

The world's biggest Porsche magazine

GT PORSCHÉ

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Issue 180



914 2.0-LITRE EXPLORED



944^{vs} Boxster

Owning a Porsche doesn't have to break the bank. We compare two options that anyone can afford to buy today...



RS 911s

The iconic 2.7 RS meets the 964 RS and 964 RS 3.8-litre

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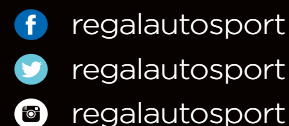
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Ignition



Simon Jackson
Editor [@retro_jackson](#)

There's quite a sweeping statement on this month's cover. It presumes that anyone could stretch to purchasing one of the two cars pictured, a 944 or 986 Boxster – would you agree? We're talking about a pair of entry-level Porsches here that can generally be picked up for anywhere between £2000 and £10,000, so I'd say it's a safe assumption to state that if you're a motorist these cars are within your reach.

These two sports cars are very different in their makeup and hail from different eras, but they represent a good option for anyone on a small budget searching for a first step into Porsche ownership. It goes without saying that the Porsche scene is largely centred around the 911, but given the ever-increasing prices of Stuttgart's hero car it's little wonder that more people are looking to other Porsche models such as these to get their kicks. It's just possible that at a time when a 1990s 911 can achieve £1.8 million at auction (p12), a cheap 944 or Boxster might just be the automotive antidote to what some are labelling as utter Porsche madness. Read how these two budget Porsches compare on page 64.

Elsewhere in this issue we've brought together a bunch of Rennsport 911s which are, admittedly, the polar opposite of the aforementioned affordable Porsches. It's rare to see so many RS cars gathered together in one place, but between our 2.7 RS, 964 RS and 964 RS 3.8-litre feature in the magazine (p20) and the 993, 996, 997 and 991 RS pieces in the special separate RS supplement free with this issue, we've treated you to a great selection. These cars regularly command column inches aplenty, but we never tire of an excuse to focus on them. The main question is, however, which is your favourite?

Before I leave you to enjoy this issue and that free RS supplement, don't forget our track day at Brands Hatch on Monday 24 October. You'll find further details on page 79, but we've a few extra surprises in the pipeline that look set to make it a really enjoyable day. Even if you're not driving personally you're more than welcome to attend – the pit and paddock will be open to all so we'd love to see you (and your car) there.



p64

Contributors



Andrew Frankel
[@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 revisits the career of Jean Behra, a Porsche competitor who was known for his hard and fast driving style.



Philip Raby
[@RabyPorsche](#)

Magazine editor turned Porsche dealer and expert consultant, Phil has been writing about Porsches for 20 years and driving them for even longer!

This month: Phil takes to the road in two very different Porsche ownership options that won't break the bank.



Johnny Tipler
[@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 gets behind the wheel of a hot rod 1971 2.2-litre 911T built by PS Works for a life in the Alps...

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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 Andrew Frankel, Jesse Crosse, Colin Goodwin, Philip Raby, Peter Morgan, Dino Zamparelli, Matt Biggs, Jack Wood, Ryan Stewart, Johnny Tipler, Ben White, Auto Bild Sportscars, Robb Pritchard
PHOTOGRAPHY Gus Gregory, Edgaras Buiko, Robb Pritchard, Antony Fraser, Steve Sharp, R Sassen
THANKS THIS ISSUE Racing Models, Porsche Archive
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, Nepcar 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: jsanton@unity-media.com
Advertising production: jclaydon-smith@unity-media.com
Subscriptions: subs@unity-media.com

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Features

- 020** 2.7 RS v 964 RS v 964 RS 3.8
We gather together a 2.7 RS, a 964 RS, and a 964 RS 3.8 with an obvious question in mind: which is ultimately the best?

- 037** Jean Behra
Possibly the greatest driver never to win a World Championship Grand Prix, Jean Behra raced in F1, sports cars, and won Porsche's first F2 race in a converted Le Mans car.

- 044** 1000km 997
You may not have heard of Lithuania's top GT team, or the Lenktynes 1000km event in which it competes. Chances are, though, that the name Sebastiaan Bleekemolen will be familiar...

- 056** 911T
Specialist PS Works has taken one unsuspecting 911T, waved its magic wand, and transformed it into a Porsche prince...

- 064** 944 vs 986 Boxster
The 944 and Boxster were entry-level Porsches when new, and remain so today on the used market with prices starting comfortably under £10,000. They're two very different cars for similar money, so which would you choose?

- 072** 914 2.0
Following a rather tumultuous introduction, in 1973 Porsche made changes to the 914. Key amongst them was the debut of a new 2.0-litre flat-four engine – enter the 914 2.0.

- 080** 991 C2
Richard Covill's 991 Carrera shows just how well the contemporary 911 responds to a few unique design tweaks...

- 089** 997 Turbo
Own a 997 Turbo? Learn why Bob Wilkie's example blew itself apart, and how specialist Ninemesiter got to the root cause of a problem that could affect you too.



PANAMERA 4 E-HYBRID REVEALED

The new Panamera 4 E-Hybrid furthers the Porsche hybrid story and debuts its new 'E-Performance' system...



Porsche has unveiled the all-new Panamera 4 E-Hybrid at the Paris Motor Show ahead of the first European deliveries expected in mid-April. The plug-in hybrid model boasts all-wheel drive, 462hp and an electric driving range of 31 miles. What's more it will be capable of returning 113mpg. Prices will start at £79,715 with CO₂ emissions of 56g/km – likely to be of interest to company car drivers.

The electric motor in the new Panamera 4 E-Hybrid boasts 136hp

and 295lb ft torque, but unlike its predecessor the accelerator pedal does not need to be pressed 80 percent of the way down to engage the electric motor's additional power. Rather Porsche says that the electric and petrol motors now work in constant harmony. The petrol engine in question is a 2.9-litre V6 biturbo which alone produces 330hp and 332lb ft torque. In combination the two power units deliver 516lb ft torque, firing the Panamera 4 E-Hybrid to 62mph

in 4.6 seconds and on to a top speed of 173mph.

Talking of top speeds, the Panamera 4 E-Hybrid debuts Porsche's 'E-Performance' system which is said to utilise electrical energy to hike the hybrid's capabilities at VMAX. The advent is also said to deliver 'more power, more driving fun, and lower fuel consumption'.

Also debuted on the car is a new generation of Porsche's hybrid module said to differ with the electro-hydraulic

system used by its predecessor. The decoupler system on the new Panamera now operates via an electric clutch actuator, serving to sharpen its responsiveness. As on the other second-generation Panamera models, the new eight-speed PDK transmission appears, also aiding performance and driving dynamics.

