts and found a 1972 and 1973 record. There were codes for slightly different greens, but there were also distinct shades. One colour was called







9m11RS

ENGINE: 3.0-litre SC engine (dyno'd at 205hp), SSI heat exchangers, stainless steel rear silencer, fully detailed engine fan, powdercoated tinware, replated fasteners and brackets

TRANSMISSION: 915 five-speed gearbox rebuilt with new synchros, dog rings, selectors, SC flywheel and clutch

BRAKES: Rebuilt SC callipers and discs, braided hoses, OEM pads

CHASSIS: Original 6x and 7x16-inch Fuchs wheels, dual anodised to RS specification, 205/55 (front) and 225/50 Bridgestone SO2 tyres

SUSPENSION: Fully rebuilt, rebushed and detailed SC sport suspension, Bilstein Competition 160/161 front dampers, Bilstein ClubSport 220/180 rear dampers, Turbo steering arms

EXTERIOR: Full Ninemeister restoration with all-steel body and the following new panels: 911 SC rear inner quarter panels, '73 front inner quarter panels, outer sills, inner sills, kidney bowls, '73 front panel, 2.7 RS quarter panels, 2.7 RS front wings, sunroof delete (full roof section), '73 steel long bonnet, original steel doors, GRP RS ducktail, front and rear bumpers, full respray in '9m Birch green' custom mix. Stock 911 electrical system with twin battery conversion, '73 chrome headlights and front indicators, polished and anodised 911 door frames, '73 windscreen and rear screen, anodised trim, chrome door handles, chrome '73 flag mirrors

INTERIOR: 911 lightweight black carpet set, '73 perforated vinyl cream headlining, black vinyl dash, '73 RS-style door panels, Cobra S tilting seats, Momo Prototipo steering wheel



*"The car drives beautifully –
I love the wide power band on offer"*

Lime green, the other was the one everyone knows as Chartreuse, but then there was a slightly darker shade called Birch green," Colin told us.

Dave was a fan of Birch green, but none of the suppliers Ninemeister approached (of which there were many) could match '1973 Birch green' – in short a formulation for the shade simply did not exist. Undeterred, Ninemeister took Chartreuse and turned it into Birch green via a custom paint mix determined by the use of a photograph as its basis. Clever stuff.

"We did two or three paint samples, but we knew exactly which one Dave was going to pick," Colin said. "We started with Chartreuse and then went darker, he picked the darkest option."

The tone is unusual to say the least, and changes dramatically under different types of artificial and natural light. In direct sunlight it appears a very lurid green, yet under sunlight defused by cloud it has a far more yellow tinge to it. Under the incandescent light in Ninemeister's showroom, it appears to change once more. As I write this I sincerely hope our retouching department and our colleagues at the printing press have managed to replicate the true colour faithfully, for it wholly makes this car and for me beautifully sets off its period aesthetic.

With a chassis not requiring much in the way

of repair or upgrade, Ninemeister applied its now tried-and-tested set of tricks to mildly improve the driving experience. And improve it they did.

"Once it became clear how much of the body needed replacing it seemed remiss not to sort out the mechanicals at the same time," Dave explained. "Hence the complete over-haul and refinishing of all the brake and suspension components, and the gearbox."

Colin continued the story: "We did the usual thing; new spring plate bushes, slightly stiffer torsion bars in the back, Bilsteins all-round, braided hoses, new brake lines, pads, discs, Turbo track rods and rebuilt callipers – nothing out of the ordinary," Colin explained. "We fitted an SSI exhaust and detailed the engine, too. We dyno tested the engine at 205hp when it arrived, so my guess is that with the SSIs it would be about 215hp now."

Lastly the car was dressed to impress, with those finishing touches which can make all the difference; fresh door frames, now reanodised, new window rubbers and seals... this car's fit and finish is right on the money. Inside the sunroof delete called for a new headlining direct from Germany, and added to that was a fresh carpet set. Reclining Cobra seats made an appearance over a set of fixed back buckets previously fitted

(to enable Dave's kids to get in the back of the car). Its interior trim comprises the original SC rear seats (now retrimmed) and new doorcards, while most of the rest was either removed or replaced. It's an overarching concept that works.

"I have been pleased with the professionalism of the company and the quality of the final job," Dave told us. "The car drives beautifully – I love the wide power band on offer. You never need to push it too hard to get results and the 300kg or so of weight loss really makes a difference. The engine note sounds fantastic through the new exhaust, it starts first time every time and burns next to no oil."

I'm loathe to describe this car as a 'backdate', for I do not see it in quite that way, nor would I label it as a 'hot rod 911', for although it is not finished in a factory style, this car is not trying to present itself as an outlandish or unique modified Porsche. At a standstill it quite rightly commands the attention of anyone within its vicinity. In part that's down to those iconic RS shapes and its unique paintwork, but this is not a car that is attempting to escape its SC origins. Get it out on the road and that's a position that presents itself further. This car does not drive like a modified 911, rather it boasts carefully considered upgrades to its suspension and engine





It is a 911 that stands out, yet one that is also not embarrassed by its origins

that serve to provide the very best SC driving experience possible. All the while it leaves you in no doubt that you're driving a 911 SC, not a newer car, and not something disguising itself. Its re-bushed suspension, in combination with aftermarket Bilstein dampers, offer not the harsh unforgiving ride of a customised car, but rather the impression that this is what a 'New Old Stock' SC should feel like to drive.

"The suspension is a massive improvement with the new shocks and the steering provides plenty of feel for the road," Dave enthused. "The car looks stunning and gets appreciative comments virtually every time I use it."

Likewise Ninemeister's refresh of the five-speed gearbox, which I'm informed has simply received new synchros (there's a new clutch too), is one of the most pleasurable 915 transmissions I've ever stirred, for it is both light and resolute to operate.

I would also go so far as to say that this car does not miss benefiting from any kind of power upgrade over and above the SSI exhaust setup Ninemeister has fitted. That original 3.0-litre SC mill out back may have travelled a few miles in its lifetime, but it still pulls perfectly well and affords just enough performance to exploit its chassis without upsetting its natural equilibrium. Colin estimates that this car weighs just over 1000kg so the 205hp to 215hp on tap seems about right. Anyway, just ask yourself: would you want to stretch a car like this in order to make rapid and rabid progress, or might it better to enjoy a balance between mild performance and striking

style? This car strikes that very mix beautifully.

Like all of the creations to roll from Ninemeister's premises wearing a new purpose in life, this one bears a new moniker: 9m11RS so called for obvious reasons. But the name isn't important so far as we are concerned, rather this honest little car with pleasant alterations presents a simple yet effective package which is we think is just the ticket for those wanting an older 911 which is both useable and satisfying to pilot. It is a 911 that stands out, yet one that is also not embarrassed by its origins choosing to celebrate them rather than to conceal them.

"It's a car that's not pretending to be something it's not, it's not too sophisticated. There are no upgrades that upset the balance of the car," Colin agreed. "I don't think there will be too many people going to this level to build such a faithful car."

If you were to source a base car yourself, for approximately £100,000 to £120,000 Ninemeister could build you an SC similar to this car. Better still we hear that this one might just be for sale soon (offers should start with six figures): "With a growing family and a business to run, the times I use the car are not as frequent as they should be," Dave admitted to us. "So, although I do not have it advertised anywhere, if a suitable offer came along I may consider selling it."

Whoever relieves Dave of the keys to this car can rest assured that the only surprises it now hides are thoroughly pleasant ones... ◯

There are nods to the RS 911s here, but this car is paying homage rather than attempting to replicate



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We reserve the right to edit letters for clarity. The views expressed are not necessarily shared by the magazine and its publishers.

944 vs Boxster?

I'm in the process of searching for my first Porsche, so I found your feature comparing the 944 and Boxster interesting and useful. To date I have been torn between the prospect of a 924 or 944 and had more or less dismissed the Boxster. However I now see that the car has aged nicely and actually presents an interesting alternative. The values of 2.5-litre cars seems to have levelled-out, but for a little more outlay it's possible to get

into a 2.7-litre, too, and at a stretch a 3.2-litre car for around the same money as I was looking to spend on a 944. As a modern classic perhaps the Boxster no longer feels like a poor man's Porsche.

Adam Smith, via email

BRITEMAX

Star Letter



911 R Prices

Colin Goodwin's comments in the November issue on the 911 R (*Porsche Moments*) were spot on, I thought. Word from Porsche would seem to suggest it does not agree with the inflated prices being asked for the model on the secondhand market, such as the car Bonhams recently auctioned and sold for more than £400,000.

So, why doesn't Porsche do something about it? We were told that these cars were reserved for customers who were not going to simply 'flip' them for a profit, but that doesn't seem to be the case. Perhaps the customer vetting process needs reviewing before Porsche ends up with a reputation like Ferrari for this sort of thing...

Mark Carpenter, via email



Jean Behra

I loved your feature on Jean Behra in the November issue of *GT Porsche*. Drivers of that period were as talented as they must have been utterly crazy. There's some footage of Behra's fatal accident at Avus on YouTube. A sad loss to the racing world of the period, but a hard racer who lives on in memory thanks to features such as yours.

John Wright, via email

Contributor, Rich Duisberg, researched and wrote an interesting piece on Behra's injuries last year.

You'll find it on his blog: www.motorpunk.co.uk. It's quite a list! For example, at the Carrera Panamerica in 1952 Jean crashed and broke seven ribs, suffered a broken nose and head injuries. The following year he crashed again, this time breaking his right arm. At Northern Ireland's TT race in 1955 he broke an arm, and his right ear was torn off. According to legend he replaced it with a prosthetic version which he would drop into peoples' drinks at parties as a joke. By all accounts Jean was quite a character.. GT



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This month *Auction Watch* is entirely devoted to The Porsche Sale by Silverstone Auctions, returning for its second consecutive year...

1986 930 Turbo Flachbau

Hammer price:
£140,630

Auction House: Silverstone Auctions
Auction: The Porsche Sale 2016
Location: Silverstone
Date: 15 October 2016
Estimate: £100,000-£120,000

One of just 50 UK delivered, right-hand drive cars, this 930 flatnose was expected to generate a fair amount of interest at Silverstone Auctions' The Porsche Sale 2016, and that was indeed the case. With just 21,000 miles on its clocks, the car wore an estimate of £100,000 to £120,000, but actually sold for £140,630 (£151,880 including buyer's premium). The auction, returning for its second consecutive year, generated some positive figures highlighting how buoyant the used Porsche market remains. The auction house sold 70 percent of the cars it had on offer for a total of £2.5million. Lightweight, performance 911s were the strongest selling cars.



1971 911S

Auction House: Silverstone Auctions
Auction: The Porsche Sale 2016
Location: Silverstone
Date: 15 October 2016
Estimate: £55,000-£65,000

Silverstone Auctions also offered a less shiny 911 at The Porsche Sale. A genuine 'barn find', this 1971 911S coupé was missing many parts and generally looked a bit worse for wear. Even so the car still made £43,990 despite needing what looked like a full chassis, body and engine overhaul. However, it's worth remembering that with current prices for 911s of this ilk in restored condition regularly commanding around £150,000, there's definitely some headroom in this car, making it a financially viable option for someone to restore, despite the fact it has been off the road since the mid-1980s.

Hammer price:
£43,990



1991 964 RS

Auction House: Silverstone Auctions
Auction: The Porsche Sale 2016
Location: Silverstone
Date: 15 October 2016
Estimate: £135,000-£155,000

Hammer price:
£157,500



The lightweight 964 Carrera RS NGT, a limited build of only 290, with its stripped interior and roll-cage is hailed as the purest of all 911s. This European specification car, finished in Maritime blue, is chassis number 76 and was supplied new by Porsche Stuttgart. The car had three owners while it remained in Germany until 2010, after which time it was exported to Japan via Thomas Schmitz, a renowned Porsche RS specialist in Germany. With just 25,000 miles on its clocks to-date and still having had only five owners from new, it was recently imported into the UK (with all duties and taxes paid). The 964 went to auction with an estimate of between £135,000 and £155,000 and it sold for more than £20,000 over that lower estimate.

1981 924

Auction House: Silverstone Auctions
Auction: The Porsche Sale 2016
Location: Silverstone
Date: 15 October 2016
Estimate: £15,000-£20,000

Hammer price:
£15,750



Supplied new in 1981 to an owner in Italy, this incredibly low mileage 924 has covered a total of 10,000km (6000 miles) during its lifetime. Owned by a professional pilot who spent much time abroad, the Porsche only saw daylight on high days and holidays. It continued to be used sparingly until the mid-90s, when it was parked in the family garage and stored until 2015, at which point it was sold to Holland before later making its way to the UK. Since fully recommissioned, the 924 had several thousand pounds spent on it at Porsche specialist RSR preparing it to be returned to the road. Naturally Silverstone Auctions described the car as being remarkably original, and in excellent condition. A truly time warp Porsche.

A yellow Porsche 911 RSR race car is shown from the rear three-quarter view, driving on a dark asphalt track. The car features racing livery with the number '59' in a white circle on the rear fender, and 'GARRARD RECORD PLAYERS' in black text. A 'CIBIE' sponsor sticker is visible on the rear window. The track curves into the distance under a bright blue sky with scattered white clouds. A green grassy embankment and a blue-and-white striped safety fence are visible on the left side of the track.

The Greatest

This RSR won the Sebring 12 Hours in 1973. It has since been meticulously retro-engineered restoring it as closely as possible to its period standard. Andrew Frankel drives this legendary 911 at Donington Park.

Story: Andrew Frankel Photography: Jayson Fong



This is the story of a car that won one of world's three greatest sports car races, and entirely because another identical car had already won one of the others. In the process it vanquished opposition with engines 2.5 times the size of its own and helped turn its drivers into the all-American heroes they would become. Best of all, they weren't even meant to be driving it. So before we even get to the yellow Porsche 911 RSR that won the 1973 Sebring 12 Hours (and which is waiting for me in the Donington pit lane), we must briefly remind ourselves how it got that way. For that we need another RSR, a white, red and blue one – one that inconveniently no longer exists.

That RSR was the fourth RSR prototype, but the first to race. The RSR programme to take part in production based Group 4 competition came into being because, bluntly, Porsche had nothing else to race in a sports car series. The 917 had been outlawed from the start of the 1972 season and was busy slaying the Can-Am dragon, the 908, which did comply with the new 3.0-litre formula for Group 5 prototype sports cars, was too old to compete alongside the brand-new Ferrari, Matra and Mirage opposition. So Porsche fell back on the 911, because at least a successful race version would help sell the street legal product.

Porsche did, of course, already have the 2.7 RS Carrera to use as a basis for its new racer, but once Porsche had finished with it, there was very little of the host car remaining. Though the RSR charmingly retained its '2.7' badge on the engine cover, in fact the flat-six had been stretched to 2808cc, and

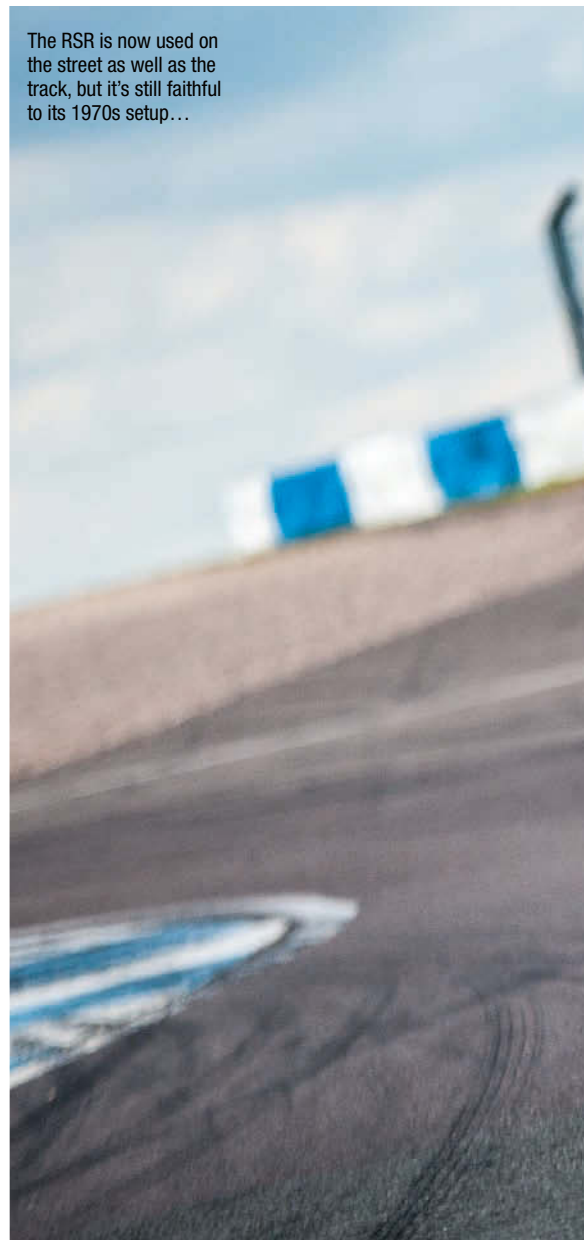
would reach the full 3.0-litres within a year once the magnesium crankcase had been replaced by a stronger aluminium item, allowing for less space between the bores. With hot cams, big valves, the compression raised from two-star friendly 8.5:1 to 10.5:1 and myriad other changes, power rose from 210hp at 6300rpm to 305hp at 8000rpm, which was rather more like it.

To keep all that additional urge pointing in the desired direction, Porsche not only widened the 911's track, flared its arches and fitted the biggest boots it could find to cover its nine-inch front and 11-inch rear Fuchs alloys, it also replaced the torsion bar suspension with coilover units, stiffened the spring rates, changed the geometry, dropped the ride height and fitted brakes from the aforementioned 917. With a wind tunnel-proven aero pack shown to generate actual downforce from an inherently lift-prone body shape, the RSR was ready to race.

In theory. In practice, or at least in testing, it kept on breaking. Which is why the decision to send two to contest the 1973 Daytona 24 Hours really was a toe-in-the-water experiment. By the time the race had started, no RSR had survived more than 18 hours – one reason the factory did not enter as a Works team but entrusted the cars to its two most trusted lieutenants on that side of the Pond. Roger Penske got one for his dream team of George Follmer and Mark Donohue to drive, the Brumos dealer run by Peter Gregg got the other, with fast upcoming hot shot Hurley Haywood as his co-driver. There'd not even been time to homologate the cars, so they were forced to run in the same category as the prototypes.

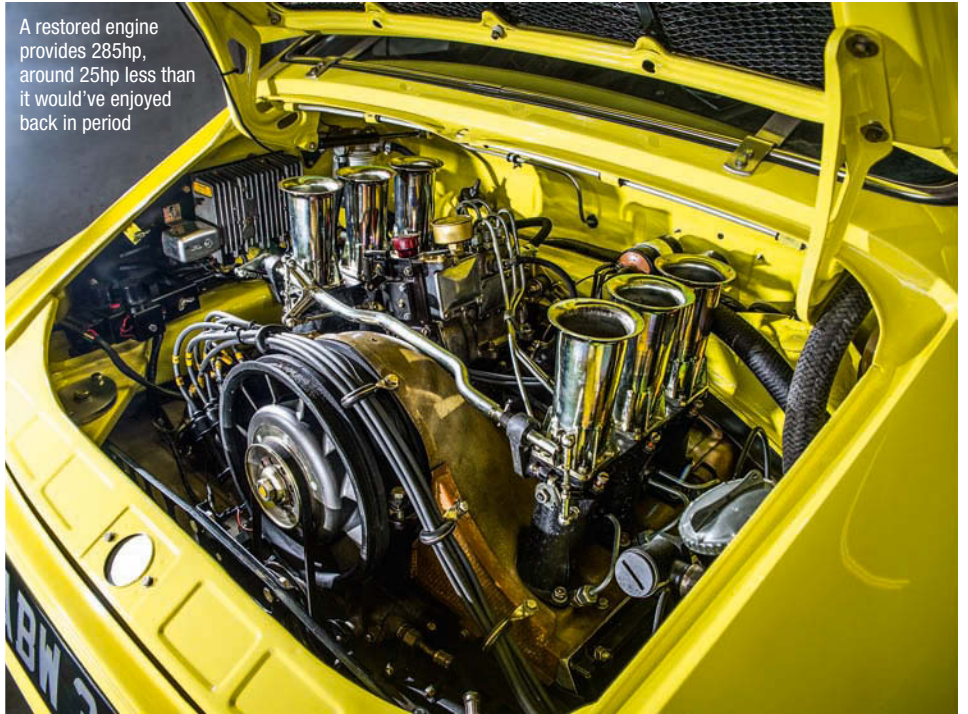


The RSR is now used on the street as well as the track, but it's still faithful to its 1970s setup...