While the same liquid-cooled lithium-ion battery technology appears in this new hybrid (the battery is located under the boot floor), its





capacity has increased from 9.4 to 14.1kWh, yet its weight remains the same. A full charge via a 230-V, 10-A connection will take 5.8 hours, or 3.6 hours using the optional 7.2 kW on-board charger and a 230-V, 32-A connection. The charging process can be started using a timer via the PCM system or through the Porsche Car Connect app. The 4 E-Hybrid is also fitted with auxiliary air conditioning to cool or heat the passenger compartment during

charging as standard.

As we've already seen, the second-generation Panamera benefits from the newly-designed 'Porsche Advanced Cockpit', with slick touch-sensitive panels. The 4 E-Hybrid adds to that a power meter displaying data such as the amount of electrical energy currently being consumed, as well as any energy recovered through recuperation techniques. The 12.3-inch touchscreen PCM can display hybrid-specific information too, while a boost

and hybrid assistant shows both the available energy for boosting, and information relating to the regulation of the car's electrical power.

Sport Chrono is standard issue on the Panamera 4 E-Hybrid. The now familiar mode switch that comes as part of that package includes the usual settings, but also incorporates hybrid-specific options: E-Power, Hybrid Auto, E-Hold and E-Charge. For example the new Hybrid Auto mode puts the car into an ultra efficient state, while E-

Hold allows drivers to consciously conserve electric power for use at their command. Also fitted as standard is Porsche's three-chamber air suspension system.

We'll be getting behind the wheel of the new road-going hybrid Porsche in a forthcoming issue, but in the meantime you can read our first drive report on the existing versions of the all-new Panamera in the October issue of *GT Porsche* available to buy online via our website.





MACAN PERFORMANCE PACKAGE RELEASED

For an extra £5533 you can now specify your Macan Turbo with a new Performance Package, making it as quick as a 911 Carrera...

The Macan Turbo has never been short of punch from its 3.6-litre, twin-turbo V6, but that hasn't stopped Porsche releasing a Performance Package that raises the bar yet further in terms of both power and overall dynamics. Courtesy of an upgrade called the 'Performance Package', the Macan's twin-turbo V6 will now deliver 440hp, an increase of a not-insignificant 40hp over the standard Macan Turbo. Torque is, as you would expect, up too, with an additional 37lb ft of on tap which brings the total available for deployment up to 442lb ft accessible between 1500 and 4500rpm. Obviously there are improvements in performance with the package. In an SUV that was never short of shove the 0-62mph time is down 0.4 seconds to just 4.4 seconds – or on par with a 911 Carrera running a PDK gearbox. Four is clearly the magic number with the Macan Turbo running the Performance Package, with the top speed up by 4mph to 169mph. Thanks to the prodigious torque on offer 49-74mph is dispatched in just 2.9 seconds in Sport Plus mode. According to the NEDC cycle, fuel consumption is 30.1mpg.

As well as the power hikes, the Performance Pack also brings with it chassis enhancements to further improve the Macan's driving dynamics. New brakes, a lower ride height, sport chassis and a revised exhaust are all fitted as standard. The front brake discs are grooved with a diameter of 390 millimetres; 30 millimetres larger than the brake discs fitted on the standard Macan Turbo, they are gripped by six-pot callipers. PASM is standard fit, and features newly tuned dampers which make the car sit 15mm lower. Air suspension is a cost option.

Known and loved by many Porsche owners, the Sport Chrono Package is standard fitment with the new Performance Package. With its selectable modes, the engine, chassis and transmission can be altered to deliver the best dynamics for the driving situation. Porsche's renowned seven-speed PDK gearbox, which swaps cogs in

millisecond also features.

A range of tailored equipment options are available, such as the Turbo Exterior Package. Options available include 21-inch diameter 911 Turbo design alloy wheels (with lateral spokes painted in high-gloss black), LED main headlights equipped with the Porsche Dynamic Light System (PDLS) Plus, and numerous other colour-coded black elements. The Turbo Interior Package offers a black



leather interior with lavish Alcantara sections, colour appliqué highlights, and carbon elements such as the door entry guards with the model logo illuminated in white.

The Macan Turbo with the Performance Package is available to order now from Porsche Centres in the UK, priced from £68,073, £5533 more than the 'standard' Macan Turbo. Deliveries are expected to begin towards the end of 2016.





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911 GT3 (997)

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911 SC Targa

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911 Carrera 4 S (997)

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£34,995



911 Carrera 2 S (997)

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911 GT2 SELLS FOR £1.8M

An RM Sotheby's auction shook the Porsche world with some eye-watering hammer prices...

The Porsche world was taken aback by the results of RM Sotheby's auction on 7 September. The big story on the night was the sale price of a 1995 Riviera blue 911 GT2. One of less than 60 road-going GT2s in the world, it is completely original and has covered just 12,370km since new. It was originally purchased from Porsche Zentrum Ludwigsburg in Germany and came with all the relevant original documentation. Obviously, given the small numbers, it's rare for GT2s to come on to the market, but many were still shocked at the final sale price.

It smashed the estimate of between £750,000 and £850,000 by almost a million pounds, eventually selling for £1,848,000. This remarkable price

raised a few eyebrows on social media, more so once a rumour gathered pace that the three top selling cars had been purchased by the same bidder.

Another shock came in the form of a Speed yellow 1993 964 Turbo S Lightweight. Yes, it might be one of only 86 built, and yes it had only covered 6303km since new, but the sale price of £974,400 was still pretty extraordinary. For perspective, it was guided at £210,000-250,000. As if the £2.8million spent on those two cars alone wasn't enough, a silver Metallic 964 RS 3.8 – one of only 55 built – sold for £716,800, a full £216,800 over its upper estimate. Similarly, a 1995 993 Carrera RS Clubsport, one of the last limited run air-cooled Porsches,



went for almost double its estimate. With the auction house suggesting between £220,000 and £260,000, the hammer eventually fell at £403,200.

Taking things back to the early days of Porsche was a rare right-hand drive 356 Pre-A Speedster, in this case fitted with the larger 1600 Type 616/1 engine as a run-out model. Only 19 are documented to have left the factory, with this particular car being number seven in that list. Having spent its early days in the British Crown Colony of Hong Kong, it eventually ended up in a Lincolnshire barn where it stood for 25 years until recently. Despite being in restoration condition and valued at £150,000-180,000, it sold for a cool £229,600.

There was some semblance of normality among the sale prices, however, with two 930 Turbos selling for amounts more in line with their estimates. A very original Copper brown Metallic car from 1977 sold for £10,000 over its upper estimate at £140,000, and a later 1989 version with the sought-after G50 gearbox actually undercut its lower estimate by £3,600 eventually selling for £106,400. It really is an investors' game with Porsches at the present time with the seemingly stratospheric rise in values continuing unabated. Whilst it's likely these cars will end up in a collection, we at *GT Porsche* hope they are used and loved as Porsche intended when they left the factory.





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PORSCHE WINS IN MEXICO AND USA

Porsche took its fourth and fifth LMP1 wins from six races when Mark Webber, Brendon Hartley and Timo Bernhard clinched victories in both Mexico and the USA...

WORLD ENDURANCE CHAMPIONSHIP

ROUNDS FIVE AND SIX
MEXICO AND USA



Drivers' World Championship after six out of nine rounds

1.	Dumas/Jani/Lieb	Porsche	130
2.	Di Grassi/Duval/Jarvis	Audi	92.5
3.	Sarrazin/Conway/Koayashi	Toyota	92
4.	Bernhard/Hartley/Webber	Porsche	78.5

Constructors' World Championship

1.	Porsche	238
2.	Audi	185
3.	Toyota	137

Porsche put on an emphatic performance at the WEC's first race in Mexico. Reigning world champions, Timo Bernhard, Brendon Hartley and Mark Webber, won the thrilling six-hour race, furthering Porsche's lead in the title race with four rounds left to race. The sister Porsche 919 Hybrid of Romain Dumas, Neel Jani and Marc Lieb came fourth, enabling the trio to further extend their lead in the drivers' championship.

Hartley started the race in the No.1 car from fourth, overtaking the sister 919 Hybrid of Lieb into the first corner, and subsequently dispatching the Audi of Lotterer on lap 21. Later on Webber was able to pass Di Grassi for the lead, keeping the charging Audi at bay. A full course yellow period presented an opportunity for the team to pit the

No.1 entry but a mistake by Bernhard meant a stop/go penalty while Hartley was at the wheel, handing back the lead to Audi. Porsche reclaimed the lead but rain meant a switch to wet tyres on lap 134. But with a solid drive on a gradually drying track Porsche reclaimed the lead on lap 172 when the Audi pitted claiming overall victory.

Car No.2 suffered a poor start but after an intense battle with one of the Toyotas it wound up in third spot come lap 40. A solid set of stints closed the gap to P2 but it was contact with an LMP2 car on lap 148 that spoilt any chance for Dumas, Jani and Lieb. Pitting for bodywork repairs on lap 154, and switching from dry to wet tyres when the rain fell ensured the car spent further time stationary, eventually crossing the line in fourth place.

In Texas, at the Circuit of the Americas, the trio of Webber, Hartley and Bernhard were again on good form. The race began at 5.00pm local time but despite the late start temperatures were still registering at more than 35 degrees Celsius before dusk fell. The No.1 car started from third on the grid with the sister car of Dumas, Jani and Lieb back in fifth. Webber took the first stint in the No.1 919 Hybrid but had to play second best to the leading Audis who showed better pace in the hot conditions. Dumas started the No.2 car and lost out in a battle with the Toyotas, settling in fifth spot. The first round of pit stops saw Hartley fighting with Anthony

Davidson's Toyota for third, with Lieb now at the wheel of the sister car in fourth.

The turning point in the race came on lap 94 when one of the Audis made a relatively lengthy pit stop allowing the No.1 Porsche to gain track position over it. Then, later on, a full course yellow flag period was signalled during the No.1 car's pit stop window, resulting in the Porsche emerging from its pit stop in the lead. Between them Bernhard and Webber then managed the car and their pace to the end of the race for a clean victory. The No.2 car was not so lucky, suffering from a lack of front downforce from the early stages, and then with Jani enduring a slow puncture which put him in the pits on lap 112. To compound the issue Dumas later suffered the same fate. This second puncture came with just 12 minutes of the race remaining. As a result the No.2 car crossed the line in fourth spot come the finish.

This 12th victory for the 919 Hybrid prototype further extends Porsche's lead in the manufacturers' standings, and marks the seventh win for the Bernhard/Hartley/Webber trio in the WEC series. Team principal, Andreas Seidl, said: "At the beginning of the race, when the tarmac was extremely hot, we didn't have the pace of the Audis. But thanks to a strong and error-free job by our drivers, the fastest pit stops of the field, dead right strategic decisions and flawless technology, we have earned and deserved this win."

PORSCHE GETS BACK TO THE FRONT

Bamber and Makowiecki clinched a welcome podium at Virginia, and a win in Austin – only Porsche's second victory of the 2016 IMSA campaign...

IMSA SPORTSCAR CHAMPIONSHIP

ROUNDS NINE AND TEN
VIRGINIA AND AUSTIN



Round nine of the IMSA SportsCar Championship took place in the baking heat of Virginia's International Raceway, and the soaring temperatures caught a few people out. Both 911s struggled in qualifying, the No.911 Patrick Pilet and Nick Tandy car lining-up in seventh, Bamber and Makowiecki's No.912 RSR starting in ninth, a couple of tenths of a second further back.

But in the race it was the No.912 car that made better progress and come the first round of pit stops Bamber handed over to Makowiecki with the RSR running in third place. The No.911 sister car was running in fifth when Pilet took over from Tandy, but shortly afterwards an off forced the No.911 entry back to the pits, costing it valuable time. Having fallen back, Bamber put on a charging drive to reclaim third place in the No.912 car before the end of the two-hour forty-minute race. Pilet, recovered from eighth to finish inside the points in sixth place. It marked the

first podium for Porsche since May at Laguna Seca when Bamber and Makowiecki claimed third.

After the race Makowiecki commented: "This race was an emotional rollercoaster. We had difficult moments, we had great moments – and ultimately we had the necessary race luck. It's a great feeling to stand on the podium again. I'm very proud of our team. We had a perfect race strategy and super-fast pit stops. That was a solid effort."

With the ray of hope provided by the Virginia race still apparent, Porsche clinched only its second IMSA victory of 2016 when Bamber and Makowiecki won round ten of the series in Texas at the Circuit of the Americas. The sister 911 RSR of Briton Nick Tandy and Frenchman Patrick Pilet followed the winning Porsche home in second spot making it a Porsche one-two finish.

Pilet initially led the Porsche entries having made a good start following a tricky qualifying for both RSRs. He slotted the No.911 entry into second place

behind the leading Ferrari off the lights. Behind him Makowiecki in the No.912 machine also made up a place to occupy third, hot on the sister car's heels. Tandy took over from Pilet on lap 27. He swiftly moved into the lead with Bamber now trailing in third. With the Ferrari back in the lead of the race it was an unscheduled pit stop for the Italian crew that would eventually hand victory to Porsche.

In the closing stages of the race, which saw scorching Texan temperatures, Bamber overtook the No.912 car to take the lead and a subsequent win for himself and co-driver Makowiecki. Head of Porsche Motorsport, Dr Frank-Steffen Walliser, commented after the race: "That was an incredibly exciting race: A heated battle in which the tyres played a major role. We profited somewhat from Ferrari's bad luck but we then drove a clean race to the flag. All in all it was a great performance from the drivers and teams under difficult conditions. I'm very pleased."