A restored engine provides 285hp, around 25hp less than it would've enjoyed back in period





Lack of differentiators between the RSR and a road-going 911 points to Porsche's hurry to get it racing

So you can perhaps imagine Porsche's delight when, one after the other, all the true prototypes in front of the RSRs returned to their pits or were left stranded on the circuit with irreparable mechanical problems. Soon and against all the odds, the RSRs led the way. And you may also be able to imagine the sense of impending doom that greeted Porsche when the Penske RSR joined the growing list of retirees after 14 hours. Could the Brumos car really last another ten hours, six more than any had done in testing? It could and allowed Gregg the first of what would turn out to be four Daytona wins, Haywood his first of five (not to mention three at Le Mans).

Weissach was ecstatic. And genuinely intrigued to find out how the Brumos RSR had managed in the heat of competition what no other had within the controlled environment of testing. So the Daytona RSR was recalled to be pulled to pieces and although there have been some stories concerning its subsequent life, leading authority John Starkey was told by none other than Helmuth Bott that the car was scrapped.

The inconvenient aspect of this is that Gregg and Haywood had been hoping to race it at the Sebring 12 Hours just six weeks later and now that wasn't going to happen. I've read elsewhere that they were simply going to turn up in a 911S and use that instead but, if so, the plan didn't last long enough for the S even to be registered as an entry. Instead, and according to Hurley Haywood, Weissach let him and Gregg know of another RSR that had just been delivered to a good customer, a radiographer called Dave Helmick. Might it be possible they could race that instead? It might.

So Gregg and Haywood went to Sebring, met with Helmick and checked each other out. More precisely, the Brumos boys checked out the RSR to make sure it was as good as their Daytona car (it was), while Helmick got to see how quick and competitive they were as a team. A deal was done: Haywood and Gregg could have the car and put a Brumos sticker on it, and

all for the price of just one stint for Helmick in a 12-hour race.

You might now be wondering why Sebring forms part of the holy trinity of endurance racing given that it lasts only half the time of the other two, Le Mans and Daytona. For that you need to speak to someone who's raced there and you'll wonder no more. Haywood was not the first to tell me that "surviving 12 hours at Sebring is as difficult as making it through 24 hours anywhere else". The reason being that the old airfield circuit was so bumpy according to Haywood "you used to spend half the lap in the air". But long

before the race, he'd recognised that as a key potential advantage for Porsche: "We decided to run our own race and ignore what everyone else was doing. Our plan was to still be around at the finish and for that you needed a Porsche. Others were quicker than us, but they weren't driving Porsches..."

The 'others' referred to a grid of 72 cars and while the race was run under IMSA rules which meant no prototypes, there were no fewer than 18 Chevrolet Corvettes with 7.0-litre engines lined up against Haywood, Helmick and Gregg. And for those of you thinking that American cars back then only went fast in straight lines, be advised the 'Vettes were very fast indeed, three of them faster in qualifying than the best driver pairing in the race (and possibly on the continent) could manage in the RSR, one to the tune of six entire seconds per lap.

Sadly for those in the hunt for a good story, this was not one of those races. The quicker Corvettes fled, followed by a gaggle of 911s with the Brumos RSR at its head. Then the Chevys started breaking and by half distance the American threat was over. Haywood remembers one other 911 closing in during the early evening but, as you'd expect given the calibre of car and drivers, having more than enough in reserve to manage the gap and when needed extend the lead. The RSR didn't walk away with the race because it did not need to, but at the flag it still held a comfortable one lap advantage over the second placed 911RS and a whopping seven lap

"Others were quicker than us, but they weren't driving Porsches..."



lead over the third placed and fastest surviving Corvette.

With no level of expectation at all and fresh out-of-the-box, two brand-new RSRs had entered two of the three toughest endurance races on earth, one after the other, and won them both. Of such stuff are legends made.

So now we fast-forward 43-years to Donington in the present day. The Sebring-winning RSR looks identical now to how it did then and gives no hint of the life it went on to live as a full race 3.0-litre RSR wearing, would you believe, Porsche 917/20 'Pink Pig' livery before ending up with a wealthy collector and then with the man who started its restoration to Sebring specification. It was bought in 2004 by Philip Basil in partly completed form and he has since then been fastidious in retro-engineering the RSR so that it is as close to how it was at Sebring as can be. He says the fully restored engine now gives 285hp, perhaps 20hp shy of what it would once have given, but it's been designed for road use and should be faultlessly reliable. Everything else save a street setup for the suspension and track day Michelin TB15 tyres, is as it was.

And what strikes me is how undramatic it looks, even in bright yellow and covered in stickers. It lacks the huge wheel arches of later RSRs and the massive wings too. It looks almost dainty. Inside you have to spot the 10,000rpm tachometer, spare Stack rev-counter, 300km/h speedo and exposed gearshift gate to tell the interior from that of a period road-going 911. It really does show how quickly Porsche got this car out of the door and on to the race track.

But it doesn't sound like a normal 911. The RSR blasts out a multi-layered explosion of noise through its two fat rear pipes. It's the soundtrack of a flat-six all right, but turned up to 11, possibly 12. Inside, even within a thick helmet and balaclava, the statement of intent is clear to hear.

The good news is that, up to a certain well-defined point, it drives just like an old 911, albeit one where every action is just that bit sharper. It seems astonishing that a car once capable of winning at Daytona and Sebring should also be so mannerly you might take it to the pub, but that's just what the RSR is: a race-going road car, or the other way around if you prefer. And you could drive it all day, listening to that noise, savouring one of the best 915 gearboxes, feeling the surface of the road replicated through the steering and having a fine old time of it.

Except that's not what an RSR is for and if you've got a track like Donington at your disposal and an owner like Basil who's keen that you make the most of your experience, well, you'd spend the rest of your life regretting not having a proper crack at it.

It's the manner of the power delivery more than the actual power itself I'll remember. Weighing barely a tonne, the car makes good use of its 285hp but it's still probably not quite as rapid as a standard modern GT3. But the way the power comes in, pouring in ever more strongly from 4000rpm, backed by that inimitable soundtrack – that will stay with me. Some race engines sound



stressed, fragile and temperamental: this one feels like it would lap at race pace all day and all night, because, of course, it could.

Its gear ratios are close, certainly too close for Le Mans, but perfect for the full length of the Donington Grand Prix circuit where you spend more time in fifth than second. And so long as you're not timid with the shifts, but ease them through slowly, accurately and positively from the elbow, you'll learn to love even the legendarily unlovable gearbox.

The RSR's handling is initially more curious than inspiring. It's restless in fast corners, nor reassuring at all and it made me wonder why Haywood had been such a fan of it. He'd told me how delightfully mobile it was at the back, so much so that he wore through his gloves sawing at the wheel at Sebring and by the end had the blisters on his hands. I found it disconcerting.

Then I started thinking about what was actually underneath me: an RSR for sure, but one on quite old tyres and with a deliberately soft setup for the street use it sees most of the time. In theory, then, it should be far better in slow to medium speed corners. And so it proved. Indeed through most of Donington's turns, the RSR was not just a delight, but absurdly quick given the compromised rubber on which it sat. At first I was very cautious with it, reverting to first 911 principles and being conservative with entry speed, expecting big mid-corner understeer. But it never turned up. Faster and faster we went until I was lobbing it into each turn and all the nose would do is

push a little wide of the apex on a constant throttle. The way around that was to trail it in, get back on the gas early and power out which would usually get the back sliding just enough to get the nose to bite back into the corner. Now I was starting to understand. In fact after just few laps it was obvious that with a full race setup and a fresh pair of boots, the RSR would've been mesmerising.

But so too was it obvious that this was not my RSR, it's worth millions and it was time to head back to the pits. Essentially there were two jaw-dropping components to driving the RSR. First was the experience itself: the sight, the sound, the feel of the thing. With the possible exception of the 1967 911R, this was the purest racing 911 of them all and just spending a few laps in it was a near indescribable joy. If you did a 12- or 24-hour race in an RSR, I expect you might concluded you'd died and gone to heaven.

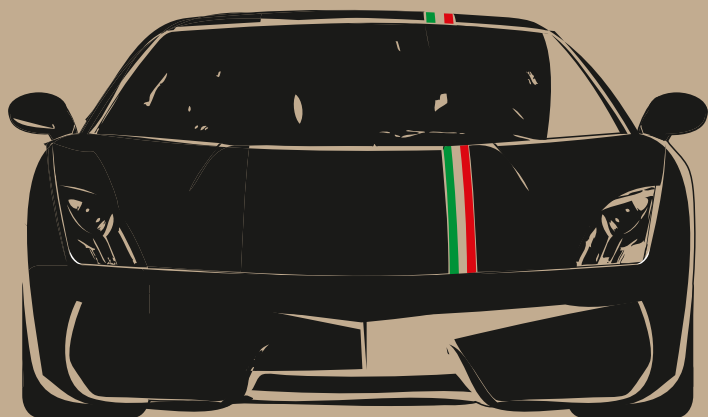
Second is what it is. If it was 'just' an RSR, driving it would be a dream, but it's far from any old RSR. It's the RSR that won the Sebring 12 Hours, an achievement matched only by those that won at Daytona and the last proper Targa Florio. This is Porsche racing history sitting right here, restored in the most painstaking, sympathetic way imaginable to exactly how it would have been in its heyday, when heroes like Peter Gregg and Hurley Haywood sat behind that distinctive four spoke wheel. To drive it fast is to glimpse for a moment something of the time they had in it, and to kick yourself for not being born richer, more talented, 20 years earlier and in Florida ○

*"Surviving 12 hours at Sebring is
as difficult as making it through
24 hours anywhere else"*





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COMPETITION

Porsche Centre Tonbridge entered the 2016 Porsche Classic Restoration Competition celebrating 40 years of front-engined cars. This painstakingly restored and uprated 924 S is the result.

Story: Simon Jackson Photography: Gus Gregory

Porsche GB runs an annual, national Classic Restoration Competition open to its Official Centres and their esteemed automotive partners. Each year, the competition is given an overarching theme which provides guidance on the type of Porsche, be that make, model or era, which should be given a new lease of life using each Centre's unique expertise. For 2016 that theme celebrated the 40th birthday of Porsche's transaxle cars; 924, 944, 968 and 928, and as a result a brace of such front-engined vehicles underwent some remarkable restorations and were brought together in August at the Silverstone Classic to be judged on the quality of their rebirth. Amongst those cars was an entry from Porsche Centre Tonbridge in Kent, a picture in Signal green but a project that nearly didn't happen.

Centre principal, Vince McGrory, recalled why that was the case: "We started off with a Guards red 1988 944 that we bought privately," he explained. "It looked lovely and drove well – it was smooth, but it needed a lot of paintwork. Our bodyshop looked at it and they thought it was okay, so we stripped it down to its shell."

The strip down revealed a nasty surprise, a kink in the 944's chassis and evidence that its rear floorpan had been in an accident when the car was young. Not ideal, but the bigger issue was actually the poor repair work that someone had performed on it. Rather than simply straightening the car out, its rear floorpan had been welded back in situ an inch too high, and subsequently all the other panels on the car had been modified to fit around it. It was an issue no

one, even the seller, could have foreseen, but it left Tonbridge's Restoration Competition entry in absolute tatters.

"We were £10,000 into the car but at that point we scrapped our entry," Vince recalled. "There's only so much you can do with a car like that so we decided to cut our losses and we pulled out of the competition."

It was a sorry state of affairs for the team at Tonbridge who had performed so admirably the last time it entered the competition back in 2014, then restoring a 1977 911 Sportomatic. That was a view clearly shared by Porsche GB (PCGB) too, as a few months after Vince and the team had withdrawn from the 2016 competition, PCGB was in touch with a new prospect. Encouraging the Tonbridge squad to re-enter the contest, PCGB suggested it might tackle a 924 of which it was aware, and it went further. Why not, it suggested, paint the car in Signal green to match the 924's original launch colour? The Tonbridge crew were back in the game.

Accepting Porsche's challenge, the 924 was secured in exchange for just £1500, but it looked far from ready for its Silverstone debut, as Vince recalled: "It looked like a Turbo with a white top half and a red lower half. It had the Turbo grille, bonnet and vents, and rear bumper – it looked pretty sad."

Stripping the car (which looked rather rusty even on first glance) down only served to confirm that first impressions can sometimes be flattering. However you looked at it, there was an incredible amount of work to complete on the car were it to make the competition's August



deadline. It was already April at this point. Chief amongst the hurdles was the 924's 2.5-litre engine that, once stripped down for closer inspection, revealed catastrophically heavy cylinder bore wear. It was effectively good only as a doorstop, and to make matters worse the team could not trace a replacement short block 924 engine in a suitable time.

"Because we were on such a tight deadline we had to perform many different tasks at the same time. Alan Borrett, who was our lead technician on the project, made the suggestion of fitting the 944 Lux 2.7-litre engine (which we had already rebuilt) into the 924 shell – he said it would be a bit of fun as well," Vince explained. "Because we like to do things a little differently, and because we knew we'd be keeping the car and not selling it on afterwards, we thought – why not?"

The 944 S2 2.7-litre mill would, Alan determined, not be too tricky to offer inside the 1988 924 S base car, and the team agreed. With over 18 years spent working at Porsche Centre Tonbridge, and 34 years experience working on Porsches, it's safe to say Alan knows his stuff and

his opinion counted for much on the shop floor.

"We were a bit worried about fitting the 944 engine management system because it was on the opposite side of the engine bay to the 924, and the wiring loom was slightly different so we had to modify that too. But it worked," Vince smiled.

For ease, Alan had the 944's torque converter reconditioned for use in the 924 shell, and he utilised the donor car's rear axles and wheels, too. The gearbox and torque tube underwent a soda blasting treatment. New seals were fitted to the gearbox and the oil was changed. Likewise as many other original parts as possible were salvaged; whatever could be reused or refurbished was sent away for refinishing. The suspension components went off for soda blasting and powdercoating, the brake callipers were stripped, replated and reassembled with new pistons and seals to look like new.

Vince estimates that approximately 90 percent of the parts needed for the 924 were available direct from Porsche, and so a vast order for new bits was filed with Porsche in Stuttgart. In total over 1000 new items were ordered (including all

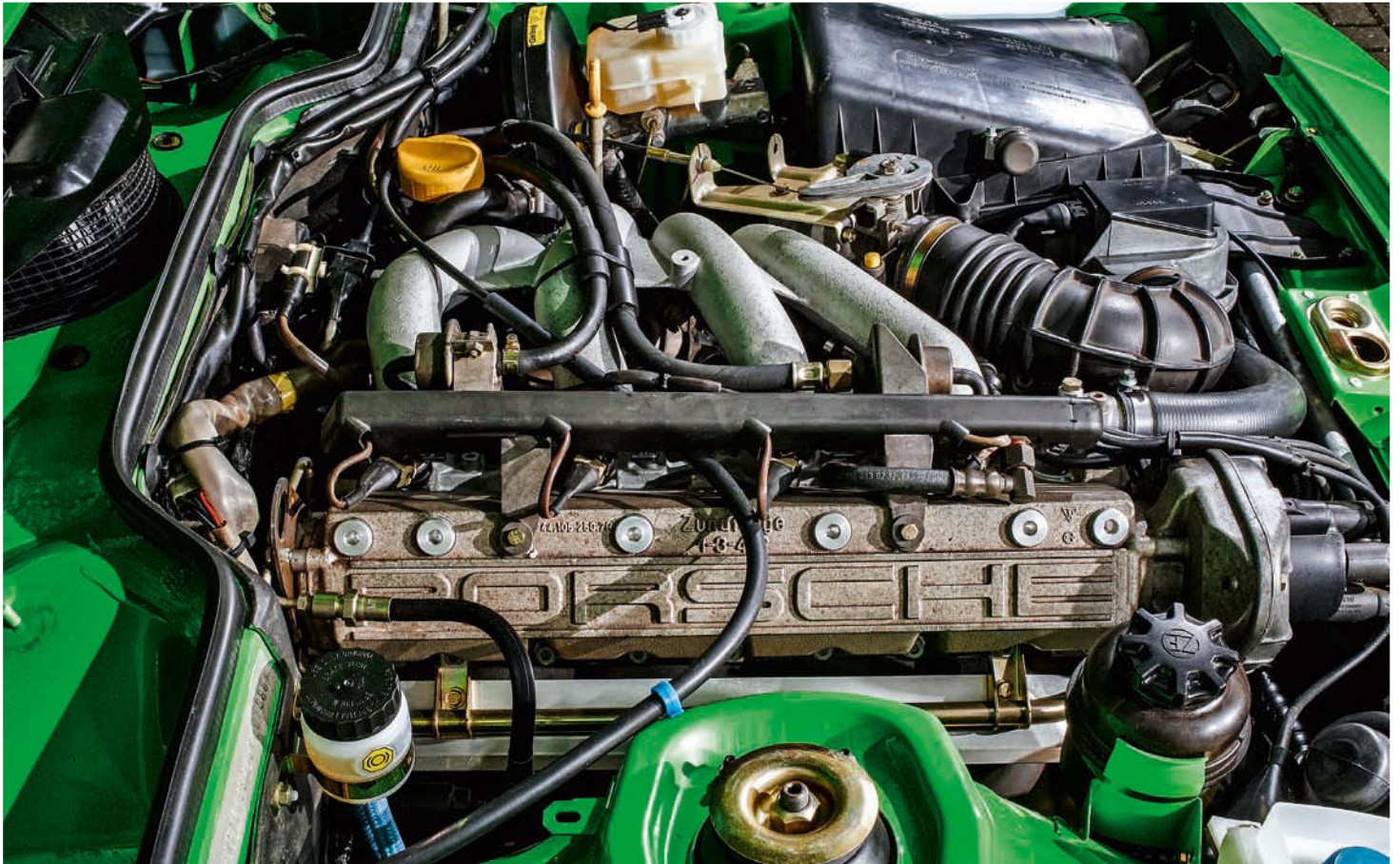
the little nuts and screws), totalling a cost of around £7000. Project co-ordinator, Ben Howes, who has an official day-to-day title of service reception manager, led the project along with the help of parts supervisor, Dan Redpath – and quite the job it was too. Ben has 12 years experience working at Porsche Centre Tonbridge and he's considered a true classic car enthusiast. Anything that Ben or Dan found either to be unavailable off-the-shelf, or unavailable in the short timeframe, would have to be fabricated on-site using a mix of 924 and 944 parts, or sourced second-hand.

"The right front wing required replacement due to corrosion and the left front wing needed repairs due to surface damage," we were told.

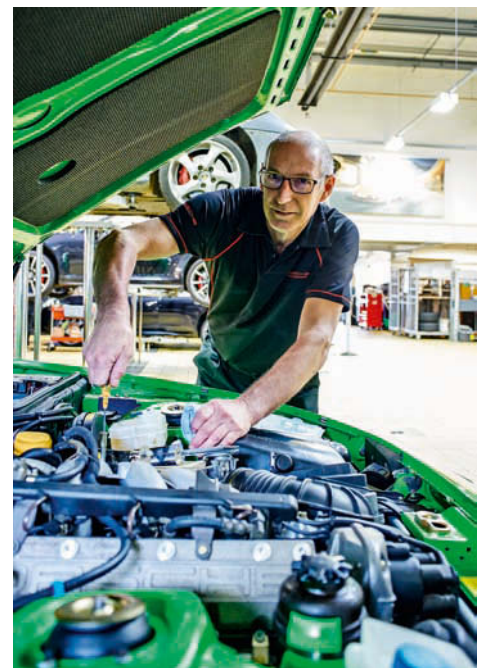
"The right and left sill panels were corroded and on removal it was found that both inner sills also required replacement. Due the unavailability of these panels, new versions were fabricated on-site and welded into place."

The front and rear floor panels on the right-hand side required replacement due to corrosion, these were fabricated at the Tonbridge facility, so too the car's battery tray, and both rear quarter





"We were worried about fitting the 944 engine management system because it was on the opposite side of the bay to the 924..."





panels needed help also. Some good panels came off the 944, namely a small section of the floorpan area that was cut out and transferred to the 924. Repairs due to corrosion were also carried out on the right-hand side A-pillar; the door hinges required welding and sealing as they had come adrift of the shell. Its lower front panel required taking back to bare metal while the roof (and sunroof recess) were in-line for surface repairs, too. Due to internal damage, the driver's door was replaced using one from the 944 donor car, while surface corrosion on the windscreen aperture and engine bay required attention too.

The repaired floor panel was prepared for painting with underseal treatment, and the upper panels of the vehicle were prepared and then set in primer ready for paint. Lastly the car was shot

in that classic period shade of Signal green by Porsche Recommended Repairer, SL Restorations in Crawley. While admittedly not its original factory shade, green most certainly accentuates the 924's simplistic lines beautifully.