GTLM - Drivers

1. Gavin/Milner	Chevrolet Corvette	314 points
2. Briscoe/Westbrook	Ford GT	303 points
3. Garcia/Magnussen	Chevrolet Corvette	290 points
4. Bamber/Makowiecki	Porsche 911 RSR	286 points
8. Pilet/Tandy	Porsche 911 RSR	263 points

Manufacturers


1. Chevrolet	329 points
2. Ford	309 points
3. Porsche	302 points

Teams

1. Corvette Racing #4	314 points
2. Ford Chip Ganassi Racing #67	303 points
3. Corvette Racing #3	290 points
4. Porsche North America #912	286 points
8. Porsche North America #911	263 points


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CAIROLI CLOSES IN ON MÜLLER

Porsche Junior drivers saw success in Belgium and Italy as the 2016 Mobil 1 Supercup series moves towards its exciting conclusion...

PORSCHE SUPERCUP
ROUNDS SEVEN AND EIGHT
SPA AND MONZA



Belgium's Spa-Francorchamps was the setting for round seven of the Porsche Mobil 1 Supercup. Sven Müller started the race in pole position, but as the close qualifying times suggested, converting his advantage into a win would not be straightforward. Müller did, however, make a good start, maintaining his lead off the line and into a safety car period. However, Jaminet was in hot pursuit and managed to capitalise on a mistake to claim the race lead, pulling out a 1.1-second gap before the final flag fell.

Behind the pair, Christian Engelhart qualified third, Cairoli alongside him in fourth, but the two swapped positions after running side-by-side through Spa's famous Eau Rouge, and that's how things stayed until the end. However, the race stewards deemed that Cairoli had overtaken outside of track limits and

subsequently handed him a post-race one-second time penalty. With the punishment applied to his race time this altered the final result, moving Engelhart up into third and relegating Cairoli to fourth. It's not the first time this season that Cairoli has been involved in controversy that has landed him in hot water with race officials.

Further back Michael Ammermüller claimed fifth spot with Robert Lukas in sixth. Guest driver Klaus Bachler managed seventh, while 19-year-old Dutchman Larry ten Voorde finished an impressive eighth on his Supercup debut.

The series moved to historic Monza for round eight. Porsche Junior, Matteo Cairoli, started from pole position and took a lights-to-flag victory. Cairoli led second-placed man Michael Ammermüller and Italian guest driver Mattia Drudi in third. Ammermüller was

unable to make an impression on Cairoli, while 18-year-old Drudi was ecstatic with his race result. Championship leader Sven Müller had started in third spot on the grid but after the second safety car phase a move on Ammermüller went awry, costing him two places – relegating him to fourth. Further back it was Robert Lukas who crossed the line in fifth, with Italian Daniele di Amato in sixth.

Mathieu Jaminet's seventh position was enough to earn him the title of best newcomer as he wrapped up the rookie championship by keeping Jeffrey Schmidt behind him.

With wins in Barcelona, Monaco and Hockenheim, 20-year-old Cairoli's fourth win of the season has closed the gap in the overall championship standings to leader Müller. Now just two points separate the pair, with two rounds of the 2016 championship remaining. The next Supercup meeting will take place in Austin, Texas on 20-22 October.



Championship standings

1. Sven Müller	Lechner MSG Racing Team	135 points
2. Matteo Cairoli	FACH Auto Tech	133 points
3. Mathieu Jaminet	Martinet by Almeras	106 points

CAMMISH BECOMES A DOUBLE CHAMPION

CARRERA CUP GB

ROUNDS THIRTEEN AND FOURTEEN
SILVERSTONE



Emphatic drives in rounds 13 and 14 at Silverstone sealed title victory for Dan Cammish in the 2016 Porsche Carrera Cup GB. Victory in races 13 and 14 meant that with 282 points on the board Cammish goes into the final round at Brands Hatch with an unassailable lead (59 points ahead) of his nearest rival Dino Zamparelli. The victory makes him only the third driver in the Cup's history to secure back-to-back championships. In addition to his solo success, Cammish's team, Redline Racing, took victory in the constructor's title, while fellow team member, Charlie Eastwood, claimed the 2016 Rookie title.

Cammish put his GT3 on pole for the first race at Silverstone and made the perfect start, surging ahead from the field and posting the fastest lap during the meeting, to boot. His race was a fairly uneventful one, allowing him to take an easy win. Behind him the title contenders battled to maintain their hopes of ultimate victory. Stephen Jelley briefly took second place from Tom Oliphant before a signature move from Oliphant around the outside saw him reclaim the position. With one more challenge from Jelley at

Brooklands rebuffed, Oliphant strode to a strong second place and a long-overdue podium finish for the rapid newcomer. While Jelley ultimately finished fourth, Dino Zamparelli fought hard to take fifth, keeping his hopes alive into round 14.

In Pro-Am1, Dan McKay never looked under threat, taking ninth overall and his second category win of 2016. His brother Euan had a fantastic duel with Sean Hudspeth for most of the 28 laps, resolved in McKay's favour when Hudspeth spun at Copse after the pair had swapped places at least three times. Hudspeth recovered to take fourth, leaving Justin Sherwood to take the final podium place. Peter Kyle-Henney maintained his stranglehold on the Pro-Am2 category, taking the category win with an almost ten-second margin. Mark Radcliffe did his championship hopes no harm in second, with Tautvydas Barstys maintaining a slender championship advantage in third.

Despite strong showings from both Zamparelli and Jelley, neither could deny Cammish his 11th win of the season in round 14, equalling Cammish's 2015



win tally. It wasn't all plain sailing this time, however, as Jelley looked fast on lap one forcing Cammish to defend his lead. However, help was at hand for Cammish as Zamparelli challenged Jelley, making him shift his focus from attack to defence. Despite a mid-race safety car that bunched the field, Cammish made a superb restart while Jelley managed to hold off Zamparelli over the final laps to take second place, the Bristol driver finishing in third. Eastwood started the race on worn tyres but still fought his way up to fourth place.

Continuing his run of good form, Dan McKay took his sixth consecutive podium and second consecutive win in Pro-Am1, while Euan McKay newly crowned category champion, followed him home in second. Sherwood once again made the podium, after a spin for Hudspeth in the early stages saw him drop to fourth.

Some of the best race action came from the Pro-Am2 category. Shamus Jennings took his first win of the season with a fine drive, defending all the way from Iain Dockerill. A second-time visitor to the podium, Barrie Baxter recovered well after dropping to the back of the pack to take third. Category leader Barstys held on to fourth after main contenders Kyle-Henney and Radcliffe came together at Luffield, both drivers going no further and bringing out the safety car.

Points standings after rounds 13 and 14 Pro category

1. Dan Cammish	Redline Racing	282 points
2. Dino Zamparelli	GT Marques	223 points
3. Charlie Eastwood	Redline Racing	209 points

Pro-Am1 category

1. Euan McKay	IN2 Racing	140 points
2. John McCullagh	Redline Racing	97 points
3. Sean Hudspeth	Parr Motorsport	97 points

Pro-Am2 category

1. Tautvydas Bartstys	Juta Racing	121 points
2. Peter Kyle-Henney	Parr Motorsport	114 points
3. Mark Radcliffe	Intersport Racing	103 points

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RACE

It's rare to see such a collection of air-cooled Rennsport 964 RS, and 964 RS with a specific question in

Story: Auto Bild Sportscars and Simon Jackson



BREED

cars united in one place. We gather together a 2.7 RS,
mind: which is ultimately the best?