"We do not have a bodyshop on-site here, but SL Restorations is an expert – we've always been very happy with its work. It's a family owned business and the team there are phenomenal painters," Vince enthused.

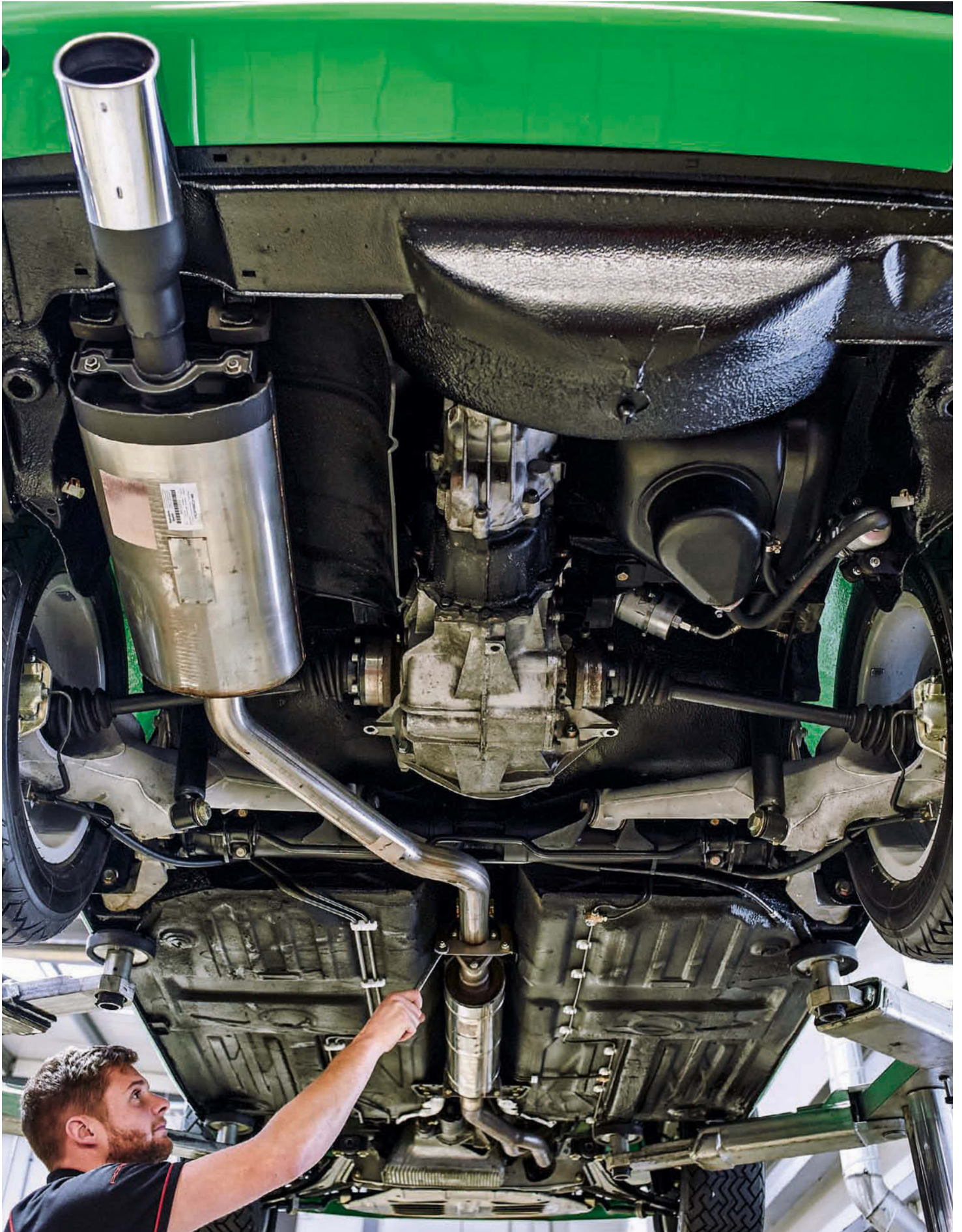
When it came to the interior trim work on the project there was a concerted effort to mix originality with a nod to modernity. The original pews were sent to Tonbridge Porsche Centre's preferred partner, RJ Turner Car Trimming, but rather than replicate the original look and feel of the period seating a decision was taken to use

black hide picked out with green highlights.

"Those are the original seats, they've just been recovered," Vince explained. "We used the green piping as an acknowledgement to the Acid green details on modern Porsche Hybrid cars as they have that colour on their brake callipers. The leather and trim work was outsourced to a local supplier who consistently did a sterling job."

The perforated back leather centres that feature on the interior trim are inspired by the Panamera's luxurious inners. Although the original plan was not to recover the dashboard in leather, there was not enough time to source a new dash, and so the team's fix was to recover the top half of the binnacle using black leather and to accent it with green piping to tie in with the rest of the interior detailing. The lower part of the







*"A lot of work goes into something like this
but we go to the extreme to show what we can do"*

dash was then recoloured to make it look like new, matching the top section.

"In terms of the competition, Porsche like entries to be as original as possible, but it asked us to paint this car Signal green, not its original colour, as a tribute to the car used in the original launch materials in period – so our other changes fit with that theme," Vince explained.

Using a mix of 924 and 944 parts, together with taking influences from Porsche's range of modern vehicles, this project has evolved as quite the homage to the brand's work both old and new. Much of what the team at Tonbridge have done here was led by the experience of rebuilding the aforementioned 911 Sportomatic for the 2014 competition, which was created as a tribute to the 50th anniversary 991. And while the team didn't win the overall 2014 competition with that entry it did win the title of 'Best Restoration'. You get a real sense from talking to those involved that, like the 911 before it, this 924 amounts entirely to more than the sum of its meagre parts.

"Alan worked solidly on the car for nearly three months. Martin Rayfield helped out in the later weeks, but they were working early and late shifts to get it done – time just runs away with you on these kind of things," Vince said. "An awful lot of work and investment goes into something like

this, but it's not about the money for us. You've got to look at it as a marketing expense – we go to the extreme on our cars to show what we can do."

Undeniably there has been extreme effort imparted onto this project from all involved. How, we wonder, does it compare with the 911 restoration undertaken previously?

"Our biggest enemy on the 924 project was time," Vince explained. "Although it shows what can be done when you commit the correct resources. While the overall cost was less than our last 911 project there was still a large investment on our part. Also the actual parts were harder to acquire – we bought six sets of doorcards from eBay for example just to try and get a pair that were useable. The car has left-hand drive door trims as they came from abroad. They had double switches on the wrong side so they've been panelled and recovered. We couldn't get the door handle trims in time from anywhere. Some people say that the Volkswagen Golf versions fit but trust me, we have got five or six sets, and they most certainly don't!"

So while there were the last few niggling jobs to complete even after the car had been judged at Silverstone, the team got it all done, bar a few fit-and-finish tasks such as panel adjustments, all in

time for its debut in August. While Tonbridge Porsche Centre's 924 entry did not win the overall competition, as you can imagine, it was one of the stars of the show. More important than any title or trophy, though, is that all this acts as a showcase for what this Porsche Centre, and others like it, can do for you, how somewhere like Tonbridge Porsche can breathe new life back into a classic car, even with a little creative twist added into its original recipe. The skill and expertise of the unique team of external suppliers at Tonbridge, paired with the extensive training official Porsche technicians receive, has all contributed to the end result you see here. This challenging restoration project shines through as testament to the standard of workmanship, and overall levels of quality, employed by the team behind it.

"We look at what other specialists are doing, and although we're not necessarily cheaper we are quite comparable, and we have the expertise – so we like to think we're better," we are told.

This eye-catching restoration, unique and yet still faithful to its original essence is, we feel, all the evidence required to support that statement. Ultimately, though, isn't it just nice to see Porsche supporting cars such as this in an official capacity? Long may it continue... ○



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Commuter Belt

Bleary-eyed London commuters had a bit of a shock one morning in late September as Mark Webber took to the city's streets in his Le Mans-winning Porsche 919 Hybrid...

Story: Ben White and Simon Jackson Photography: Porsche

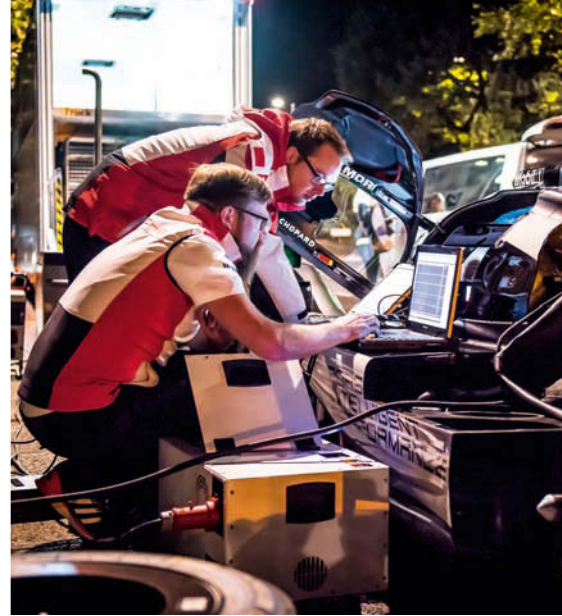


For the first time ever Porsche ran its 919 Hybrid on a public street in September, and it did so in style. The brand didn't choose any old highway or byway for the head turning stunt, rather it selected central London at dawn on live roads for the jaw-dropping street debut. Running a race car on the public road is, of course, nothing new, but typically speaking routes would be closed and bystanders held back at a distance by barricades – that simply was not the case here. Flanked by eight police outriders and tracked by a sea of official photographers all attempting to capture the unique run for posterity, Aussie Porsche Works driver Mark Webber drove his 600hp LMP1 car surrounded by live city traffic in full view of astonished early bird commuters.

Followed closely by the all-new Panamera 4 E-Hybrid, Porsche's latest road-going hybrid model, the two cars put on an exceptional display showcasing two of the most advanced Porsches ever built. The idea was to demonstrate just how Porsche translates its race-winning hybrid technology from track to road. In hot pursuit of one another, the duo completed two laps of a route only leaked late the night before, taking in London's key scenic backdrops. Driving through the city from Park Lane to the South Bank of the River Thames, the Panamera and its race relation took in Hyde Park Corner, Piccadilly Circus, Trafalgar Square and Parliament Square before arriving at the distinctive London County Hall Hotel, near the famous London Eye.

Fellow Works driver Neel Jani had run the 919 at low speed for a test session in Germany ahead of the occasion, but otherwise the team's knowledge of how the car would react to slow speed driving, cambered roads and London's typically stop-start traffic was something of an unknown quantity. In the cold light of an average Tuesday morning in late September as the city began to stir into life, it was an extraordinary spectacle, the Porsche duo running amongst London's usual array of black cabs, red buses and early morning delivery vans. On cold tyres and at points running on the wrong side of the





The two cars put on an exceptional display showcasing two of the most advanced Porsches ever built

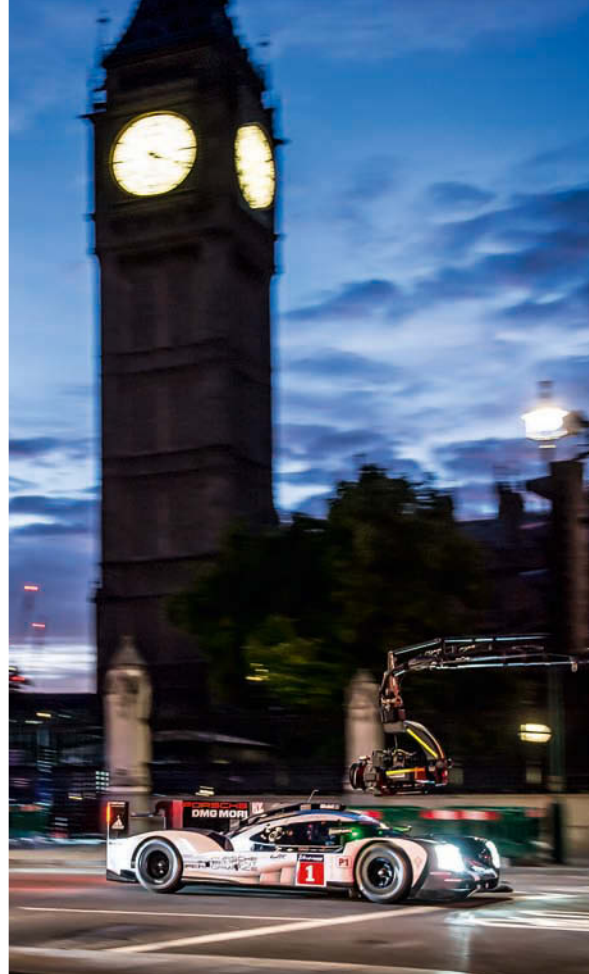


*"We stopped a lot of traffic
but they were pretty
excited to see the car"*

road, Porsche factory racing driver and 2015 FIA World Endurance Champion, Mark Webber, had to avoid street furniture and unobservant pedestrians while keeping up enough pace to ensure the 919 Hybrid remained fully functional. Racing cars and slow speed manoeuvres don't tend to mix well but Webber said it was "an amazing experience. We stopped a lot of traffic but they were pretty excited to see the car, everyone was taking photos and it was a real show stopper!"



Of course the main purpose of all this was to push the new Panamera 4 E-Hybrid (GT 11/16) which pairs a 330hp V6 biturbo engine with a 136hp electric motor. Consequently, it offers a new level of performance compared with its predecessor, and positions the Panamera as the sports car among luxury saloons. The latest, second-generation of the four-door, four-seater Gran Turismo was officially unveiled at the Paris Auto Show, and is rumoured to spawn future variations on the Panamera such as a coupé and shooting brake (GT 09/16).

Throughout its history, Porsche has used the innovations it's developed for the track and applied them to its renowned sports cars. The jaunt around London was undoubtedly a publicity stunt, but it served to underline this philosophy. Like the 919 Hybrid race car, the Panamera E-Hybrid is powered by a combustion engine and an electric motor which is charged by lithium-ion batteries. Once combined, this is the ultimate expression of a long-standing Porsche ethos – high performance with high efficiency. The connection between Porsche's road-going hybrid cars and its competition cars is sure to strengthen in future. The brand has been reportedly sniffing around the Formula E series of late, and sources claim it has submitted a tender to be the exclusive battery supplier for the all-electric single-seater championship from 2018. Furthermore, Dr Frank-Steffen Walliser, vice president of Porsche Motorsport has personally attended Formula E meetings, which takes in a brace of street courses including one situated in London's Battersea Park.



919 HYBRID vs TX4 TAXI

How does Webber's 919 Hybrid compare to a typical London black cab?

		
	Porsche 919 Hybrid	TX4 London cab
Height:	1050mm	1834mm
Length:	4650mm	4580mm
Power:	462hp + 136hp (electric)	101hp
Displacement:	2000cc	2499cc
Weight:	875kg	1815kg
Top speed:	211mph	81mph
Tank capacity:	62.5-litres	52.6-litres
0-62mph:	2.2secs	18.4secs



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Porsche 911 (997) Targa "4S" 3.8 pdk
38,000 miles, (09 - 2009), White with black leather£50,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
19,000 miles, (09 - 2009), Basalt black with black leather£48,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk
77,000 miles, (09 - 2009), Basalt black with black leather£47,000



Porsche 911 (997) Targa "4S" 3.8 pdk
45,000 miles, (08 - 2008), Silver with black leather£46,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
27,000 miles, (08 - 2008), Basalt black with black leather£42,000



Porsche 911 (997) "C2" 3.6 "Gen 2" pdk
55,000 miles, (09 - 2009), Silver with black leather£39,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
67,000 miles, (09 - 2009), Basalt black with black leather£38,000



Porsche 911 (997) Turbo 3.6 tip cab
45,000 miles, (08 - 2008), Basalt black with black leather£54,000



Porsche 911 (997) "2S" 3.8 tip
52,000 miles, (07 - 2007), Silver with black leather£33,000



Porsche 911 (997) "2S" 3.8 tip
51,000 miles, (07 - 2007), Atlas grey with grey leather£33,000



Porsche 911 (997) "2S" 3.8
51,000 miles, (07 - 2007), Basalt black with black leather£33,000



Porsche 911 (997) "2S" 3.8
44,000 miles, (07 - 2007), Basalt black with grey leather£32,000



Porsche 911 (997) "2S" 3.8
47,000 miles, (07 - 2007), Atlas grey with black leather£32,000



Porsche 911 (997) "2S" 3.8
37,000 miles, (07 - 2007), Basalt black with black leather£32,000



Porsche 911 (997) "2S" 3.8 tip
39,000 miles, (06 - 2006), Basalt black with black leather£31,000



Porsche 911 (997) "2S" 3.8
55,000 miles, (06 - 2007), Silver with black leather£30,000



Porsche 911 (997) "2S" 3.8 tip cab
50,000 miles, (06 - 2006), Basalt black with black leather£30,000



GT Silver with black leather
50,000 miles, (06 - 2006), GT Silver with black leather£30,000



Porsche 911 (997) "2S" 3.8 tip
54,000 miles, (06 - 2006), Seal grey with black leather£29,000



Porsche Cayman "S" 3.4 pdk
25,000 miles, (16 - 2013), Yellow with black leather£44,000



Porsche Cayman "S" 3.4 pdk
27,000 miles, (13 - 2013), Amaranth Red with black leather£43,000



Porsche Cayman 2.7 pdk
8,000 miles, (04 - 2014), Sapphire blue with black leather£43,000



Porsche Cayman 2.7 pdk
13,000 miles, (04 - 2014), Red with black leather / alcantara£42,000



Porsche Cayman 2.7 pdk
16,000 miles, (14 - 2014), Red with black leather£39,000



Porsche Cayman 2.9 "Gen 2" pdk
22,000 miles, (12 - 2012), Basalt black with black leather£30,000



Porsche Cayman 2.9 "Gen 2" pdk
24,000 miles, (01 - 2011), Platinum silver with black leather£29,000



Porsche Cayman 2.9 "Gen 2" pdk
39,000 miles, (12 - 2012), Basalt black with black leather£29,000



Porsche Cayman 2.9 "Gen 2" pdk
41,000 miles, (01 - 2011), Platinum silver with black leather£28,000



Porsche Cayman "S" 3.4 "Gen 2"
43,000 miles, (10 - 2010), White with ocean blue leather£27,000



Porsche Boxster "S" 3.4 pdk
27,000 miles, (12 - 2012), Platinum silver with black leather£37,000



Porsche Boxster "S" 3.4 pdk
18,000 miles, (12 - 2012), Basalt black with black leather£37,000



Porsche Boxster "S" 3.4 "Gen 2"
49,000 miles, (10 - 2010), Silver with black leather£23,000



Porsche Cayenne "GTS" 4.8 tip
45,000 miles, (09 - 2009), Meteor grey with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
45,000 miles, (09 - 2009), Basalt black with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
62,000 miles, (09 - 2009), White with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
55,000 miles, (09 - 2009), Silver with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
53,000 miles, (09 - 2009), Basalt black with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
50,000 miles, (08 - 2008), Basalt black with black leather£25,000



Porsche Cayenne "GTS" 4.8 tip
58,000 miles, (08 - 2008), Basalt black with black leather£25,000



Porsche Cayenne 3.0 diesel tip
65,000 miles, (09 - 2009), Silver with black leather£19,000

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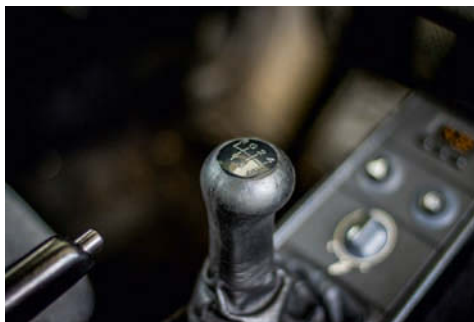
Primal Fear

In 1986 Porsche launched a car that could do 210mph – faster than today's quickest 911. We celebrate the 30-year-old poster car with a blast through the Black Forest in the very same example that clocked 210mph back in the day...

Story and photography: Dejan Jovanovic



*"20-metre fire flames shot out of the wheel wells.
The VW guys at Ehra-Lessien with their Golfs
and Polos thought they were insane"*



Driving the 959 today
still excites and very
much impresses



Nature provides a hit of adrenaline as a warning but it's really pain and fear keeping us alive. Every node in the limbic system, right there below the cerebrum, screams at you to stop when danger approaches. At 5500rpm in a Porsche 959 self-preservation begs you to lift. And you will the first time, I promise you; you'll lift in a multi-million pound car, one of just 29 unhinged Sport lightweights ever built and an actual display piece in the Porsche Museum's rotation. The very car that recorded 210mph at the Nardò Ring in the Eighties for *Auto, Motor und Sport's* legendary high-speed test feature. The reflex to survive will overwhelm every curiosity of what more could possibly be out there beyond 5500rpm, yet there it is, the redline all the way at 7500rpm... So of course you'll lift, and after the shock and awe, once you're ready to compute it all again, you'll consider one more hit of the 959/50 engine's big, right hand turbocharger. When it was unleashed on public roads in 1986 this car was from another time and world; 30 years ago nature had never met anything like a 959 head on.

Porsche people might remember the 959 with fondness for it was the car that saved the 911. Now we meet the original bedroom poster boy in the Black Forest for a day out to commemorate one of the greatest technical accomplishments in automotive history. Around some of Germany's finest driving roads S:GO 9590 will help us unravel the whole story. And like every good supercar story which ends in complete financial disaster, this one also begins with an unlikely and loveable protagonist, an American: Peter Schutz. A German emigrant, to be precise, who grew up in Chicago, graduated from the Illinois Institute

of Technology as a mechanical engineer and remained in the state to work for Caterpillar. Rising through the corporate world Schutz ended up taking over as Porsche's CEO in 1980, having never so much as sat in a 911 in his life and just in time for the company to post its first ever annual loss.

Things were looking grim: the water-cooled 928 was groomed to replace the 911 altogether and the hallowed Porsche name was being muddled with cars like the collaborative VW projects, the mid-engined 914 and the 924 with its Audi-derived four-cylinder. Schutz believed in the 911 formula into the faraway future, and this spurred on his engineering department in Weissach with motivation in solidarity – they didn't care much for the 928 either. So, money be damned, in January 1983 Schutz gave technical genius Helmuth Bott free rein in pursuit of the ultimate 911 concept.

Today, behind the thin, hard steering wheel rim, when you're ready to ignore the beads of sweat, too busy to bring a hand up to your brow, stretching every one of the five gears to as far as you dare becomes a game in the 959. With the driver's window wound down the sound of the side intake slurping loudly is a frightening conveyance of power. The big turbo jumps into the fold like an accidental bomb discharge, just out of nowhere and so fast, so violent, even the third, fourth and fifth time it still jolts you. It's the lag, the tension, the excitement of the inevitable, and then, when 'Big Daddy' wakes up at 4300rpm, it gets going and lets rip at 5500pm and you just can't grab a gear quickly enough. Tuned by an extra 65hp over a regular 959, for me the S experience is a lot about submission and all about engine.

And it figures because Bott started with the flat-six guts of a 956 Le Mans winner. The 959 project was formed purely as a motorsport demonstration of Porsche's technical prowess, set in motion after the FIA introduced new racing rules under the Group B regulations. Happily Porsche had an engine from a successful Group C car ready to help and, requiring 200 road-going examples to meet homologation, wealthy enthusiasts ended up getting a bargain supercar. Recounting the story for us in front of the museum on Porscheplatz 1, Zuffenhausen, is Porsche's official archivist Dieter Landenberger: "Schutz asked Bott to prove to the world that the 911 idea was not an old-fashioned one, that it wasn't 30-year-old technology. Nonetheless it was a risky move. So everything started very small. Still, at the end, the budget was really crazy, more than 300 million Deutschmarks."

Only loyal customers and collectors were invited to buy one of the 337 959 road cars made, each getting a cassette tape with detailed instructions for their high-tech purchase narrated by Walter Röhrl. Zuffenhausen asked DM420,000 (or about £150,000 back then), and Porsche management was much displeased with ownership contracts changing hands at twice that sum on the grey market. Porsche itself lost double the cost of every 959 produced.

After Schutz's home runs with convertible SCs and all-wheel drive 911s, such as the successful new 3.2 Carrera, Bott could continue to claim expenses. In the early 1980s Porsche earned \$20,000 on every car sold thanks to a favourable currency exchange and the fact 85 per cent of production cars were sold in the States. The development team kept at it, then, and anyway

with so much money already in the project there was no sense giving up. Even when any chance of racing in Group B faded after more FIA rule changes, Bott produced a 959 prototype for the Frankfurt Motor Show in a little over two years, designed by Freeman Thomas based on the original sketch by Olivier Boulay.

"In 1985 this pearl white show car created such a stir," says Landenberger. "People went crazy. We were really surprised by the response actually, so we thought maybe this serial production could work... But they had no project control – the engineers in Weissach did whatever they thought was best for the 959, and what they thought was the maximum they could do, and there was no cost control. It was almost an unlimited budget because they just tackled any wild idea they had without any restraint."

It was like spring break, engineers gone wild: the 2.85-litre Type 959/50 motorsport engine came with sodium-filled exhaust valves and titanium con rods, and a water-cooled cylinder head for the first time in a flat-six production Porsche. Sequential turbocharging attempted, feebly, to get rid of lag, with only the smaller left-hand turbo active across the rev range. Sensors all-round the car detect speed, wheel slip and angle, engine speed and steering angle and the all-wheel drive system could vary power transfer between the front and rear on the fly. All

this 30 years ago, technology consumers had never heard of before. And technology we now take for granted, like adjustable suspension (twin shocks per corner) that automatically lower the car at speed, and a knob selecting driving modes from dry, wet, snow and ice, to gravel.

"They had a list of mandatory parameters the car should fulfil," says Landenberger. "Top speed of more than 300km/h, aerodynamics completely neutral, no uplift at any speed, the engine should have more than 400 horsepower... And then a long, long testing process, a lot of work which cost way more than anyone expected."

Landenberger considers his close friend Dieter Röscheisen as one of the best test drivers alive, and although he is now in his fortieth year with Porsche he is always hard at work behind the wheel. Röscheisen was still a cadet in those days when Bott entrusted him with his biggest Weissach gig yet: honing the 959. He is the man with the most miles in 959s on the planet and the task took him from the Arctic to deserts to the Volkswagen Group's Ehra-Lessien test track. The engineers' brief was succinct, calling for the unprecedented: a racing machine with the luxury and drivability of a Mercedes S-Class. Testing this new ground was paramount.

Until then the fastest road-going Porsches could do 270km/h and Röscheisen simply didn't know what to expect; he certainly didn't expect

early 959 prototypes (16 were put together in 1985) to speed down three lanes of Ehra-Lessien's 5.4-mile high-speed test track at over 300km/h. Pioneering use of digital management systems, suspension electronics and a new bespoke beadlock tyre sorted all that. However, at 959 speeds the 322mm and 308mm cross-drilled and ventilated brakes (about the size of the 718 Cayman's brakes) were an unknown, too, so torture testing went to extremes.

"They would do acceleration runs non-stop," says Landenberger. "Full revs, from zero to 320km/h (200mph) to zero again, over and over like that until the brake pads disappeared and there was only metal on metal, and 20-metre fire flames shot out of the wheel wells. The VW guys at Ehra-Lessien with their Golfs and Polos thought they were insane."

Remember, at the time the Ferrari F40 hadn't surfaced yet and the fastest cars in the world such as the 288 GTO and Lamborghini Countach 5000QV could only just nudge 185mph. Meanwhile, 30 years ago this thing went 6mph faster than a 2016 911 Turbo S.

"Those speeds were a big, big step for the engineers," says Landenberger. "They had to work very hard on the aerodynamics. They had to cover the entire underfloor of the car, and design integrated spoilers with a Gurney flap on the rear. They had to change the 911 design heavily, adding



The Black Forest provides the perfect testing ground...

integrated bumpers which didn't reach 911s until the 1990's 993 generation."

Additionally the headlights were totally flush, the panel gaps minimal, and there wasn't even a rain duct on the roof for a completely smooth surface. The body was made of materials including aluminium, synthetic aramid fibres and Kevlar, which was completely crazy in those times. The car was full of tiny innovations, each costly to realise because none of them had ever been done before. Even the supply network struggled with Porsche's extreme demands and pioneering tech. For example, something as trivial as the tyre valve cap isn't simply a universal item but rather it is twice the size and bulk and made of an alloy. The car premiered four-corner air pressure monitoring with dashboard warning lights while basically shod with an early run-flat tyre via Dunlop's deadlock design. I mean, 1986 and Porsche had developed automatic height levelling while we were busy playing *Bubble Bobble*. Bott really didn't hold back.

The 959 Sport took things further, getting rid of luxuries including leather, rear seats, and sound insulation to lose 100kg in total. Some had roll-cages. For the engineers to meet the zero-lift target at top speed every aero trick was employed and drag lowered with a flush windshield and a Cd of 0.31. Even the passenger side mirror was scrapped. About the only thing more slippery

back then was the Audi 100 saloon which was touted as a revolution in aerodynamics at the time. Not many customers were ready to sacrifice so much kit, not to mention the stiffer fixed suspension in the Sport. On derestricted bits of the A8 autobahn away from Stuttgart it rides firm but fine on its early run-flats.

Those dozens of dimples on the back of the steering wheel rim are reassuring somehow, and you need only the slightest touch to get a response from the bespoke front 235mm section tyres. In the Black Forest's damp twists and turns you can hustle a 959 in a civilised manner, pinkies in the air. The digital bit of the car was advanced enough, even 30 years ago, to get the most out of relatively narrow rubber – the 959's rear tyres are 255mm wide compared to an F40's 335mm or a Lambo's 345mm monster Pirellis.

The bulk is disguised, too, with all-corner traction and no body roll through slower turns. But when you pick up pace down winding lanes the 959 doesn't much like surprises, preferring a moment just to level itself before darting away again in the other direction. It's not long until you realise this is just an old 911 with massive power – not that sharp but involving and in need of your input. Visibility is a revelation after today's bunker sports cars and the 959 is no longer that imposing and wide on the move. The air intake is your warning siren, and if you have

more than a couple of seconds between corners you'll bury the throttle and hear the intake slurp intensify and the right-hand turbo whistle, the drivetrain whine. And when the wick reaches 5500rpm and everything finally detonates you hold on. Bring those pinkies down because the 959's full power hit jolts the thing into action and the front end tries to get away from you.

It's relative power you can understand. 515hp is crazy, and this car doesn't let you forget it, but it's power that you can grasp... meekly. Every single time you bury the throttle in this 30-year-old supercar you are going against the grain, against every node in your brain distressed by a completely unnatural event. With their 13-inch-wide tyres and half a ton of noise and vibration insulation, new supercars are all about passive speed. In this you are part of the motion, acting on it, and the 2.85-litre twin-turbo will only scare you if you let it... if you don't lift. You really feel like flesh, bone and jelly and a bit humbled that a machine made of rubber, Kevlar, aramid and magnesium can do that to you.

With more and more miles the Le Mans-derived flat-six just can't be ruffled and keeps reacting to the heavy pedal like a loaded gun. The brake, also heavy, has tiny race car travel so at first you're looking for feel, but performance is fantastic. You don't tend to brake deep into the turns anyway because your right foot can't help but take over



with the throttle as soon as possible. You try to prime the engine for the straight ahead early, or any excuse to get on the gas. So brake early and get it pointed towards as much open space as possible. The 959 prefers to run for the redline rather than for too many hairpins uncovering its understeer. Three gears is about all you'll use on a drive, even if the five-speed shifter is tight and the heavy clutch pedal has you aching after a day. My instructions at the museum for the quickest starts were 4000rpm and then dump it. And the 959 lurches like it wants to split in two: 0-62mph is quoted in 3.7 seconds – very easy to believe.

Röscheisen's torture paid off with a car that responds best to pounding. Like any good 911 you can hit bumps and drop into dips without anything yanking the wheel out of grasp. The dread of pushing hard in a museum car (Landenberger values it between two to three million pounds) goes away when the 959 seems so unruffled by mistreatment – you can tell they built them tough, with a purpose. 1986 was the 959's greatest year as a prototype development. It won its class at Le

Mans and Porsche also scored a one/two victory in the Dakar Rally. In fact, the car proved so reliable (plus many owners hid them away as investments) that Porsche didn't even have to dip into the parts stockpile. In 1992 there were so many unused parts they put together a final eight 959s asking a much more inflated price this time, and yet still lost money on each one. The company's classic department takes care of the model today offering 2300 unique parts for it. Every year some 30 cars come through the factory workshop with jobs ranging from servicing to complete restorations.

Although it is basically a 911, everything in the 959 is unique, which explains why values today are rocketing towards two million dollars, not to mention the priceless heritage of this one. The gearbox, for example, features a dog-leg shift pattern and a curio labelled 'G' where you'd normally find first. This stands for *Gelände* or 'off-road' and was supposedly there to aid traction. Some owners just use it like a regular first gear for its conventional placing because the G gear, in fact, had nothing to do with off-roading and

everything to do with exploitation of the rules, i.e cheating, so that Porsche could skip first gear and get around noise limit testing.

And anyway why wouldn't you use the dog-leg first? The clutch is heavy and bites late but the H-gate is still slick and, after 30,000-miles in this car and 30 years of hard use, the gear lever flicks about sweetly. There are knuckle scrapes on the thin leather wrapping the five-pod instrument cluster and scars on the gear knob, and there is a big paint chip spreading on that giant rear wing. But the museum isn't restoring this car and wants every imperfection to be a part of its incredible story. Maybe the wing took a hit at 210mph...

There are still Nardo miles on that rubber, and the smell of the glue bonding all that Kevlar is still the same as when Röhl or Röscheisen were behind the wheel. The levels of fear this car induces haven't changed much since '86 either. In the end Bott called his creation 'the most expensive advertisement in the history of Porsche'. Thirty years later we're still talking about the 959; they were Deutschmarks well spent ○





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THE CHASE

You can now pick up a 981 Cayman for as little as £35,000, which puts it firmly on the radar of anyone considering a second-generation 997 Carrera. Where is your money best spent?

Story: Simon Jackson

Photography: Malcolm Griffiths

The glass-fronted sales showroom of specialist RPM Technik's premises in Tring is, to a Porsche enthusiast, akin to a sweet shop window for six-year-old kids.

Press your nose up against its opaque pane at any given time and the slick interior brought into vision within reveals all types of Porsche models, each expectantly awaiting a new owner. Typically speaking the firm's stock is varied, so it's not unusual to find road-going Porsche cars sharing RPM's polished floor space with rare racing equivalents. Moreover a wide-ranging mix of tastes and budgets are consistently catered for, ultimately ensuring there's more than one option for astute customers to weigh up.

Such was the case during our most recent visit, whereby RPM's shop front was dominated by the sight of not one keenly-priced Porsche prospect, but two: a 997 Carrera and 981 Cayman. Offered for £36,995 and £35,995 respectively, the two cars are most certainly indicative of an important choice in the Porsche world at around the £35,000 threshold: Cayman or 911? You won't need to be a qualified creator of interstellar hardware to decipher the best way to ascertain an answer to this question: to the highways of Hertfordshire with haste...

*It's a fluid 911 to drive, easy to thread,
and yet which might, by that same
token, be easy to upset, too*



Tough as it might be to believe thanks to its contemporary silhouette, the 997-generation of 911 is well over a decade old now, and furthermore its arguably more desirable (refreshed) second-generation incarnation is itself not far behind that. Prices for each have steadily dipped over recent years as those of its forebear, the 996, rise up to meet it in the fluctuating world of 911 values. In the current climate you can get behind the wheel of a second-generation 997 Carrera for around £35,000, which would see you sat inside a rather appealing Porsche. But, would it be the correct car for you?

The specification of the 2009 Arctic silver metallic 997 you see here ticks all the right boxes on paper: two-wheel drive, a six-speed manual gearbox, black leather, cruise and climate control,

xenons, and PCM 3.0 navigation. Originally supplied by Porsche Centre Reading, the car has been regularly serviced throughout its lifetime by Porsche main agents or specialists (the last time at OPC Bristol) – the only notable work being replaced front coffin arms. It has covered just 44,000 miles so this is a low-mileage example. That's sure to boost its appeal further. Perhaps the only bone of contention might be whether or not you feel those black 18-inch Carrera alloys are proportionally acceptable for the car. The jury remains out on that one but it's an easily rectifiable issue should it bug you.

As a result of its lifetime of light use and careful maintenance you won't be surprised to learn that this 911 feels fit as a fiddle out on the road. The 3.6-litreDFI Carrera engine pulls hard

through all six gears, working its way up to a swift lick of speed faster than you'd imagine, delivering that rich normally-aspirated Porsche soundtrack in the process. The clutch is light in operation and the steering wonderfully accurate and communicative. It affords the sense that this is a lightweight steer. It's a fluid 911 to drive, easy to thread, and yet which might, by that same token, be easy to upset, too. This is a car that looks modern but which provides a traditional, visceral, Porsche driving experience the like of which is arguably missing from its somewhat muted contemporaries. It's true that it moves around underneath you with a certain level of autonomy if you let it, but the 997 Carrera's looseness on the road is what made these cars so popular. It is a rewarding car to drive and one that will work



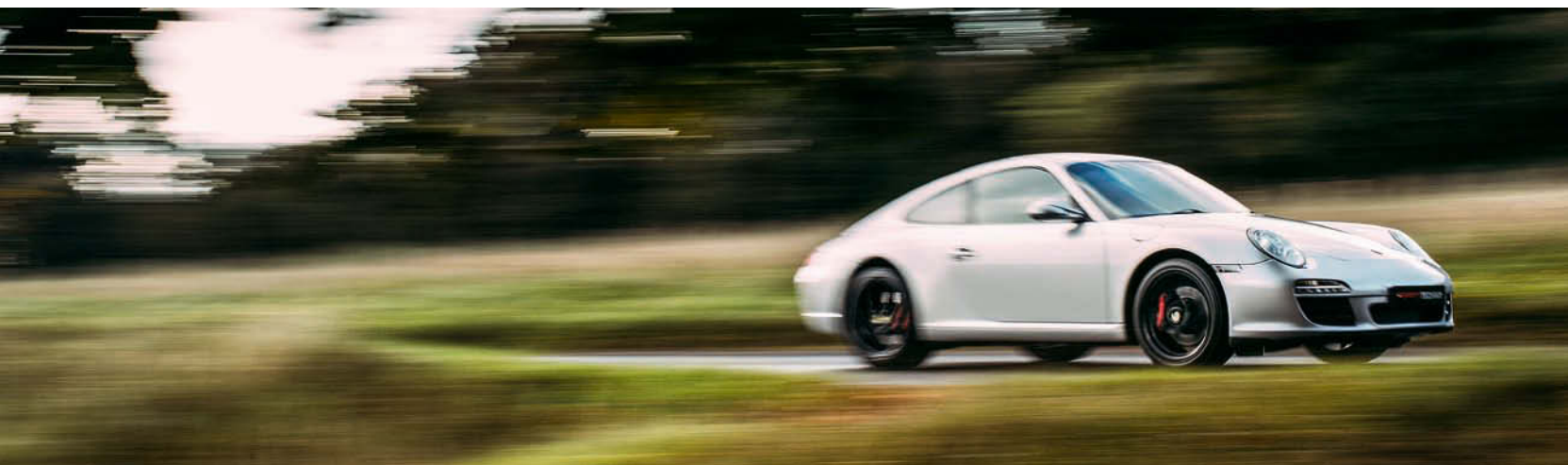
with you, but only if you treat it correctly.

So if its driving experience is stimulating, offering a time-honoured Porsche feel, and its looks enduring, where might the 997 fall short in comparison with a more modern Porsche? Plainly it's the ergonomics of its interior that are now beginning to show some age. Although they are a noteworthy upgrade over that of the 996 before it, any car designed and built a decade back will naturally start to struggle when it comes to meeting more modern comfort and convenience features. While the 997's inners still provide a nice environment in which to operate,

it is very much designed in the style of elder 911 interiors whereby you sit higher into the roof in comparison with current cars. That is a little accentuated by its lower door line that sits parallel with the driver's upper arm. There's a bigger glasshouse here, too. While this might make you feel a touch exposed it does result in a light and airy cabin – something that can be missing from up-to-the-minute 911s.

Ultimately the principal sentiment you take away from driving this 997 today is that it is a true 911 in the every sense of the notion. It adheres to the principles established by the air-cooled cars

and subsequently evolved during the water-cooled era, presenting a Porsche that feels light on its feet and fun to drive. If you're new to 911s it's best to build-up to its limits while slowly mastering its weight transfer and cornering characteristics. Maximise its braking and power delivery to best effect, and this is a car that will reward time and time again, growing with you as a driver. An all-rounder as happy on a hard back road charge as it is on a motorway or run to the local convenience store, it is a 911 to be seen in and one you're sure to never tire of looking at. Might it be the best of the water-cooled Carreras? Just maybe...



Unless you've been watching Porsche prices like a hawk, it's likely to have escaped you that 981 Caymans have now dropped down to around £35,000. That's interesting for three reasons. First, the 981 has only recently been superseded by the new '718' Cayman, with which it shares much in terms of its brawny aesthetics so therefore still looks visually fresh. Second, the 981 also represents the last of the six-cylinder normally-aspirated cars given that the 718 features the controversial addition of a four-cylinder turbocharged engine. There's an argument that says the 981 generation of cars will therefore be more desirable assets going forward. Third, the 981's now slightly lower value puts it in direct competition with the second-generation 997 for anyone with £35k burning a hole in their pocket.