Photography: R. Sassen



911 2.7 RS

It's likely that Porsche fans will forever kneel at a hypothetical Rennsport shrine. This imaginary place of worship is dedicated to those factory personnel responsible for an iconic 911 conceived in the 1970s, one that bred a whole new type of Porsche that survives to this day. This is a 911 so historically important that it has become more than the sum of its parts. A car that is old yet one that everyone in the current automotive world regularly still talks about. It is, of course, the 2.7 RS.

After racing successes with the 917, Porsche planned a return to production-based motorsport in the World Sportscar Championship of the early 1970s. For this it needed a homologated production model to satisfy newly introduced racing regulations. The 2.7 RS was its offering. But just why is this Porsche such an icon? And, perhaps more importantly, why today do you have to part with around £500,000 (if not more) for a well-preserved example of a car that cost £7232 in period? After all, on paper at least, a 210hp 2.7 RS is not that much more impressive than the 190hp 2.4S upon which it was based, is it? And what's more, a 2.4S is not so brutal, uncompromising or tricky to locate as the aforementioned RS either, of which only 1580 were built. But to look at this car in such a fashion is to entirely miss its intangible character, the true spirit of Porsche, for of all the 911s to ever emerge from Stuttgart, surely it is this one that truly defines the unwritten philosophy of the brand?

Development of the first RS purportedly took just six months to complete. The 2.4-litre engine from the 911S was duly worked up to extract more power, that iconic ducktail rear spoiler developed after a few days in a wind tunnel. But that's simplifying the nature of the car's evolution that was actually the result of a perfect storm of circumstances uniting all of Porsche's experience up to that point with a purpose to fulfil. With the 2.7 RS Porsche's engineers and designers worked in unison with the same requirement leading each step they took during its development. The eventual package must, they stipulated, be capable of winning races for the very reason for its existence was simple: the 2.7 RS was born to allow Porsche's entry into Group 4 sports car racing and victory was its end goal. The result of this overriding premise remains evident in the car today. Indeed it can be as plainly seen and physically felt by driving it. Weighing just 975kg and with 210hp on tap, the 2.7 RS will hit 62mph in just 5.8 seconds and power onto a top speed of more than 150mph – quick even today, virtually inconceivable by the standards of the Seventies. And what of its driveability? The sports seats offer good support, the cockpit is typical 911, and everything else is just 'right'. By modern standards admittedly the car requires firm inputs in contrast with the Porsches of today, and by that same benchmark you might find steering a 2.7 RS a rather imprecise game. That five-speed gearbox operates with long throw, sure, but it snaps into position with a positive feel aiding the Boxer mill out back when you're on the gas as it rattles all way up to the 7000rpm bracket. And of its speed? Even by contemporary standards this is still an astonishingly quick car; in the curves, though, it is even better. It's what Rennsport Porsches are all about, right?







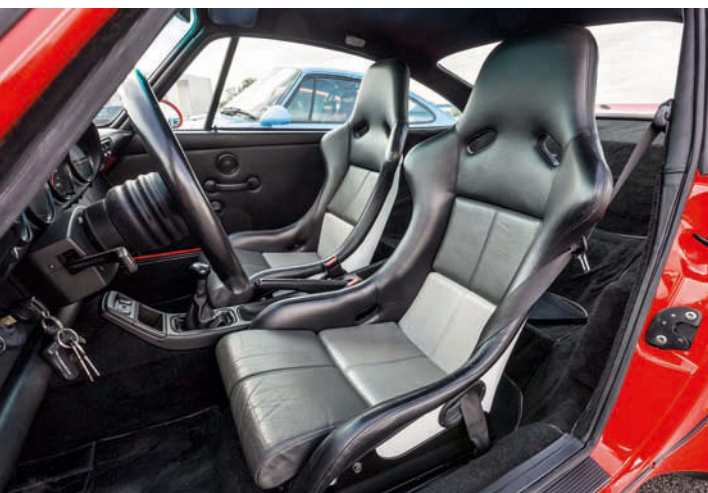
Turbo brakes, an extendable rear spoiler and bucket seats signified that this was no ordinary 911



964 RS

Like the 2.7 variant before it, the 964 RS also owed its existence to motorsport competition. After Porsche retired its 944 Cup campaign it needed a new series with which to promote its wares, and so a Carrera Cup one-make championship was just the ticket. This model of RS, like its forebear, served as the homologation means to make that series possible. Only 2282 units were built, partly by hand in laborious manual fashion, and they were sold at a price of £63,544. Compared with the production 964 Carrera, this RS version was practically gutted, sent on a serious weight loss programme with various elements either stripped entirely or lightened to extremes. Underneath most of its insulating materials were removed, the rear and side windows were replaced with thin gauge glass, the front hood was cut from aluminium and its 17-inch Cup wheels formed from magnesium. Missing in this RS was power steering while a single-mass flywheel replaced the dual mass version. Turbo brakes, an extendable rear spoiler and bucket seats were added, too, signifying that this was no ordinary 911 and making the driving experience all the more raw. This was clearly an RS model from the famous bloodline but it was also one that was high in technology and light of weight. In contrast to a Carrera 964 the engine boasted a reprogrammed ECU good for ten additional horsepower, and the first two gears in the five-speed transmission were longer to promote a quick getaway and rapid charge to 62mph, too. Its 260hp, together with a total weight of 1220kg, resulted in a zero-to-62mph time of 5.4 seconds and a top speed in excess of 160mph.

Can you feel the relationship between this road car and its Cup car roots? Certainly. The seating position, steering and transmission alone deliver sporting connotations. In the bends this car constantly communicates with you and, heck, it's child's play to bring it to any slip angle your heart may desire. The brakes bite violently yet, on the negative side, its engine note is rather colourless – relatively speaking. In most cases this car's physical feel and lack of assistance, though, will bring out a sweat in all but the fittest of drivers. Interestingly this Ruby Stone example was a German Porsche press vehicle used in 1992 for promotion and presentation work. Time has passed since this was new, tight, and the star of many a magazine spread, and yet it remains an utter thrill to drive.



*The 964 RS 3.8-litre
is one of the most
spectacular and
rare RS models
ever conceived*

964 RS 3.8

The superlatives for the RS breed continue with the 964 RS 3.8-litre which replaced the 3.6-litre car. Once again, of course, this was a base car to facilitate Porsche going racing and it is one of the most spectacular and rare RS models ever conceived. The 964 RS 3.8 was produced in Porsche's motorsport department led by Head of Development at the time, Roland Kussmaul, and it was given its stamp of approval by none other than Walter Röhrl himself. Quite some credentials.