This 2013 2.7-litre Cayman, also offered by

RPM Technik, is illustrative of what that money buys you: quite a bit of car. Like the 997, it has a low mileage for its age (22,000 miles) and boasts a strong specification: black leather and Alcantara sports seats (heated); 20-inch Carrera S alloy wheels; Xenon headlights with dynamic cornering; tyre pressure monitoring; PCM 3.0 touchscreen navigation; Bluetooth; park assist (front and rear), and a switchable Sports exhaust system. It is also fitted with a seven-speed PDK gearbox (more on that later), too. Supplied from new by Porsche Centre Cardiff, it boasts a full Porsche service history and it is still covered by a Porsche extended warranty until April 2018. On paper this car makes an awful lot of sense, but can it really offer the same thrill as the 997 on the road?

Click the colour-matched Guards red seat belts into place and you'll find yourself faced with

matching colour-coded instrument dials in a cabin that is markedly improved over that in the 997. The interior cossets its occupants, positioning you low in the car, while a higher door line serves to accentuate the feeling of being cocooned. It's a doddle to find a natural and comfortable driving position in here. This car has a Sports steering wheel with paddle controls for the automatic transmission which add to the intuitive nature of the 981's controls and overall layout. Fire it up and you're instantly reminded what is missing from the 718 generation of cars; namely that iconic Porsche six-shooter soundtrack pumped out by this car's 2.7-litre engine mated to its Sports exhaust system. So far, so good.

The overriding feeling stepping into this car from one effectively designed several years before (ignoring the 997's generational revisions for a moment), is just how easy the 981 is to



It's playful enough remind you of its rear-drive mid-engined credentials – but never does any twitchiness cause alarm





drive. We know there will be those of you who won't like the sound of that, taking the view that a Porsche should require a touch of advanced skill to pilot effectively, but it's hard to knock the impeccable road manners of this Cayman. In this PDK guise you'll see 62mph in 5.7 seconds from its 275hp unit. That's a lower output than the 345hp engine in the 997 it's up against and yet, on paper, its 0-62mph time is down only eight tenths. In the real world we'd say this car does feel slower than the 911, the result of the 997's larger engine and power output, and also perhaps its lively nature versus the Cayman's utterly advanced composure. But the Cayman's mid-range punch never leaves it feeling too short; it's easy to be travelling quicker than you realise in a newer car.

Really, though, it's the chassis that defines this car. Porsche put a lot of emphasis on lightening the 981 by utilising much aluminium in its construction, and balancing the car with a near perfect 50/50 distribution of weight. That serves to deliver an astonishing driving experience. The Cayman is incredibly planted, even at high speeds, and constantly affords a level of confidence in the driver likely only reserved for the brave or competent in the 997. What this means is that you feel immediately comfortable and able to push on in the Cayman without fear of the car biting you. It has grip whenever you need it but, remarkably, when you don't it's playful enough remind you of its

rear-drive mid-engined credentials – but never does any twitchiness cause alarm. You can lean on this car without trepidation. It's PDK gearbox might not be to everyone's tastes but the harder you push and the faster you travel the more benefit you'll get from it. Indeed, the newer Porsches take kindly to the automatic 'box, some are even better to drive with them, so we wouldn't be so quick to dismiss the consideration of a PDK 981.

There is an elephant in the room perhaps: practicality. You only get two seats in the Cayman versus the 911's two-plus-two format, and while the 997's rear seating is really only suitable for a child or an emergency, the fact remains that it does have that extra room should you require it. That people-moving issue aside, though, the Cayman's front and rear luggage spaces provide arguably more practical stowage than that found in the 997, so it's a largely question of your lifestyle requirements.

In 981 guise the Cayman really came of age. No longer was it considered the 911's subordinate, for it was simply too damn good; it's looking no less appealing now as a second-hand prospect. Driving this car reminds you of how accomplished contemporary Porsches have become, and of how a genuine sports car should feel on the road. It also looks and feels like a car worth a lot more than £35,000 but, more importantly, it is both useable and enjoyable on an everyday level.

There are many, many positives in favour of the 997 but ultimately, as a package, the 981 is tough to beat



THANKS

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So here comes the hard part: choosing between this pair. We could tell you that it's a matter of personal perspective, that your own circumstances will dictate which route best suits you or that whichever way you go you're guaranteed to be one of life's winners. All those things are true, but too much sitting on the fence can lead to lasting medical complications. For us there are a few simple facts here: one of these cars stands out for its thrilling driving experience, contemporary feel and the peace of mind its warranty and modernity provides... the other is a 911. There are many, many positives in favour of the 997 but ultimately, as a package, the 981 Cayman is tough

to beat at its current value. But perhaps there is one sticking point.

As Porsche enthusiasts we all appreciate the virtues of the Cayman, so it's unlikely that you subscribe to the notion that the model is in any way inferior to a 911 based purely on its heritage and the kudos that comes with a '911' badge. But there will be plenty of people out there, the uninitiated, who do. If you are the kind of person who might be troubled by this kind of thing then the 997 is the only way to go, and there's little shame in that for it remains a fantastic prospect. Furthermore if financial issues are a factor for you, judging by the historical record of the 996, one of

these cars has more potential to appreciate in value than the other – that car is the Carrera. Having said that if there were a backlash against the four-cylinder 718s when they begin to appear on the used car market, then there's every chance the 981 Cayman will also rise in value as enthusiasts look to retain them and demand conflicts with supply.

In short, both of these cars reward the driver, and neither is likely to disappoint as an ownership prospect but our money would be spent on the Cayman. Much like that six-year-old kid peering through the sweet shop window, there will soon be an RPM Technik customer faced with a rather challenging decision ○





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gt porsche retrospective

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2015



We were analysing the benefits of owning a 912 this time last year, uniting two examples in honour of the model's fiftieth birthday. Further into the issue we gathered together the final three generations of naturally aspirated 911: 996, 997 and 991 to celebrate the evolution of Porsche's halo car. Contributor Philip Raby said: 'I think the 997 will go down in history as one of the best looking 911s of all time.'

We also visited restoration specialist Canford Classics to see its latest work of art, a 930 Turbo Cabriolet, and we reported on the amazing Rennsport Reunion V. We also dug deep into the Porsche archives to revisit the 695 concept of the late 1950s, and enjoyed a 1976 911 2.7.

FIVE
YEARS
AGO
DEC
2011



Manthey Motors' 4.3-litre 997 GT3 graced our cover five years back. The 510hp 911 conversion clearly floated our boat as we said: 'When you press the Sport button and let rip the Manthey K510 is an outrageous expression of all that's great about highly-tuned 911s.'

As this issue also celebrated *GT Porsche's* tenth anniversary we asked three contributors to pick their top three Porsches from that period, and examined how Porsche as a carmaker had changed. Rennsport Reunion was once again in our sights, so too the much revered M96/72 engine by the one and only Hans Mezger. Of the engine Colin Goodwin said: "Fittingly, the last evolution of the Mezger flat-six is also the greatest."

TEN
YEARS
AGO
DEC
2006



The new 997 GT3 RS was getting us all excited a decade ago, Chris Harris took the new Rennsport masterpiece to the 'Ring to celebrate – naturally he was impressed.

We also compared the 997 Turbo with the new Cayman 2.7; the price of a 997 Carrera 2 separated them but we wondered if there really was that much difference between them? An unfair test in many respects but the Cayman did hold its own.

We also took SpeedArt's C-RS 325 for a spin (a well-equipped Cayman) and, lastly, we drove a 356. Of the classic Porsche we said: 'In an age before aerodynamics-led styling and safety legislation cars were beautifully simple, and in this case, simply beautiful.'

Rennsport Reunion V

Class Reunion

Part One

With the world's largest gathering of racing and road-going Porsche cars, drivers, collectors, owners and enthusiasts, the fifth Rennsport Reunion celebrated Porsche's successes at Le Mans; it was simply unmissable...

Story: Simon Jackson Photography: Simon Jackson and Porsche

December 2015 61

1990 vs 1997 vs 1991 Carreras

Natural Selection

The launch of the turbocharged second-generation 991 spells the end of the naturally aspirated 911 Carrera. Time, then, to celebrate the three generations of water-cooled non-turbo versions...

Story: Philip Riley
Photography: Anthony Fraser

December 2015 51

The Master's Masterpiece

Here, Master has long been regarded for producing some of Porsche's very best engines, and in the M96/72 he produced one of the company's most phenomenal road and race car engines. Here's how...

Story: Colin Goodwin

The M96/72 was the last of a long line of engines that Porsche had developed over the years. It was a masterpiece of engineering, combining the best of the company's racing and road car experience. The engine was designed to be a 'total package', meaning it included everything from the crankshaft to the pistons, valves, and timing belt. This allowed Porsche to maintain tight control over the engine's performance and reliability. The M96/72 was a 3.6-liter V8 engine, producing 355 horsepower at 6000 rpm. It was a significant improvement over the previous M90 engine, which had produced 300 horsepower. The M96/72 was used in the Porsche Carrera GT and the Porsche Carrera RSR. It was a true masterpiece of engineering, and it remains one of the most powerful and reliable engines ever produced by Porsche.

10th Anniversary

A decade at the top

Porsche today is unmistakable from the Porsche of a decade ago, but somehow the people and the products are still unmistakably Porsche. We take a look back at perhaps the most important decade in the company's history.

Story: Stuart Gaskanger

In 2001, Porsche was an independent sports car manufacturer, with a focus on high-performance vehicles. Over the next decade, the company would undergo a significant transformation, becoming a part of the Volkswagen Group. Despite this, Porsche managed to maintain its identity as a sports car manufacturer, producing some of the most iconic and valuable cars in the world. The Carrera GT was a prime example of this, being the most expensive road car ever produced at the time. The decade also saw the introduction of the Cayenne SUV, which revolutionized the luxury SUV market. Porsche's success in the 2000s was a testament to its commitment to excellence and innovation.

BEAUTIFUL STRANGER

Everybody has their heroes, their icons. Does the reality sometimes undermine your expectations? Only one way to find out.

Words: Dominic Holden Photography: James Lynam

December 2016 97

THE NUMBERS GAME

The price of a 1997 Carrera 2 separates the new entry-level Cayman 2.7 and the all-conquering 997 Turbo, but is there really that much difference between the two?

Words: Matt Springer Photography: Alex Ellis

December 2016 97

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For Sale

1986 Porsche 911 Targa



long-term fleet

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

Jack Wood
2015 981 Cayman GT4 and 2004 996 GT3

[@Jackkwood](#)



Philip Raby
2009 Cayenne Diesel

[@RabyPorsche](#)



Matt Biggs
1986 924 S, 1981 911 SC, 2005 987 Boxster S

[@PawnSacrifice](#)



Andrew Frankel
1994 968 Sport

[@Andrew_Frankel](#)



Ryan Stewart
2007 987 Cayman S

[@RyanStewart](#)



Martin Spain
2002 996 Turbo

[@MartinSpain](#)



Rich Duisberg
1994 968 Sport

[@TheDuisbergKid](#)



Martyn Morgan-Jones
1986 924 S

[@MartynMJones1](#)



Rob Richardson
1978 911 SC

[@Racereightysix](#)



long-term fleet

2007 987 CAYMAN S

It's a strange feeling having your car in paint for a colour change. There is a cycle of emotions that repeat over and over and you can't help but ask yourself: 'Am I doing the right thing? Am I choosing the right colour? Will it look just like I imagine or am I going totally mad?' Luckily I'd left the Cayman in good hands with Greg Howell and the guys at Southam Bodies who helped me through the whole experience, which was traumatic and exciting in equal measure.

Although it was my first time, Greg's guided many Porsche owners

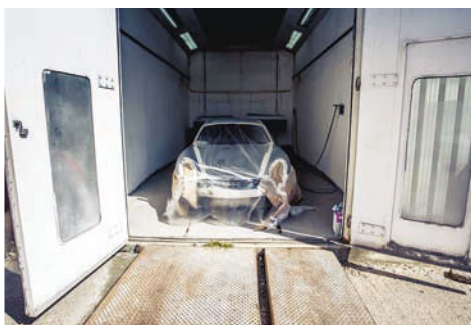
through the battlefield of choosing a new hue. When it came to my indecision, however, his patience was really quite something. I don't think I've been so indecisive in my life before. Originally I had always dreamed of an L22R Mint green Porsche; I always have and I probably always will – just perhaps not a Cayman. The problem arose when I saw a 987 Cayman in that colour, just after dropping the car off for the work. Something really didn't sit right and although it suits the 964 perfectly, on a Cayman it looked

jarring. My dreams were shattered there and then.

Aside from Mint green, I knew it had to be a 964 RS colour but I also wanted something unusual. Rubystone was too obvious, the yellows all too garish, and for a time Munaro green was at the top of the list. Every time I closed my eyes and thought about the finished product, though, it was wearing Maritime blue. Maybe Greg was tired of my to-ing and fro-ing or maybe he really did like the idea, but Greg agreed on the shade. A little while after the car was

scheduled to be prepped for painting.

As I mentioned last month, the Cayman came to Southam Bodies a little worse for wear. So the next phase of the paintwork filled me with more than a little dread. Of course, I didn't want to exceed my already stretched budget but I also wanted to ensure that the end result would do justice to the work involved. I need not have worried, though. Once stripped the majority of the defects were contained in the poor previous paint job. Greg suggested that a full bare metal strip of the bonnet and



Ryan's car has been completely rejuvenated by Southam Bodies

the removal of all the paint from the bumper would rectify the majority of it but the doors and the sides of the car hid only a few dings and dents. Thanks to the team's skill and fastidious prep work, the car was the perfect canvas to receive the new colour before I knew it.

The paint itself is something pretty cool, too. While I'm no expert on paint, I was terrified of it being easily chipped on circuit. Luckily Greg had a trick up his sleeve in the form of Birmingham-based Colour Flash. What Colour flash doesn't know about paint simply is not worth knowing. With my concerns raised, the team worked with Greg to supply a tough paint formula with excellent coverage and a durable, vivid finish that would withstand the rigours of life on a track car. Soon the paint landed at Southam Bodies and I got the first glimpse of the new colour. Sprayed



Greg (above) has plenty of experience with the process of colour changing a car



long-term fleet

onto a sample card, Greg sent me a message completely out of the blue with a picture. Instantly I was sold. We made exactly the right choice.

I was lucky enough to be allowed to see the moment my car changed colour. While I'm sure not everyone will be able to experience this it's something that will certainly stay with me forever. One minute the car was in a dull grey primer coat, the next it was sat in front of me in a vibrant purple-blue.

Absolutely speechless I just stood there for about ten minutes peering through the booth window. It didn't even seem like my car. It was too good for me.

The way Greg applied the paint looked absolutely effortless and once complete the base coat gave off a semi-satin sheen. Already grinning

like an idiot I pretty much launched into orbit with excitement when the lacquer was applied. The term 'like glass' is massively overused to the point it has little effect, but it really is the only way to explain the finish. Straight from the gun the paintwork was absolutely flawless, from the door shuts to the roof, even in the places you would never see – purple glass everywhere.

Ryan Stewart
Cayman S

[@RyanStewart](#)



Ryan watched the paint going onto his Cayman, an experience not all owners get to enjoy



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long-term fleet

1978 911 SC

Summer's gone and it's been a while since I've given the SC any attention. Post-Le Mans Classic trip I felt I'd had my season of fun out of it and wasn't feeling any huge pressure to use it. This allowed me to get on with other projects like the house and all the other grown-up stuff I was supposed to be doing. What a summer, though; shows, a Euro road trip, and plenty of use in between. The

car has been sensational.

As I mentioned in my last column the only remaining issue thrown up by the Le Mans trip was the inner bush on the steering column failing. As I got on the train home from Calais it gave up meaning the column had about 20mm free-play vertically. Pretty scary at the time, though some Googling on the train soon put my mind at rest that the car was 100% safe and drivable, just a bit of a wobbly steering wheel. Turns

out it's a common issue and happily an easy and inexpensive fix.

I ordered myself an uprated steel column inner from Design 911 for the very reasonable sum of £8.40. With the steering wheel off it was an easy job. It was immediately clear the factory plastic part had failed so I picked out all the broken bits and cleaned it thoroughly. I applied a little grease and then slid in the new steel item, being sure to centre it. Then I

drove it home with a deep socket making sure it stayed square. With the steering wheel dropped back on, that was that. I was over the moon considering how dramatic the failure of a moving steering wheel felt. The bearing is in good condition, which is a relief as that's a steering column out job, and with the new insert it should easily last the life of the car.

It's tucked up for winter now but I do plan on doing a few jobs including



getting the front bumper painted as there is a craze in the fibreglass and a few stone chips. I wouldn't normally be that fussy but the rest of the car is so nice now it actually stands out. I think come next spring I'll have to decide what I want to do with it: enjoy and maintain it as it's pretty much a finished car now or take it to the next level with throttle bodies and modern injection? Or do I consider selling it and moving onto a new car, even a

project? These are nice problems to have, so I'm not complaining.

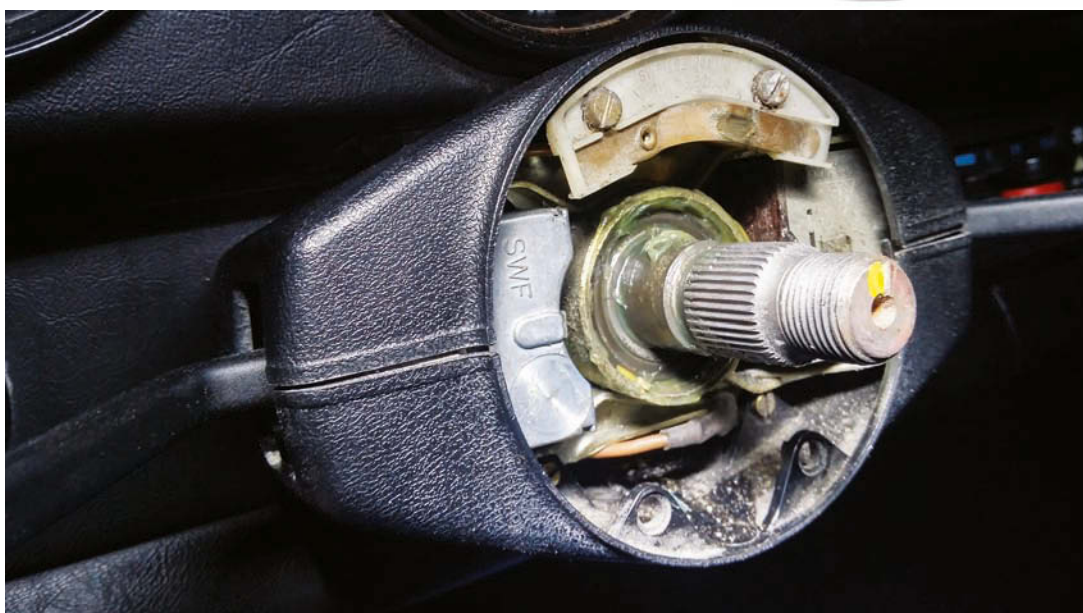
In other news, I recently had the opportunity to drive a 1986 944 with a S2 3.0 engine fitted and a few other tasty bits like Bilstein suspension. I wasn't expecting a huge leap up from my old 924, but it was. This car had the oval dash fitted which made the cabin feel as fresh as any car today, but better, as it was simple and clean with no screens, touch-pads or buttons

you don't need. The powertrain was the jewel in its crown though. I was stunned how creamy smooth the 3.0-litre four-cylinder was. Those twin balancer shafts are worth their weight in gold. Power delivery was spectacular, too: happy bumbling around at low-revs, relishing the torque making for fuss-free progress but wind it up past 4000rpm and it comes to life. A genuinely lovely car. It's got me scouring the classifieds now as I do

fancy getting back into a classic daily driver... watch this space!

Rob Richardson
1978 911 SC

[@Racereightysix](#)





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1986 924 S

Since my last report, the 924 S has been for its annual MoT. This is always an anxious time for a 'modern', let alone a car that's recently celebrated its 30th birthday.

It's been driving very well, with no real issues, but, somehow, 'en route' to an MoT, brakes can start to grab, bulbs blow, and all sort of gremlins manifest themselves. However, on this occasion, I'm pleased to report that nothing went awry on the journey and the car breezed through the MoT (at E.W. Morgan and Sons in Ewys Harold) and with no advisories, either.