Its presence on the road was largely the result of a 964 Turbo body, joined by wide 9x18-inch and 11x18-inch Speedline split-rim wheels. The bonnet and doors were made of aluminium to save weight. The windows were made of thinner gauge glass than that used on the series produced preceding RS cars, a front spoiler lip increased its front end measurements while a menacing large rear wing sat atop its rear deck lid. Porsche increased the capacity of the car's M64/04 engine from 3.6- to 3.8-litres via an increase in bore size. The intake system featured six individual throttle butterflies, those were joined by tried and tested power extraction techniques such as a new airflow mass sensor and a modified exhaust system, achieving 300hp from the Boxer lump. Only 90 3.8-litre RS cars were built, likely priced around 225,000 Deutschmarks in 1993, approximately £90,000 at the time.

For this air-cooled RS reunion it seems fitting that this very car was the first RS 3.8 built, and the only car painted in Blood orange so far as we are aware. This particular car was originally part of Porsche's German press fleet, used as a promotional vehicle for car magazine photoshoots and performance tests before it moved into private ownership. Despite being 25-years-old, this RS is still going strong and it drives as well as it looks – it's certainly not slow! As the Boxer engine screams to 6000rpm, the grin on the face of the driver gets proportionally bigger as the revs climb. The chassis might well shame some of Porsche's current models for in the turns it is sublime, those three-piece Speedline wheels shod with Dunlop rubber in conjunction with the car's expertly honed chassis providing plenty of mechanical grip.





BIRTH OF THE RS

We know it today as the World Endurance Championship, but in the early 1970s sports cars raced in the World Sportscar Championship. It's well documented that in 1972 new regulations brought about by the FIA saw both the existing Group 6 Prototype and Group 5 Sports Car categories replaced with a new class hierarchy with a new set of accompanying rules. The regulations stipulated that cars would be limited to running 3.0-litre engines, which sidelined Porsche's 917 from the overarching World Championship of Makes. However, the new rules meant that cars running in the Group 4 Grand Touring Cars and Group 5 Sports Cars classes could accrue points in the Makes table between 1972 and 1975. Time and money dictated that Porsche would, rather than developing an entirely new car, turn to a modified version of its 911 to represent it in European motorsport. The firm believed the 911 had the potential to make it in Group 4 based on tentative experimentation up to that point. Creating the 500 cars required by homologation requirements would also not be too much of a drama.

Starting with a 2.4-litre 911S as its basis, Porsche worked up an engine that fitted with the new Group 4 regulations. It needed to be more than 2.5-litres yet less than 3.0-litres with scope for improvement going forward. A 2.7-litre mill was born, a bored-out version of the 2.4-litre S engine using Nikasil cylinders with thinner walls as opposed to Biral versions. Porsche wished to fit wider wheels front and rear to add mechanical grip to the 911 (it would be the first production Porsche with staggered wheel widths) but it also needed to combat lift and stability at speed so some aerodynamic parts needed to be fitted, too. The rules allowed for this as long as the car retained its basic outline, and so the ducktail spoiler came to be. Last, the proposed car would need to be lightweight, and through its work on a featherweight 911S that competed in the 1970 Tour de France event, Porsche knew precisely how and where it could save mass.

The recipe was a success and served as the perfect basis for a racing version of the car, the RSR. Whichever way you slice it, the new 911 was the king of the motorsport field wherever it competed, evidenced by victories early in its life with wins at Daytona, Sebring, and at the Targa Florio.



CONCLUSION

Having these three air-cooled 911 RS models gathered in one place is like witnessing all of your birthdays and Christmases coming at once. But with this pleasure there comes a rather obvious question: which is the best? It's a query that is virtually impossible to answer, but all the same we'll try.

Each 911 RS is in itself something special by its very nature and comparing cars born in different eras seems somewhat unfair, even if they do all share the same air-cooled propulsion ethos. The RS symbol has appeared on the Porsche 911 for 44 years now and over those four plus decades much has been achieved in terms of advances in technology and the capability of the cars that wear the badge. The first version cost £7232 and weighed only 975kg. By contrast the current 991 GT3 RS weighs 1420kg and retails at £131,296. The RS's overall power has grown from 210 to 500hp – and all without turbocharging. Similar

and yet unique, perhaps the only real shared concept between all of Porsche's RS cars is that they're all practically ready to compete in motorsport. With a roll-cage and racing seats optioned from the factory these machines were virtually ready to go racing. At the time of the RS model's genesis, as is the case today, those two letters 'R' and 'S' stood for racing in every respect.

At the end of the day there is one example from this group that stands out the most, perhaps because it represents the natural conclusion of

the model's air-cooled evolution. We're talking about the 993 RS. Sought after, exclusive and expensive with good reason, not only for the number that were created but for its sheer ability, too. The 993 RS boasts simply stunning design, timeless even, whereby everything about the car has a functional purpose. But then there is one last thing: of all the RS models it is the 964 RS 3.8 that is Walter Röhrl's absolute favourite RS car. That in itself speaks volumes, doesn't it? Can we call it a draw? ○

*Each 911 RS is in itself
something special by
its very nature*



MODEL	2.7 RS	964 RS	964 RS 3.8
Capacity	2687cc	3600cc	3746cc
Hp (@rpm)	210 @ 6300	260 @ 6200	300 @ 6500
Lb ft (@rpm)	188 @ 5100	240 @ 4800	265 @ 5250
Gearbox	Five-speed	Five-speed	Five-speed
Weight (kg)	975	1220	1249
0-62mph	5.8secs	5.3secs	5.2secs
Top speed	152mph	162mph	168mph
Price new	£7232	£63,544	DM225,000

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

Peter Morgan considers the risks facing a private used Porsche seller and the possibility of a post-sale dispute.

I heard a worrying story recently about how an elderly enthusiast sold his long owned 911 privately. The car didn't claim to be anything special but like all air-cooled models was collectible. The asking price was modest and the deal was done after some haggling. A few weeks later the buyer came back saying he'd had various things go wrong and wanted a further discount off the purchase price. The complaint caused the seller some considerable anxiety when he thought he'd sold the car as seen. On top of this, the items that were allegedly claimed to be at fault just didn't seem to make sense. Nevertheless after some sleepless nights, he handed over a sizeable refund.

When I heard this story it rang a familiar bell and I'm sure that most retail facing business owners will recognise this type of customer. These individuals feel they can blame others for their own mistakes or invent issues to get substantial extra discounts.

When you buy a used car from a dealer, you are protected by consumer law. The Consumer Rights Act states that a car must be of satisfactory quality, fit for purpose and be as described. But more importantly for a reputable dealer, maintaining a good name is essential. Consequently, certain buyers will be looking for any opportunity post-sale to get more than they purchased. Such customers can make the small business owner's life a nightmare. Nevertheless, it is part of the business, and most develop standard procedures for dealing with such complaints that see the honest buyers satisfied and if necessary the opportunists confronted.

However, the consumer law that protects you when buying from a dealer does not protect the private car purchaser. We have all heard of 'buyer beware' and it sums up private used car purchasing rights. As a seller, you should allow a potential purchaser to complete their own due diligence – this could involve an expert inspection,

checks with agencies like HPI or Experian and researching the VOSA (MoT) history. On production of satisfactory insurance cover, the buyer should drive the car (always supervised) perhaps five miles. After this, a negotiation can be made and a deal done (or not). The seller must then draw up two copies of a sale agreement that identifies the car and includes the date and the clause 'as seen, tested and approved'. The agreement should include the buyer's and seller's names and addresses and both must sign the document.

For the seller, it is always a good idea to get the potential buyer's full name and address before they arrive

to get some idea of who they are. An internet search can be very revealing. A buyer that turns up saying they don't know anything about the model or what goes wrong may well turn out to be a dealer or somebody with close links to a dealer. It isn't unusual for a newly purchased car to go straight to a friendly specialist who, always keen to keep the workshop busy, then produces a significant list of 'to do' items. The buyer subsequently uses this to start a dispute with the seller.

As a seller, your only obligation is that your car is roadworthy and this is best proven by a recent VOSA or reputable specialist major service and checkover. It goes without saying that the car should be registered in your name and that you will be selling it from the same registered address.

When it comes to the deal, as a seller you should not hand over the car until the cash is visible (and non-refundable) in your bank. This is where both parties have to trust each other, but the greatest risk is for the seller (as the buyer has seen where you live), so the caution is on the seller's side.

When the buyer drives away and you have a signed sale agreement, that is where your obligations end.

There may well be some unexpected small issues that can be resolved amicably between buyer and seller, but any attempt by a purchaser to subsequently try to extract a large partial refund from a seller has little chance of legal support.

Nevertheless, even when a seller has done everything right, it cannot stop the anxiety the opportunistic buyer knows they can cause on a potentially vulnerable seller. The tactics usually involve frequent phone calls and multiple emails to pile on the pressure. In this situation, stay calm, keep all the emails and if necessary get advice. This could be from friends, the Porsche Club or even Citizen's Advice – and make your own judgement on what is the right way of dealing with the problem. Don't be bullied!

Furthermore, with classic Porsche values so high, there is a strong case for many sellers simply engaging a known good independent Porsche specialist to sell their car for them ○

“As a seller, your only obligation is that your car is roadworthy”



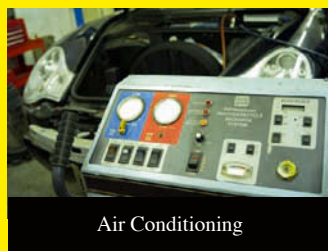
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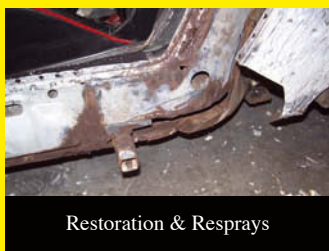
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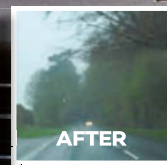
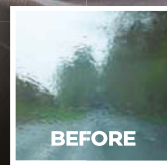
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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his second season racing Porsches

Dino Zamparelli has overcome the issues with his race car, and is looking to end his Carrera Cup season on a high...

I last wrote about the difficulty of having a Porsche 911 Cup Car that doesn't handle in the way in which you want it to. Thankfully, we've had a race weekend since then and we've managed to fix the problem with my car. We still don't know what the problem actually was – however, we stripped the car down and proceeded to clean and check every last nut and bolt on it. I don't know why I term it 'we', because I didn't actually do anything other than look on in anguish and hope as my amazing mechanics worked through it!

We knew we had to find the problem once and for all while at a test day at Silverstone during the week of my penultimate round in the championship. I went out in the car for the opening laps and came straight back in: "There's definitely an issue with my car," I told the team. "The car is over-rotating and it's trying to kill me".

Okay, so "trying to kill me" was an exaggeration, but it wasn't far off. The car had seemingly decided to accentuate the issues it's had in the previous two rounds, where I struggled to make it into the top five. This was actually good news for me, as it at least showed everyone that I wasn't going mad or that it wasn't my driving skills that were the problem. I would be turning into a corner and, inexplicably, the car would try and spin out on me.

This is completely contrary to how the car first felt. One of the biggest things I noticed when I moved into the Porsche Carrera Cup GB Championship was that the rear of the car was always very stable due to all the weight being at the back. On this warm September day it seemed as if the rear of my car had been on a strict diet, because there was definitely no weight there. We spent the day trying to iron out the issues, and as I mentioned, we stripped the car down. We can't honestly say what fixed it, but all I know is that when I jumped into the car on Friday for a



"It was nice to be back on the podium and attacking the guy ahead as opposed to defending!"

wet Free Practice One, the car felt good again and I was able to top the timesheets. That is something I hadn't done for a long while.

The race weekend at Silverstone was pretty good, but not spectacular. I finished fifth and third, with a much more improved turn of speed. But it was nice to be back on the podium and attacking the guy ahead as opposed to defending! Naturally I was expecting to be challenged for the wins

after taking two victories and a lap record at that exact same circuit last year. However, with all the issues we had in the previous two races, it may sound silly but I was actually relieved to be fifth in qualifying on the same tenth of a second as the car in second place!

Relieved may not be the right word, as I could have quite comfortably gone faster but for a mistake on my quickest lap that lost me a front row grid slot. The reasoning for using the word 'relieved' is because the car was at least back in the right zone. I was able to feel it purr again – although on this occasion I didn't tame it correctly. And that's quite alright. I'm okay with my mistakes, because then I can accept them, rectify them, and move on. But when the car isn't working for any apparent reason, that's when it becomes tough to take.

Nonetheless, we had a good solid points haul, and we remain in second place in the overall championship, though my title rival Dan Cammish has

now wrapped up the driver's title.

We had around 40 guests and sponsors on the day. I had Arbuthnot Latham Private Bankers, Clifton Coffee, Bristol Sport, Eden Private Staff and my '#BristolBonnet' members all present to cheer me on. We all had an amazing day and I was able to do speeches and talks to them throughout, which I'm assured they enjoyed! A lot of the sponsors asked me how I was able to switch on and off during the day, and I told them that speaking to them and relaxing with them was actually the hard part... racing was the easy bit.

We've got one final race weekend at Brands Hatch – I shall be pushing hard and I will be aiming to end the season on a real high achieving two wins to cement second overall in the championship. My 911 has seemingly ditched its diet, and is putting all its weight back on the rear. I've promised it that if we do well, I'll be feeding it beers and pizzas to keep it going through winter! ☺





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Simon has worked across several automotive publications over the past decade

Simon Jackson considers Porsche's past role as an engineering consultant responsible for some unlikely projects...