I'd spent some time on the car beforehand, of course, checking things, but an MoT is still a stressful process. One of the things I did prior to it was adjust the handbrake. This is done by rotating each rear disc in turn and, via the access hole, using a flathead screwdriver, you can adjust the inner brake shoes. The cable has to be

slackened first though. I managed to get some adjustment but the actual adjusters seemed very stiff. I think that I will need to remove the rear callipers and discs and then 'free' the adjusters. Understandably, I didn't want to tempt fate by doing this before the MoT!

Another job I've tackled, one which has been on my 'to do' list for quite some time, was to cure the rattle coming from one of the rear callipers. The rattle was most evident when braking and when driving over lateral ridges in the road. Having jacked the car up carefully and secured it safely on axle stands, I removed both rear wheels and had a good look at the brakes. The culprit was the brake pad clip on the nearside calliper. It had broken at the rivet. Fortunately (at some considerable expense I might add), I'd previously purchased a replacement set. These were fitted and I took the opportunity to remove the pads and clean and lubricate the metal

faces. Unfortunately, my tube of copper grease was all but empty, so I had no option other than to apply it sparingly. But some is better than none, I suppose!

Since doing this job the rattle has completely disappeared. I'm really pleased. However, I couldn't see any identification on the pads and suspect that they might be spurious motor factor replacements. So I'm planning to fit better quality ones soon. Greenstuff or possibly Pagid.

I even managed to find some time to do a bit of rust-proofing on the rear arch returns. There were showing very slight signs of rust so I rubbed these areas back and then treated them to Hammerite Rust Beater and Hammerite Bodyguard. This should help prevent the tin worm from gaining a hold.

As I've mentioned, I've been using the car quite regularly. Whilst on one outing, when I stopped at Keith Price

Garages in Abergavenny to wash the car, I met up with another enthusiast: Alexander Popov. He'd spotted my car and pulled in for a chat. He and his wife were touring the Welsh Marches and Mid-Wales in a very desirable ex-Manthey Racing GT3. And, this is not the only desirable Porsche that Alexander owns. Amongst his collection is a 1993 928 GTS five-speed, a former AFN Reading press car, originally registered as THE 928S. It's currently part-way through a major restoration and is going to be quite some car when the work is completed.

Martyn
Morgan-Jones
1986 924 S

[@MartynMJones1](#)



Mart has been making new friends and tweaking his 924







2009 CAYENNE DIESEL

One of the problems of being a Porsche dealer is that, invariably, my own cars go to the bottom of the pile when it comes to giving them love and attention or, indeed, basic servicing. So, when the poor Cayenne was due for a service, our associate company AW Motor Sport, which does all our servicing work, was too busy with stock cars to fit the Cayenne in. And, as we were about to head down to Cornwall for a family holiday, I was keen to get the car sorted out beforehand.

The solution, then, was to head down the road to the ever-helpful and friendly Porsche Portsmouth. A quick phone call confirmed that, yes, it could do the service the very next day. I suspect that, because the new Porsches they sell there only need attention every two years, they're less than overwhelmed in the workshop these days.

I dropped the Porsche off and was handed the keys to a brand-new Volkswagen Golf courtesy car. Boy, they could be shooting themselves in the foot there. The Golf, with only a couple of hundred miles on the clock, was a remarkably good car. Despite being only a basic model, it was well-equipped, beautifully made, comfortable and strikingly economical (after the Cayenne at least), returning over 50mpg without me trying. My first impressions were good but, after a day with it, I was finding it a bit boring and was eager to get my own car back.

As well as doing a service, I also asked Porsche Portsmouth to look at a couple of minor issues on the Cayenne. Namely, the rear wiper wasn't working, and the driver's memory seat had, well, lost its memory. The former was annoying as the rear window tends to get quite mucky, as is the way with estate cars. The latter wasn't really a problem at all, but I like things to be right.

When I returned to collect the car at the end of the day it was beautifully valeted, the service was complete and the two faults fixed. I know main dealers are expensive, but they do make you feel good. The showroom at Portsmouth is modern and stylish, with lots of brand-new cars to lust over, great coffee and biscuits to consume and, above all, friendly, attentive service.

I'd previously got an auto-electrician, who was with us working on another car, to have a quick look at the Cayenne's rear wiper. He had a quick poke around and announced he'd have to spend more time on it, checking the wiring inside the hatch. I was, therefore, expecting bad news. In other words, a large

bill from Porsche. So I was pleasantly surprised to hear they'd fixed it for free. I'm almost too embarrassed to admit to this – the reason the wiper wasn't working was because its fuse was missing. Naturally, that arose suspicion with the technician so he tested the circuits and motor but could find nothing amiss, so he put a new fuse in. Weeks have passed and the wiper is still working perfectly. The moral of the story is to check the obvious and don't trust what experts tell you.

The memory seat, meanwhile, was brought back to life with a reboot via the car's diagnostic port. Now, the seat moves back and the steering wheel retracts forwards and upwards to facilitate leaving the car although, to be honest, I'm not big enough for this to be helpful whatsoever. It is also programmed to individual keys so, when me or my wife get in the car, the seat is set to our correct position, based on which key is used. Or at least that's the theory. The seat now moves when you open the door and turn on the ignition but it doesn't always seem to set itself to the correct position if we rely on the key. The numbered buttons on the side of the seat, meanwhile, do set the seat to the desired setting when pressed. It's all a bit odd and further investigation is needed.

There's another seating issue I have with the Cayenne, which is something that can't be changed. For a big estate car, it's a remarkable faff to fold the rear seats down to increase the luggage capacity. First, all three headrests have to be removed, which isn't as easy as it sounds. Next, the seat bases have to be tipped forward, which can only happen if the front seats are moved forward slightly. Finally, the seat backs can be folded forward but, even then, they don't lie completely flat. And then, of course, you have to do all that again in reverse to return the seats to normal.

And the family holiday? We spent a very pleasant week in one of a small complex of eco cottages. I was bit worried our fellow holidaymakers would hate us for having a planet-destroying 4x4 but, ironically, every other car in the car park was an SUV...

Philip Raby
2009 Cayenne Diesel

[@RabyPorsche](#)





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1981 911 SC

It is quite often the case with my cars, old and new, that whenever I have an idea about something that I want to do with them they have intentions of their own that in some small way or another scupper my plans. There is nothing major planned for the SC now, other than I need it to be in fine form for daily use for a little while.

If nothing else I have tried to use the old 911 at least once every couple of weeks, although using it once often leads to it being used twice or more. It's such an addictive thing, and while the engine may not be on top form just now, I do enjoy listening to it ticking over at the end of each journey and am often reluctant to get out of the car. I am sure many of you have similar habits.

The other morning, I reached for the SC's key. It was one of the last proper days of the summer, a chance to get the roof down, but one of the last chances I would get to drive the SC for a while without condensation forming into something gardeners would get excited about.

A couple hundred yards from the house and I heard a loud crack from the front offside corner. Given the poor state of the roads and that the car still moved along okay I thought it might be an external factor. A little way further and it became very apparent that car was listing to the right. There was no grinding or rubbing (in either noise or feel) so I assumed that I was safe to limp the car back home. I must have reversed most of it to save having to do a three-point turn. When I got

the SC back on level ground I could see that front corner was sitting very low. It looks, as is the fashion in places I do not frequent, stanced. I only had time to swap cars and head back out to work, leaving my investigations for the evening.

Having had the day to think about what might be wrong I shared the problem with my friends and there were a lot of people guessing that it must be a snapped spring.

As I jacked the car into the air the wheel kept dropping but when it did finally lift off the ground there was clearly nothing wrong with the shock absorber. I've seen plenty of those go and tell-tale oil was absent. The steering and everything connected to the wheel appeared to be in good order. I then tried lifting the wheel

and it moved with very little resistance, leaving me to believe that the problem was with the torsion bar. The SC has torsion bars all-round, no springs. It may be that the bar has broken or it could be the connecting point on either end, but I won't know that until I can get the car into the garage and check things over properly. To be able to do that I need to sort out the 924 S first. And that's another story.

Matt Biggs
1981 911 SC

[@PawnSacrifice](#)



Matt's SC has run
into an issue...



long-term fleet

1986 924 S

I had such plans for the 924 S in 2016. Plans for me getting a race licence and having a crack at hillclimbing. Somewhere along the line it all went a little wrong. Probably with the Boxster, if I am honest. Shortly after the 924 S failed its MoT on a number of points, the Boxster was up, and that failed too. Given that the Boxster is my commuter wagon I needed that back on the road as soon as possible. And, as is the case with Porsches, that took up some of my time. The SC was thrown into duty and the 924 S, sadly, became a side show.


I bought the parts to fix the 924, with great intentions of getting back out for the summer, but I barely got started. The bigger job was replacing a number of the steel brake lines that had been condemned for excessive corrosion. Despite a good start the car is still without a brake system and is therefore remains on stands taking up space in the garage. The ridiculous part of all this is that I have missed the chance to get the work done in the warm dry summer and instead will end up working on a cold garage floor. I should have learned by now.

I also need to sort the leak from the exhaust where the Dansk back box meets the intermediate section. The two sections of pipe vary a smidge too much in size, and while I have tried to load the join with Gun Gum it's not quite sealed fully. I have instead bought a stepped joining sleeve that I am hoping will bridge the gap but while I am too pre-occupied to get under the car, I am not sure if it will even fit.

There were a few other tasks that I want to complete while the 924 S is in the air, but as I now need the garage space (see the SC report on the previous page) I need to be mentally strong to get these jobs done before I wheel the 924 back out. The car mostly needs a service and, as I do not know when it was last done on the current engine, I should replace the water pump and belts, too. A few of the engine seals need replacing while I am at it. Last time I did something like that I dropped the engine, but I may just try and get it done in the tight space available, as the professionals do.

The point that is nagging at me, though, (and I am not usually this deep or sensible), is I'm wondering if I should keep the 924 S? The car has been out of service since the start of the year and I haven't noticed its absence. But I can't see me doing anything rash, not as I do when acquiring cars, anyway.

Matt Biggs
1986 924 S

 @PawnSacrifice



The 924 has been on the back burner, leading Matt to question the size of his Porsche fleet





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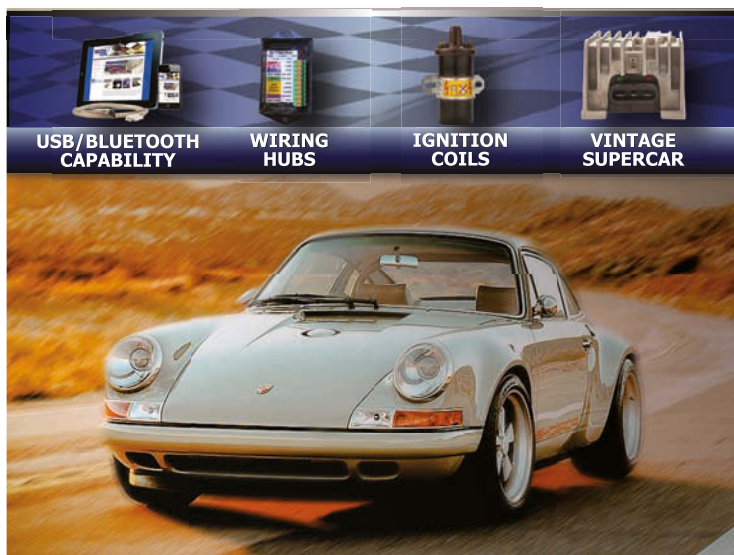
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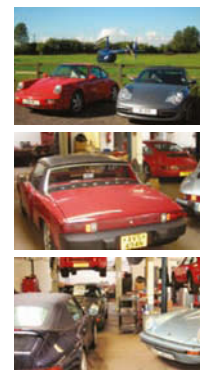
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the market place

by Philip Raby



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

Carrera 3.2 Supersport

A 911 that, on paper, didn't exist for the first few years of its life has become a valuable rarity...

Porsche has, in the past, done things strangely. For instance, in 1984, it offered a Turbo-bodied version of the then-current 911

Carrera 3.2 but instead of it being a model in its own right, the wide-body was simply an option you ticked when ordering the standard 911. Namely,

option code M491.

You see, by the early 1980s, Porsche had been forced to stop selling 911 Turbos in the USA, because the forced-induction engine didn't meet that country's emissions regulations. However, buyers there were demanding the aggressive wide-bodied look of the Turbo and

aftermarket companies were doing nice business bolting wide arches on to otherwise standard 911s. Which is why Porsche began offering the official Turbo-look option in 1984.

As well as chunky wheel arches, M491 also gave you the Turbo rear spoiler and front lip spoiler, wider wheels, Turbo brakes (285mm front

and 290mm rear cross-drilled discs with four-piston aluminium callipers), plus the uprated Turbo suspension with thicker torsion bars and anti-roll bars, front and rear. In fact, apart from the lack of a 'Turbo' badge, you really couldn't tell the difference between a Turbo-look and the real thing. Until you drove it, of course.



the market place

Speaking of badges, US Turbo-looks had no rear labelling, but they did have window stickers proclaiming '930 performance body/chassis' (930 was the factory designation for the 911 Turbo of the day). European cars, meanwhile, were badged as 'Carrera' unless you opted for M498 which deleted the badge completely. You could also choose option M470 which took away the Turbo spoilers.

Ironically, after going to all this trouble, Porsche began selling the real 911 Turbo in North America again in 1986, which pretty much killed off

Turbo-look sales. Worldwide, it's believed that 74,026 Turbo-look cars were built, of which 35,571 were coupés, 19,987 were Cabriolets and the remaining 18,468 were Targas.

Over here in the UK, where the 911 Turbo was still alive and kicking, there was less reason to pay the £10,000 premium for the M491 Turbo-look option but some people did. Enough to encourage Porsche to make it a model in its own right in 1986. This was called the 'Supersport' or 'Carrera with Supersport Equipment' or 'SSE', although it was still not

badged as such. It wasn't a huge sales success, though, as buyers preferred the genuine Turbo and few right-hand drive examples came to the UK.

Although the Supersport (to give the car its usual UK name) does have the advantage of the Turbo brakes and suspension, the extra bulk of the arches and spoilers actually makes it a less nimble car to drive compared to a standard Carrera 3.2, so the only logical reason for owning one is for its wide-bodied appearance – and there's no doubt that the bulging arches add an air of aggression which you don't

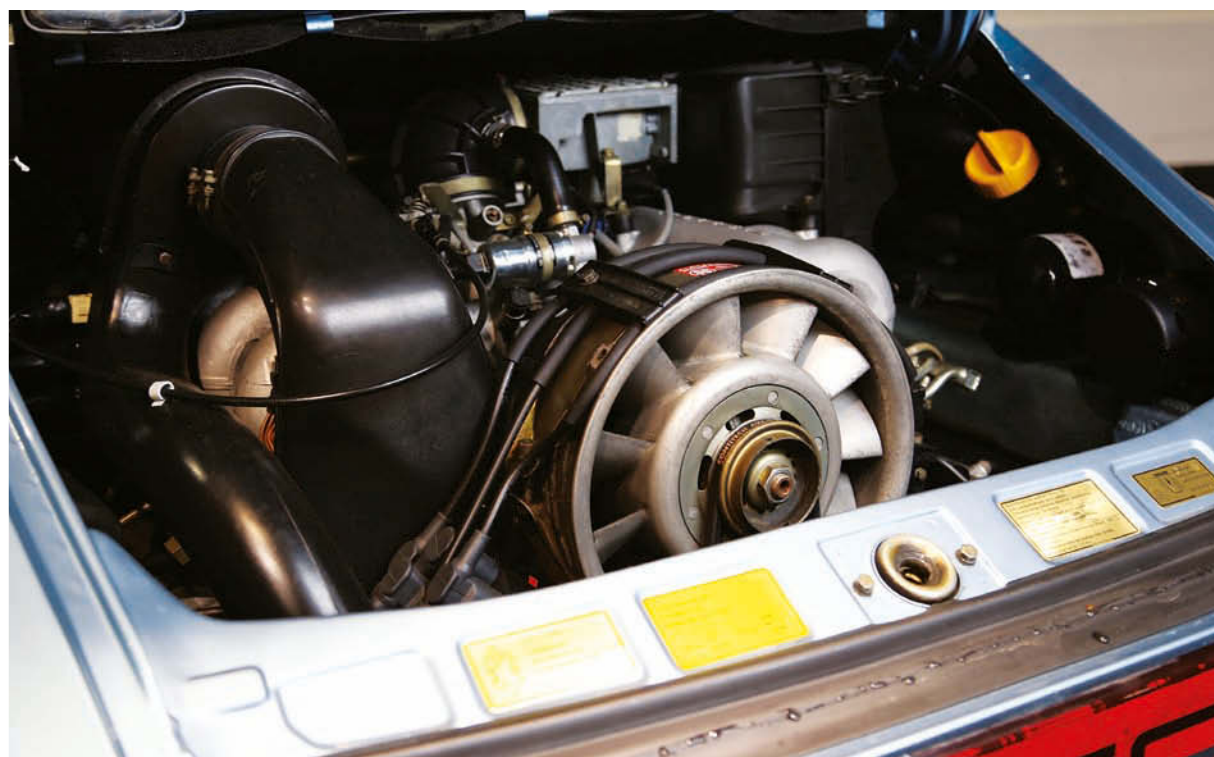
get with the narrow-bodied 911.

Of course, the other reason that the Supersport is appealing is that it's so much rarer than a standard Carrera 3.2 – especially in the UK. Which means that prices are higher than for your common-or-garden skinny variant. Much higher, in fact.

Looking at the few examples for sale at the time of writing, two things stand out; first, the majority of Supersports on the market are Cabriolets; second, there are a relatively high proportion of sub-50,000-mile cars, which you rarely see



There's no doubt that the bulging arches add an air of aggression



the market place



in the case of narrow-bodied 3.2s. We wonder if people saw them as investments so deliberately kept the mileages down.

Starting at the very top of the price pile is a brace of 1989 (the very last year of 3.2 production) Guards red examples; a coupé and a Targa, both with less than 30,000 miles on the clock and each priced at a cool £110,000. We also spotted a sub-40,000-mile coupé and Targa at £100,000 apiece. Then there was a 45,000-mile Cabriolet for £80,000,

which actually looked good value compared to a similar one but with 62,000 miles (still relatively low) for the same price.

Of course, all these cars are priced high partly because of their mega-low mileages but even more 'normally' used examples of Supersports command a premium. Or at least they would if there were any for sale. We unearthed a 1986 coupé with fabric (not leather) seats, a good service history and 114,000 miles on the clock – which is fairly typical for a

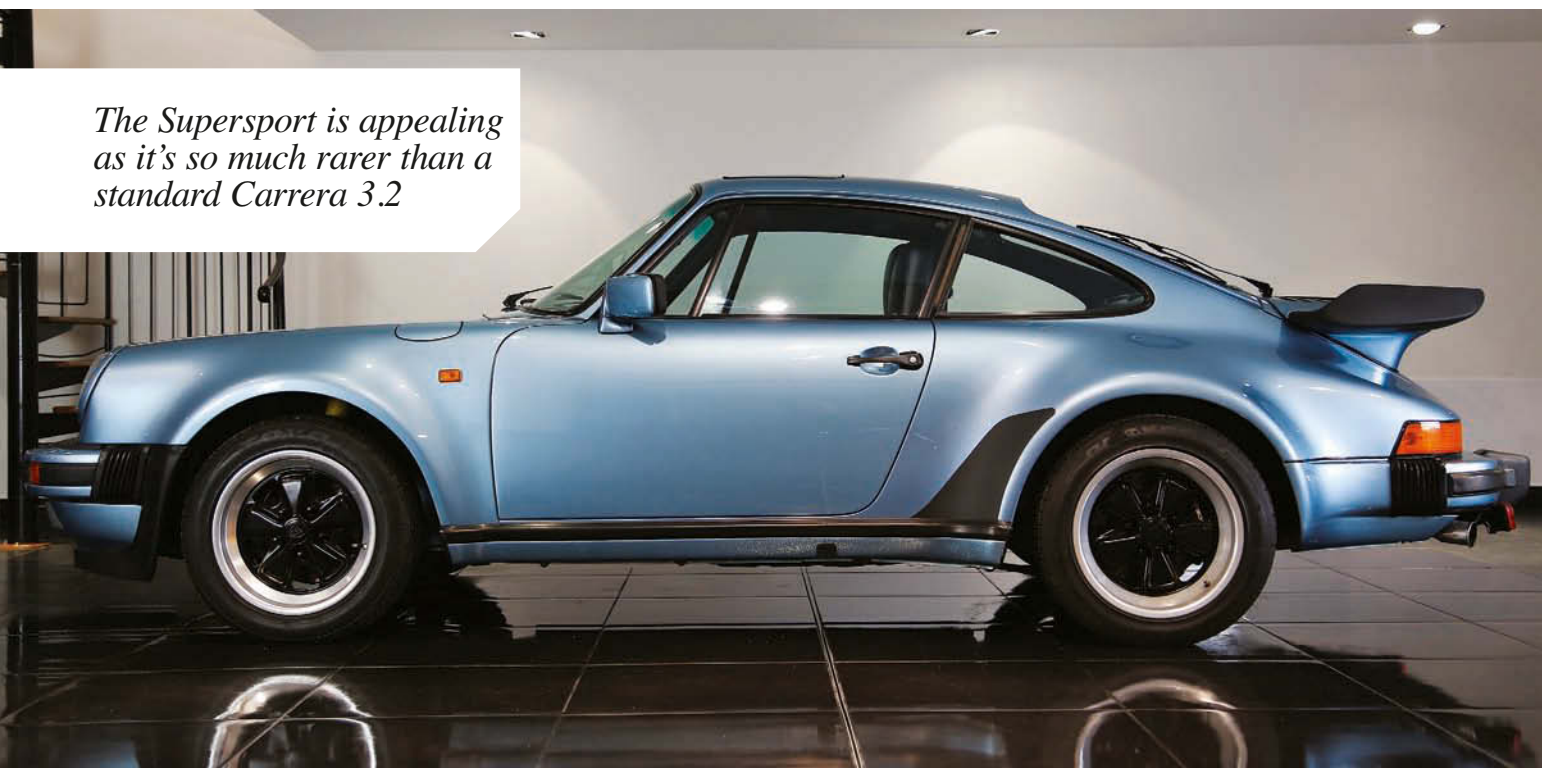
standard 3.2 – priced at £59,000. That's around £15,000 to £20,000 more than you'd expect to pay for an equivalent standard 3.2 of the same age, condition and mileage.

The bizarre thing about these values is that they're similar to 911 Turbo prices. The difference is that a Supersport is a rarer beast than an actual Turbo of the same vintage, and some people do prefer the naturally-aspirated driving experience and perceived lower running costs. Others would argue that the Supersport is a

fraud and you should be opting for the real thing, while a third faction would tell you to save your money and buy a narrow-bodied Carrera 3.2 because it's a nicer car to drive.

There's no right or wrong answer to all that – it's really what ticks the boxes for you. What we can tell you is that the Supersport was the first of a long tradition of non-turbocharged wide-bodied 911s which, over the years, have all proved to be good investments and, more importantly, look fantastic ○

The Supersport is appealing as it's so much rarer than a standard Carrera 3.2



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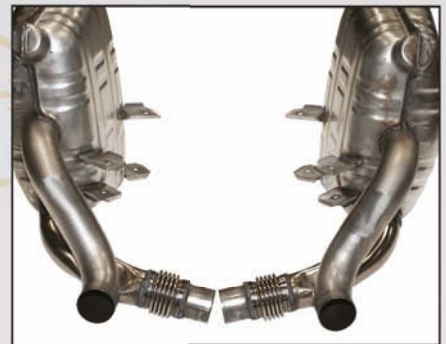
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all you need to know...

Sound

Sound is an important part of the Porsche experience. Jesse Crosse listens closely...

The sound a car makes, or doesn't make, forms a vital part of its character. Manufacturers pour huge amounts of resource into dealing with 'NVH' (noise vibration and harshness), the attribute given to unwanted sound and vibration reaching the ears of the occupants.

On the flip side, they also pour huge resources into 'sound quality', engineering the way the car sounds, especially in relation to the engine. Never has this been more relevant to Porsche than in the development of the new four-cylinder turbocharged engines powering the 718.

Back in the day, before computers were used in car design to any great extent, the sound a car made was part

accidental and part judgement with a large helping of luck. Think of marques which made great sounding sports cars of yesteryear like Porsche, Alfa Romeo, Aston Martin, Jaguar and others and the sound they made were a product of the kind of engine they had in them, the number of cylinders, the type of induction system (multi-choke on a high performance engine) and the exhaust system design.

Nobody actually sat down and calculated the way they would sound, that was a desirable by-product and no doubt a bit of a surprise to everyone the first time an engine ran.

Several things play a part in the way an engine sounds but the number of cylinders is the most important. High revving, naturally aspirated, inline, four-

cylinder engines sound fantastic.

Four-cylinder boxers produce that off-beat burble. Engines with more cylinders immediately gain an advantage and produce a richer sound. Inline six-cylinder engines make an unmistakable howl when opened up, flat-sixes are more offbeat. V8s have their own soundtracks and in this case there are two distinct types.

Ultra high performance V8s like the Ford Cosworth DFV or Ferrari engines, have flat plane cranks where the big-end pins are all in the same plane. Because of that the crankshaft doesn't need balance weights, weighs less and has less inertia enabling the engine to be inherently more responsive. Conventional V8s have cross-plane cranks with the crank pins arranged at

90-degree intervals. They are inherently smoother than flat-plane engines and are therefore more suitable for most road cars, but the crankshafts have to incorporate balance weights. The point is, flat-plane V8s sound like two inline four-cylinder engines joined together, whereas cross-plane engines produce that famous, off-beat warble.

So, back to Porsche and its flat-fours. Actually, there's more to this story than the number of cylinders because Porsche now has turbocharging to contend with on all of its engines, not just a select few.



Below and right: Porsche's acoustic chambers measure engine, drivetrain and component sound
Above: The sound symposer system from the Cayenne GTS pipes noise into the cabin to augment the driving experience



Why does that matter? Well, with a naturally aspirated engine, pressure waves in the intake tracts create the noise we all like to hear. Achieving a great engine sound, or what some engineers call 'acoustic character,' is more difficult on a turbocharged engine. This is partly because turbochargers reduce intake and exhaust noise by around 15db, but also because the pressure differences across the compressor and the turbine make it more difficult to achieve the sporty engine sound we all like.

Like all manufacturers today, Porsche actively manages and engineers the sound its engines produce in a process that begins long before anything is actually made. Using powerful simulation software and CAD models of the engine, the sound made by its intake and exhaust system can be simulated and recorded as sound files for playback.

Different variants of intake and exhaust system can be easily modelled and run-in simulations see how the sound is affected. Even the turbocharger wastegate, a valve which regulates the pressure of the exhaust flowing into the turbocharger and therefore the boost it produces, can be controlled to help achieve the desired acoustic character.

For the optional sports exhaust system offered with the 911 Carrera, Porsche engineers needed to overcome the muting effect of the turbocharger to an even greater extent to create the desired sound. A redesigned silencer combined with moving the tailpipes to the centre of the car optimised the length of pipe between the catalytic converter and the tip of the tailpipes. This in turn enhances the low frequency sound of the exhaust.

The new four-cylinder engines would sound lumpy (like an old VW Beetle) without some intervention so an asymmetrical exhaust manifold design creates secondary orders which generate a more rounded, smoother sound. Once the exhaust passes through the catalytic

converters the exhaust is split into two pipes of unequal length. The shorter of the two goes straight to the silencer box but the longer pipe is routed via a Helmholtz resonator which again, generates a carefully tuned, deeper, rounded tone.

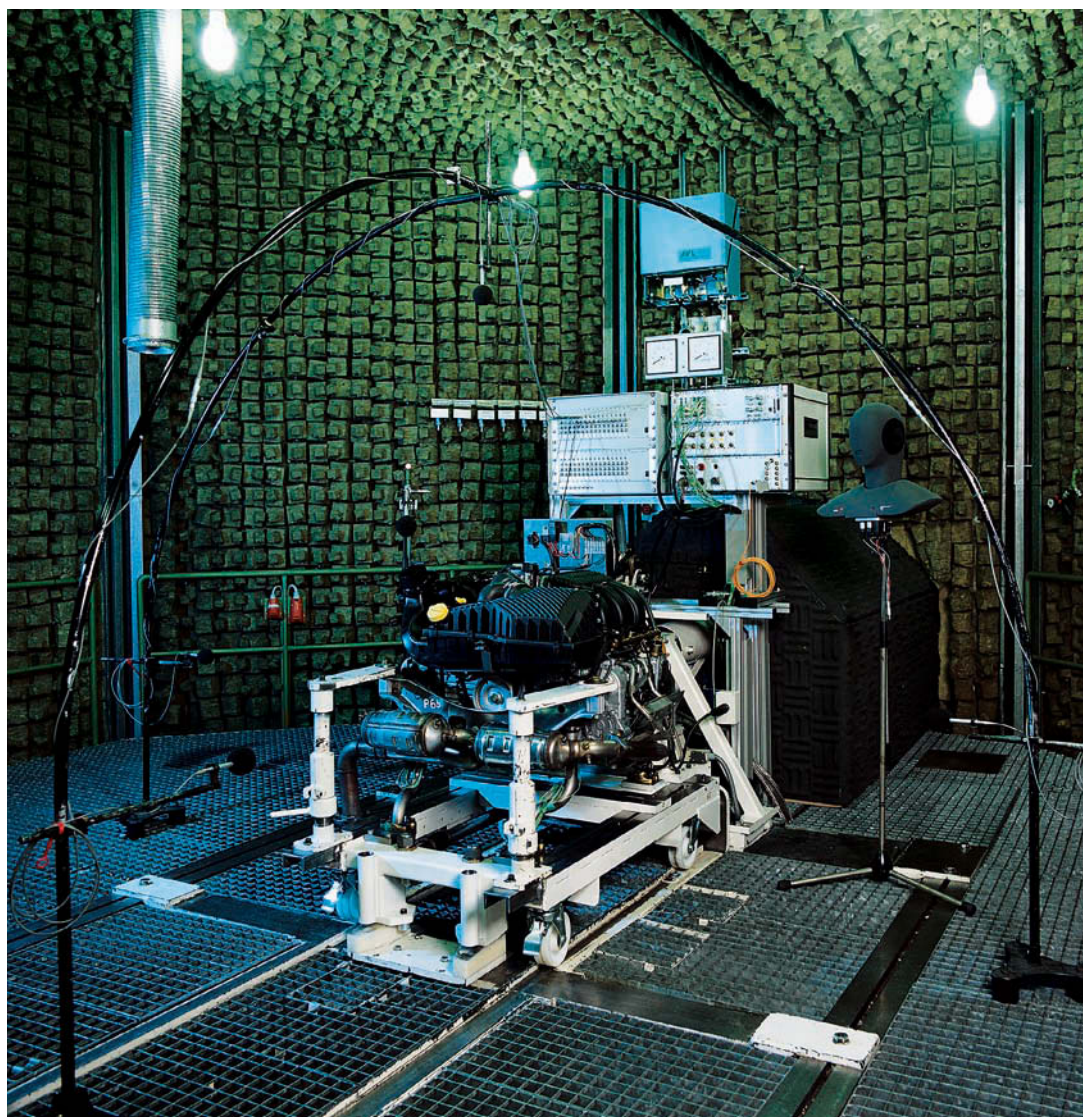
An ordinary bottle becomes a Helmholtz resonator when you blow across its opening and reduce the pressure in the neck. As that happens, air in the body of the bottle is pulled upwards but as it does so, pressure in the bottle reduces and the air springs back. The process continues in an oscillating cycle generating the booming sound you hear. In an

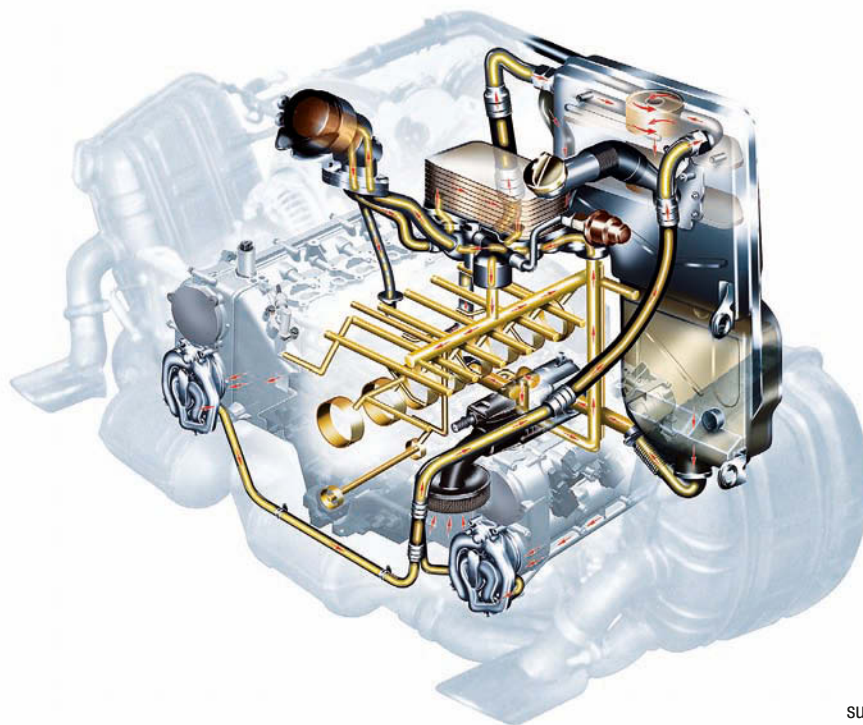
exhaust system, a Helmholtz resonator can be designed to produce precisely the tone acoustic engineers want.

The techniques Porsche is using are not creating artificial engine sound but there is an option to augment engine sound electronically if the manufacturer desires it. British engineering consultant, Ricardo, developed a technique called 'Realistic Augmented Sound by Ricardo' (RAS-R) which can generate sound electronically, based on what the engine is doing and the demands being made on it. Either by taking signals from sensors on the inlet manifold, or drawing on real-time data,

RAS-R can generate sound which is played back through the audio speakers to augment the engine sound in the cabin.

The system is already in use in some premium sports cars and Ricardo is now looking at how it can be used to create the appropriate brand character in hybrids and electric vehicles. The sound made by the Porsche Mission E is something that Porsche will have to address. There will not be any download service for sounds, though, Porsche has made that much clear, along with the fact that the kind of sound the Mission E will make has not yet been decided ○





Dry sump lubrication with a separate oil tank ensures the best possible oil supply to the engine under all conditions

Changing Your Oil (Dry Sump)

This month we look at how to change the oil on a dry sump 911.

The process of changing oil in a 911 is not quite as straightforward as it is on most cars because 911s have a dry sump lubrication system like a racing car. A dry sump is so named because the sump pan of the engine is not the reservoir used for storing the engine's lubricating oil. A dry sump oil pump has two parts to it, one feeding oil into the engine and the other scavenging the sump and returning it back to a separate tank. The volume scavenged is greater than the volume pumped so the sump remains dry.

With a dry sump engine, a much larger quantity of oil in a separate tank always provides a positive feed or air-bubble-free oil to the tank however hard the car is cornering, accelerating or braking. In most 911s (except for 1972) the dry sump oil tank is in the right-hand side of the engine bay, along with a remote oil filter. On the sump of the engine is a circular black plate with a drain plug in it. When the engine stops, residual oil drains back

into the engine sump so both it and the main tank need to be drained.

First of all, make sure you have the right bits and pieces to change both the oil and filter without getting in a horrible mess. Plenty of rags are good and workshop blue roll (large rolls of blue paper towel) which can be bought cheaply from your favourite auction site, is perfect. You will also need sockets for undoing drain plugs, an oil filter removal tool (which you can get from any local accessory store) and a funnel to get the fresh oil in easily.

Depending on the engine, you could be draining up to ten litres of oil so be sure to have plenty of oil drainage capacity. Two old washing up bowls are ideal because they are not too deep to get beneath the car. First, warm the car up to thin the oil but don't go mad as you have to handle the drain plugs and the oil will get hot. Then get the car safely on stands and drain the main oil tank from the drain plug on its underside. When you get to the last

turn of the thread the oil will start to gush out so try and be deft at moving your hand away without dropping the drain plug. Then do the same with the engine oil drain plug. Let both drain fully and replace the plugs, preferably using new copper washers.

Next, pack plenty of rag in the engine bay under the oil filter. In theory this should unscrew by hand but they are usually too tight so this is where your filter unscrewing tool comes in. You will need more than two gallons of oil for most 911s. 10w/40 is a good grade for the older cars. A semi synthetic like Castrol GTX is fine, or a pure mineral for the oldest cars. Whatever brand you use, don't buy the cheap stuff; there is a difference. If the filter is vertically mounted, fill with oil before fitting. Lubricate the rubber seal with a smear of oil on your finger and screw back on to the tightness recommended in the instructions.

Make sure you've replaced the drain plugs and refill the tank. Start with seven litres then add more, checking

with the dipstick in the dry sump tank. When the level is between full and minimum, run the engine for a minute to get the oil fully circulated and check the oil level again. When fully warmed up and with the car stationary, do the final topping up.

The oil level gauge on the dash should be midway up the scale. These gauges only read accurately when the engine is fully warm and the car stationary. The dipstick should read no more than maximum immediately after the engine is switched off. Go steadily because the oil level rises as the engine gets hotter, so don't fill to max with the engine cold. If you overfill, carefully drain some from the tank but don't drive around with the oil overfilled.

That's it. In an older car like an SC or 3.2, change the oil and filter regularly at 5000 miles or every year (even if the car is hardly used). Modern oil will last much longer than this but changing it mechanically cleans the engine of any debris, carbon or sludge ○



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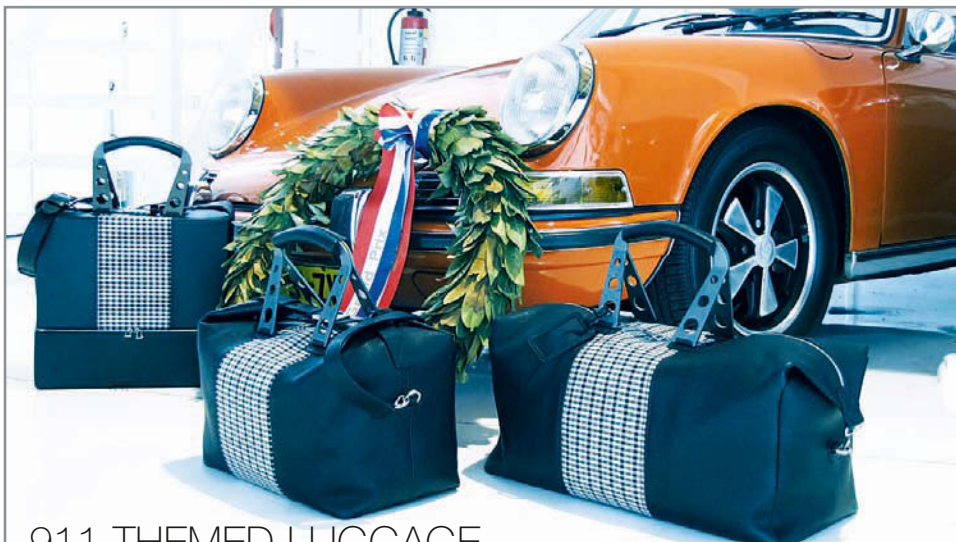


OMOLOGATO 917 WATCH

How much? £339

Where from? www.omologatowatches.com

Inspired by the design and style of Porsche's Salzburg's 917, this new limited-edition timepiece from Omologato features a Japanese Quartz movement, 43mm face, 22mm leather strap and contrasting Guards red stitching. Finished in matt and chrome effects, it includes the 917 insignia, and the number 23 that adorned Hermann and Attwood's 917. Just 200 are being made, and owners will receive a certificate, bespoke case, and those who pre-order can choose the number of their timepiece.



911 THEMED LUGGAGE

How much? From €1528,93

Where from? www.haendeldesign.com

Dutch brand Haendel has launched the 'Grand Cols Collection', an exclusive series of hand-made travel bags with style elements referencing the interior of iconic sports cars from the 1960s and 1970s. The cases and bags have handles that reference the spokes of the classic Porsche 911RS steering wheel, and the upholstery replicates the classic houndstooth and tartan check of historic 911 fabrics. The high-quality hand-made, calfskin bags exactly fit the luggage space of a 911.

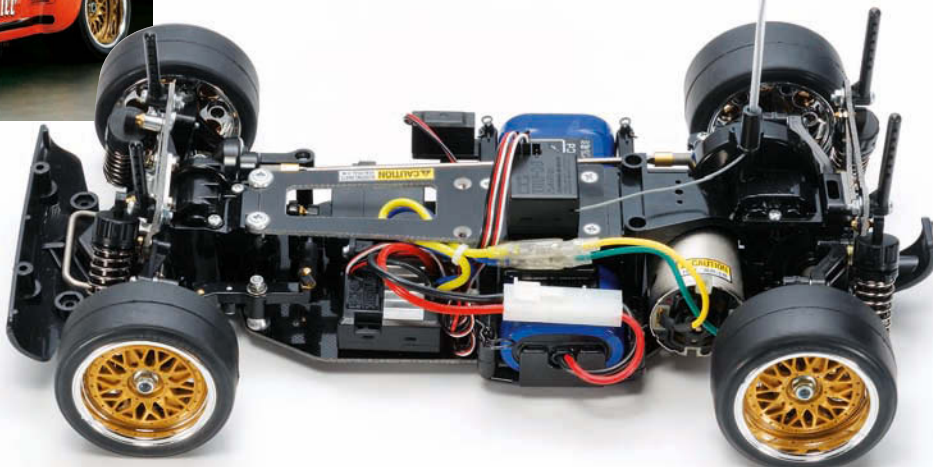
TAMIYA RADIO CONTROLLED PORSCHES

How much? £155 and £199

Where from? www.hobbyco.net

These two radio controlled Porsche models are new from Tamiya. Released to celebrate 40 years of Tamiya R/C models, the Jägermeister 934 was the first ever car model the firm launched, and one that would kick off a major worldwide trend that continues to this day. Now reissued with its distinctive Jägermeister decals, the 934's detailed body runs on the short and wide wheelbase TA02SW chassis (£199). Secondly comes the 911 GT2 kit (£155). Mounted on the same TA02SW platform, the GT2 version features a tub chassis with four-wheel, fully independent suspension coupled with a rear ball and front gear type differential.

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chapter on Porsche, plus there's lots covering Rover,

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more. *Top Gear* script writer, Richard Porter,

describes it as "hilarious".



1:43 SPARK 964 CARRERA 2

How much? £43.95

Where from? www.racingmodels.com

The Team Paduwa 964 Carrera 2 (replicated here in

1:43 scale) was driven to 26th place in the 1993

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readers.



1:43 MINCHAMPS 911 GT3 RS

How much? £56

Where from? www.racingmodels.com

Raced by Miro Konopka, Miroslav Hornak and Mauro Casadei, the AutoRacing Club Bratislava 911 GT3 RS

was raced in the 2008 Sebring 12 Hours. Sadly the team retired with gearbox failure while running in

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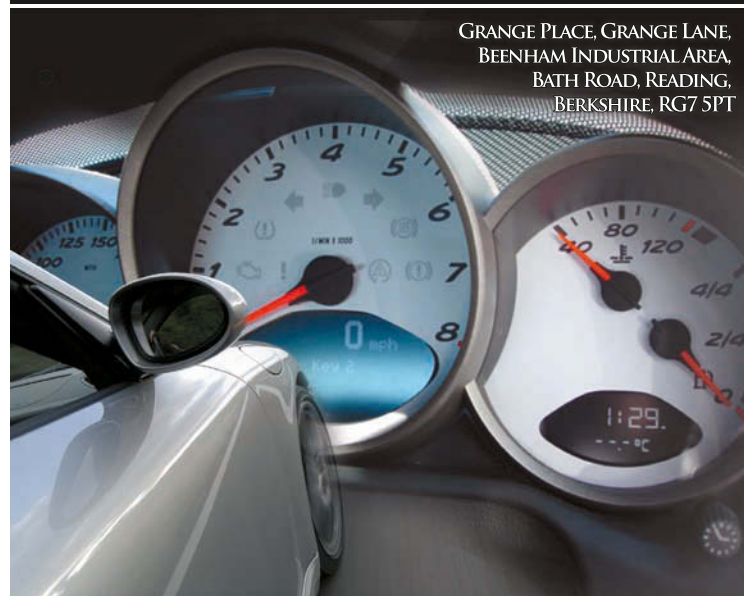
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1:18 NOREV 962

How much? £58

Where from? www.racingmodels.com

The Brun Motorsport Jägermeister 962 was raced to victory in the 1986 Spa Francorchamps 1000km. Thierry Boutsen, Frank Jelinski and Walter Brun drove the car and this Norev 1:18 scale model of it looks fantastic. Add code 'PORO10' to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.

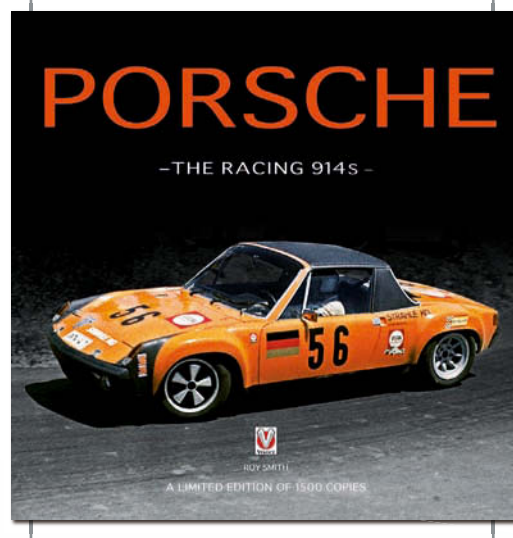


THE RACING 914s BOOK

How much? £65

Where from? www.veloce.co.uk

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How much? £192 and £594

Where from? www.karmannkonnektion.com

Exclusive to Porsche specialist Karmann Konnektion are these dashboard grab handles for the 356 Speedster. Crafted from aluminium they have been engineered to a high standard, come complete with all the relevant fittings and are priced at £192. Second are these reproduction tool kits, correct for early 911s. There are two kits for cars produced between 1965-'68 and 1969-'73, each coming with a black vinyl tool bag, fan belt and Porsche towel. Usually these are priced at £720 but you can currently purchase one for £594 with free UK mainland postage.



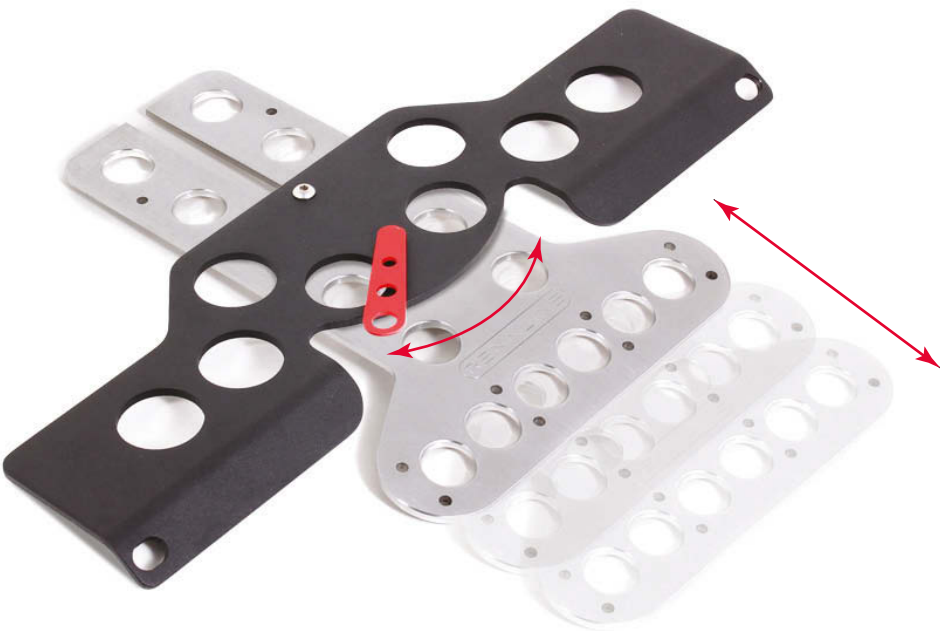
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How much? £179.99

Where from? www.pioneer-car.eu

This DEH-X7800DAB is Pioneer's new single-DIN head unit and it boasts a good number of features for its price point. The DAB radio function is an obvious benefit, but Pioneer's

'Time Shift' function also allows users to pause and rewind live radio. With full Apple and Android connectivity, the ability to stream Spotify and Deezer plus CD and USB slots IT offers a cost effective way of updating your Porsche's audio system.

RING INSPECTION LAMP

How much? £54.99

Where from?

www.ringautomotive.com

Automotive lighting specialist, Ring, has added this new 'A15' inspection lamp to its range of 'Ultra Bright' LED offerings. It features new COB LED technology providing 430 lumens of light output with a 6000K colour temperature, simulating natural daylight. Robust, rechargeable and cordless, it features a hook for hanging, a multi-angle mechanism, an anti-slip comfort grip, and a magnetic base. It is available to purchase from all good motor factors.



1:18 MINCHAMPS 911S

How much? £158

Where from? www.racingmodels.com

This 1:18 Minichamps resin model commemorates the Porsche 911 driven in the 1972 Rally Monte Carlo by Bjorn Waldegard and Hans Thorselius where unfortunately the team crashed out. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.



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993 BUSHES

How much? From £28.20

Where from? www.powerflex.co.uk

Powerflex has added to its range of bushes for the 993 with several new offerings. The Rear Subframe Bush (£59.94), Rear Upper Front Arm Inner Bush (£31.14), Rear Upper Rear Arm Inner Bush (£32.34) and Rear Lower Wishbone Inner Rear Bush (£28.20) mean the firm has a complete range accommodating the 993's rear end. It is also adding upper and lower control arm bushes too. These parts are also available in its Black Series range for those requiring a stiffer competition option.



PORSCHE ART PRINT

How much? From \$45.00

Where from? www.wallacewyssfineart.com

Known for over 40 years as a car historian, fine artist Wallace Wyss stumbled into art by accident when he made a painting to promote his SHELBY book. Someone insisted on buying the painting instead of the book so he learned to make prints. Wallace is currently offering this 11x17" print of his portrait of a 356 Speedster on watercolour paper and promises to be offering more Porsche art in the future.



1:43 BEST 908/3 FLUNDER

How much? £36

Where from? www.racingmodels.com

The Lufthansa Porsche 908/3 Flunder was raced at Imola in 1972 by Reinhold Joest. This detailed Best model replicates the car in 1:43 scale and comes supplied in a Racing Models showcase. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.



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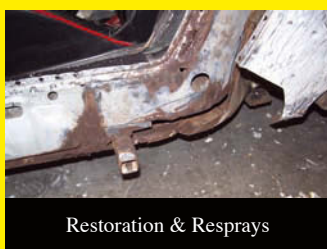
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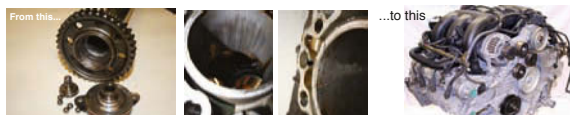


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DECEMBER 2015

Cover Story: 50 years of the 912
Inside: 911 Carreras: 996 vs 997 vs 991 – the last of the naturally aspirated Carreras unite. 930 Turbo Cabriolet. Rennsport Reunion V (part one). 965 Concept. 911 2.7. Restoring a 912. Panamera Turbo. Classics at the Castle. Rebecca Jackson



JANUARY 2016

Cover Story: 2015's greatest Porsches
Inside: GT3 RS. Cayman GT4. New 911 Carrera first drive. Boxster Spyders: 981 vs 987. 911 3.0 RS rally car. WSC95 history. 944 Turbo. Designer Harm Lagaij. Classic Motor Show 2015. Continental tyre test. Rennsport Reunion (part two)



FEBRUARY 2016

Cover Story: 964 Backdates
Inside: RSR evocation and Pro-9 built 964 C2. 964 vs 911 SC. Boxster 2.7-litre. Formula One in Stuttgart. 356B racer. Macan GTS first drive. TwinSpark Racing profile. Porsche history: Vees. Market Place: 944 Turbo



MARCH 2016

Cover Story: 996 vs Cayman
Inside: Restored 917, 991.2 Turbo and Turbo S first drive, James Dean's 'Little Bastard', 993 X51, Porsche PDI process, 912 Coupé, Porsche Sport Driving School Precision course. Market Place: 996 Carrera 4S



APRIL 2016

Cover Story: New 911 meets 3.2 Carrera
Inside: 991.2 first UK drive, 2.7 Carrera RS, 718 Boxster explored, 991.2 Targa and 991.2 4S driven, RUF 964 Carrera RS RCT versus 964 3.6 Turbo, 9ff 997 Turbo, Mezger engines (part one), London Classic Car Show, Dutchmann profile



MAY 2016

Cover Story: 911S at 50
Inside: Andreas Preuninger on the 911 R, Elva Porsche, Monte Carlo Historique, KLASIKER 911 SC, original 718s, PS Works 911 3.2 Carrera, Cayman GT4 Clubsport, 908 remembered, Mezger engines (part two)



JUNE 2016

Cover Story: 718s: new Cayman revealed, new Boxster driven.
Inside: Restored 911 2.7 Carrera RS, Cayenne Turbo S vs 911S, 968 Clubsport, 993 backdate, 996 4S vs 996 50 Year Edition, Below Zero ice driving, forged Porsche IDs



JULY 2016

Cover Story: 911 R driven
Inside: 924 Carrera GT vs Cayman GT4, 924 at 40 shootout, 924 prototype, 997 C2S Cabriolet vs 991.2 C2S Cabriolet, Ultimate Drives, 997 GT3 RS vs 930 Turbo, transaxle Porsches, Market Place: 996 GT3 RS, LED laser headlamps



AUGUST 2016

Cover Story: 918 Spyder vs 968
Inside: 997 C2S vs 911S, Panamera Development (part one), 991 Turbo S first UK Drive, 911 Turbo No.1, 993 Targas, Steve McQueen, 2.7 RS Replica, 986 Boxster vs 718 Boxster, Players Classic, Porsche wins at Le Mans



SEPTEMBER 2016

Cover Story: 997 vs 991 GT3 RS
Inside: 718 Cayman first drive, restored Le Mans 924 GTP, 911 Targa 4S first UK drive, Panamera Development (part two), GT Porsche track evening 2016, 911 vs 912, history: Porsche at Le Mans, Kremer Racing 3.0 Carrera RS



OCTOBER 2016

Cover Story: Bespoke Ninemeister 964
Inside: 3.2 Carreras: Targa vs Coupé, track driving tuition in a 991, 901 tackles Le Mans Classic, 356 A 1600 Super, mildly uprated 944 S2, all-new Panamera first drive, 935 history, Long Term fleet, Market Place: Cayenne



NOVEMBER 2016

Cover Story: 944 vs Boxster
Inside: 2.7 RS vs 964 RS vs 964 RS 3.8, Jean Behra, 1000km 997 racer, PS Works 911T, 914 2.0-litre, modified 991 Carrera, rebuilt 997 Turbo, Long Term fleet, Market Place: 912, All You Need To Know... about heat, and free 20-page RS supplement

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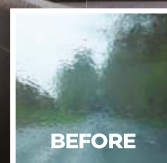
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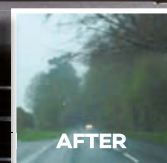
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Chartwell

Derby-based specialist Chartwell is a one-stop-shop for the repair of your Porsche...

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

2016 is our 50th anniversary year and we are currently celebrating this milestone. The company was started in 1966 as a family business and remains so today although under a different family. The business was always linked to prestige vehicles, initially supporting Rolls Royce in Derby by repairing its vehicles and then, as time passed, the company aligned to other prestige dealer and manufacturer programmes.

Who is in charge and what is their background?

Chris Brightmore is the CEO and Mark Grogan is the chairman. Chris and Mark are both from the shop floor initially and have worked in most aspects of the crash repair industry over the years, before embarking on creating what is known as one of the best accident repair businesses in the country.

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

We offer: prestige and premium manufacturer approved structural body repair, wheel alignment, carbon fibre repair, wheel refurbishment, valeting, Clementine Care road side assistance, along with a lifetime guarantee programme. We also have conference suites on-site and a full training facility.

What do you think your customers are looking for in an independent specialist such as yourself?

Quality, expertise, trust and an understanding of what makes a customer's chosen vehicle special. We care about individual needs and we cater for the enthusiast, for people who have a passion for what they drive. I believe this is the cornerstone of what customers are looking for.

What facilities do you have on site?

We have a 30,000sq ft facility with three paint booths and two of the latest digital wheel alignment machines. We have our unique Vehicle Accident Damage Appraisal (VADA) facility (equipped with rapid geometry and body alignment measuring systems), on-board systems test equipment, repair method technology and data, coupled with all the required tooling to fully investigate every aspect of a damaged vehicle. We have the largest aluminium repair centre in Europe. This centre is fully equipped with specific manufacturer jigs and tooling required to repair every model in the range. We carry the latest air condition tooling and the manufacturer approved system testers and diagnostic tooling allowing us to fully reinstate any vehicle.

What is your USP?

Chartwell has a unique approach that seeks to deliver an uncompromised experience that hopefully meets customer expectations. VADA is unique to Chartwell and ensures we investigate and plan the correct repair process and work to the exacting guidelines laid out by the manufacturer in a fully transparent way. OnPoint is also unique to Chartwell and strives to deliver best practice in every process and is designed to challenge compromise and inefficiencies in every aspect of our business. Chartwell remains the largest independent aluminium and carbon fibre repair facility in Europe.

Which Porsches do you cater for?

We cater for all types but the bulk of what we do is under ten years old.

What is your background with the Porsche brand?

We have been a Porsche Recommended Repairer for around six years now and it remains the largest part of our business.

How many staff do you employ?

We employ 46 staff at our main site consisting of 22 technicians, seven in parts and logistics and the remaining make up the required support staff.

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

We have developed a unique process for completing damage assessments and we are upgrading our customer experience to include an interactive repair process report with video, images and a retail-style handover on completion. This will all link into our Clementine Care aftercare programme.

What is your opinion on the current state of the Porsche market and how have things changed since your business was founded?

The Porsche product has developed to such a high level. Although the silhouette is familiar, under the skin so much has changed, from the materials used to build the structure to the multitude of hidden systems and bespoke technology that makes the brand what it is. The growth in the knowledge needed to work with Porsche and the range available has changed the landscape beyond recognition over the last few years.

Contact information

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

Colin Goodwin recalls his experience of Mark Webber and is convinced Porsche has made the right choice in retaining his services...

So we have lost a racing driver and gained an ambassador. Porsche couldn't have made a better decision than to retain Mark Webber. Not only has he owned 911s by his own choice, he is by far one of the most rounded of racing drivers in recent history.

Ten years ago I was asked to write a fly on the wall feature about a day with Mark Webber. In general I avoid all contact with Formula One unless a) it's something to do with its history, b) Murray Walker or Martin Brundle are involved or c) it's to do with an inanimate part of the sport like suspension design or tubs. After the day with the Australian to that list I was able to add d) Mark Webber is involved. For starters, even at the peak of his career, it was easy to get hold of him. His girlfriend (now his wife) was also his manager. All you had to do was call Ann and she would give you a day and time when it would be possible to speak with Mark. And he never let me down. That's virtually unique in Formula One; it is almost in the rules to mess people about as much as possible, especially journalists.

Not only is Webber accessible, he is remarkably well-rounded with an interest and passion for things outside of motor racing. This is always a good sign. Webber loves cycling, walking the dog, motorcycle racing and is a bit of a nerd on the history of mountain climbing. With no pressures of racing upon his shoulders I can imagine that he will become even more laid-back and approachable. It's all good.

Now to his replacement in the Porsche WEC squad. I have not yet met Nick Tandy but the jungle drums say

good things. He's the odds-on favourite for the job and since he has already won Le Mans for the company that's pretty logical. Not only have I not met him, I don't know much about his background so had to fire-up Wikipedia for a quick rundown. It's interesting and reminds me of Brundle's early career.

Tandy started not in karts as a toddler but in Ministox. Essentially it's short oval racing in modified (proper) Minis. Winning at that at only 11 years old, Tandy then moved onto Mini Se7ens, Britain's oldest one-make championship that uses highly modified Minis (again proper ones) for circuit racing. From there Tandy

one sort of car into another with no preparation and be immediately on the pace has always been a good talent barometer.

It'd be great to have Nick Tandy as an official, full-time Porsche Works driver. He follows in the footsteps of one of my favourite British racing personalities, Derek Bell, but also the great Brian Redman and Richard Attwood – the latter still connected strongly connected with Porsche through driver instructing and patiently answering questions about 917s.

Back to Mark Webber. I'm hoping that Porsche might involve Webber in car development. Most car

manufacturers who have a tame racing driver love to boast that their pilot has had a hand in developing its road cars. Infinity used to seriously suggest that Sebastian Vettel had spent many hours assessing its prototypes. I doubt it. Porsche is a different matter. Throughout the company's history it has had in its development teams highly talented racing drivers from Herbert Linge to Jurgen Barth. Webber has the passion and level headedness to be able to contribute a lot to the cars that you and I drive. I'm certainly looking forward to talking to him about naturally aspirated flat-sixes and manual gearboxes ○

“Being able to jump from one sort of car into another with no preparation and be immediately on the pace has always been a good talent barometer”

went onto single seaters doing pretty damned well in Formula Ford, Formula Three and Formula Palmer Audi.

What really stands out on Tandy's CV was a second place in the German Porsche Supercup at Dijon in 2009 at short notice and with no testing. A pretty different car from a Mini or single-seater. Being able to jump from



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



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