In its engineering design consultancy capacity Porsche has lent its expertise, and its name, to a host of unlikely machinery over the years. From an air-cooled aeroplane engine to Yamaha's first shaft-driven motor on the XS750 motorbike of the 1970s, these side projects kept the firm's finances in the black during tough times. Naturally Porsche's automobile services were most sought after for the gravitas its name brought to any given project, and also for its experience and available resources on the shop floor. 'Project Gamma' of 1980 was one such contract signed with Soviet car maker Lada, arranged through the Russian transport ministry. The Lada Samara is as far removed from a Porsche as you could get, but believe it or not Porsche was involved with the

model's design, production and overall finish. The Russians would send over prototype cars that Porsche would be tasked with advancing, yet these were often so crude that they precluded testing via many of Porsche's typical benchmarking procedures. History records that Porsche highlighted more than 450 points for improvement on the first Samara prototype design to arrive from South West Russia. Laugh at the idea of a Porsche and Lada collaboration you might, but for Weissach the project was worth about \$30 million – not to be sniffed at. Spanish brand SEAT was another lucrative client for Porsche in the 1980s, and it made more of its association with the German marque. At the time of enlisting Porsche's help, SEAT was emerging from a period of

affiliation with Fiat and was under the Spanish government's control. Porsche reportedly utilised engineering principles tested on the 924 four-cylinder engine, adopting them for the new SEAT project ensuring fuel efficiency was at the forefront of its work. Wishing to capitalise on the connection with the Porsche brand, SEAT's engines wore the words 'System Porsche' on their cam covers. They also bore stickers in their rear windows and at times, decals down their flanks to the same effect too. To say SEAT, a firm with relatively little traction in Europe at the time, made the most of the relationship is an understatement. It undoubtedly ruffled a few feathers at Porsche, to the point where it ensured such liberal use of its name could not occur in future.

After that point Porsche turned to China to try a new avenue for external clients, but the underlying issue was that its manufacturing facilities were operating at well under capacity. In the early 1990s a deal was struck with Mercedes-Benz and a 5.0-litre V8 E-class was born. Porsche supplied both engineering and production support to Mercedes, but ultimately it remained a supplier to the firm. With its next project, it would split the profits. The RS2 Avant was a joint venture between Porsche and Audi in every respect; design, production and sales. In fact the car was as close to a Porsche estate car as we've yet come across, as Weissach touched many aspects of its design. Starting with an Audi 80 as its basis, the RS2 was equipped with a five-pot 2.2-litre turbocharged engine producing 315hp and 300lb ft of torque. The 0-62mph dash was chalked up in 4.8-seconds, so the car had Porsche performance. This was a project worthy of exploiting the association with Porsche.

With the arrival of the 993 and Boxster in the early 1990s, Porsche's spare capacity for production and engineering was vastly reduced and its ability to take on external client work all but ended. In a way that's a shame as the diversity of its work during the 1970s through to the late 1980s on peripheral projects is sure to have fuelled its creativity, benefiting future thoroughbred Porsche models.

Today Porsche doesn't really need the money brought in by such an assignment and it wants a perceived public association with a low cost car maker even less. Indeed it shares its engineering prowess with its Volkswagen Audi Group family partners in a more sophisticated and careful manner in contemporary times. However, the idea of Porsche as a pure engineering powerhouse, even outside of the automotive sphere, remains a prevalent idea today. Perhaps it will have a part to play in some more unlikely projects in the future? ○

Porsche's automobile services were most sought after for the gravitas its name brought



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

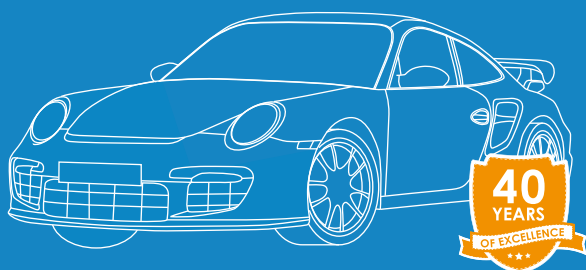
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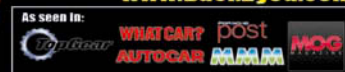
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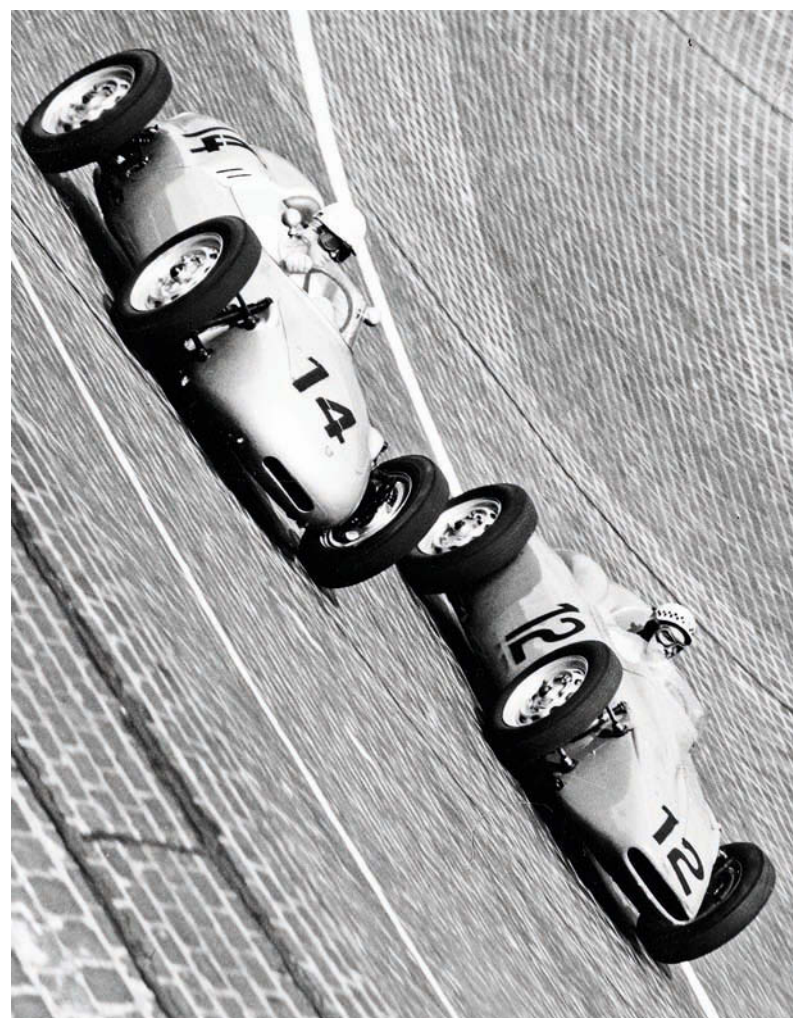
For Hell Leather

Possibly the greatest driver never to win a World Championship Grand Prix, Jean Behra raced in F1, sports cars, and won Porsche's first F2 race in a converted Le Mans car.

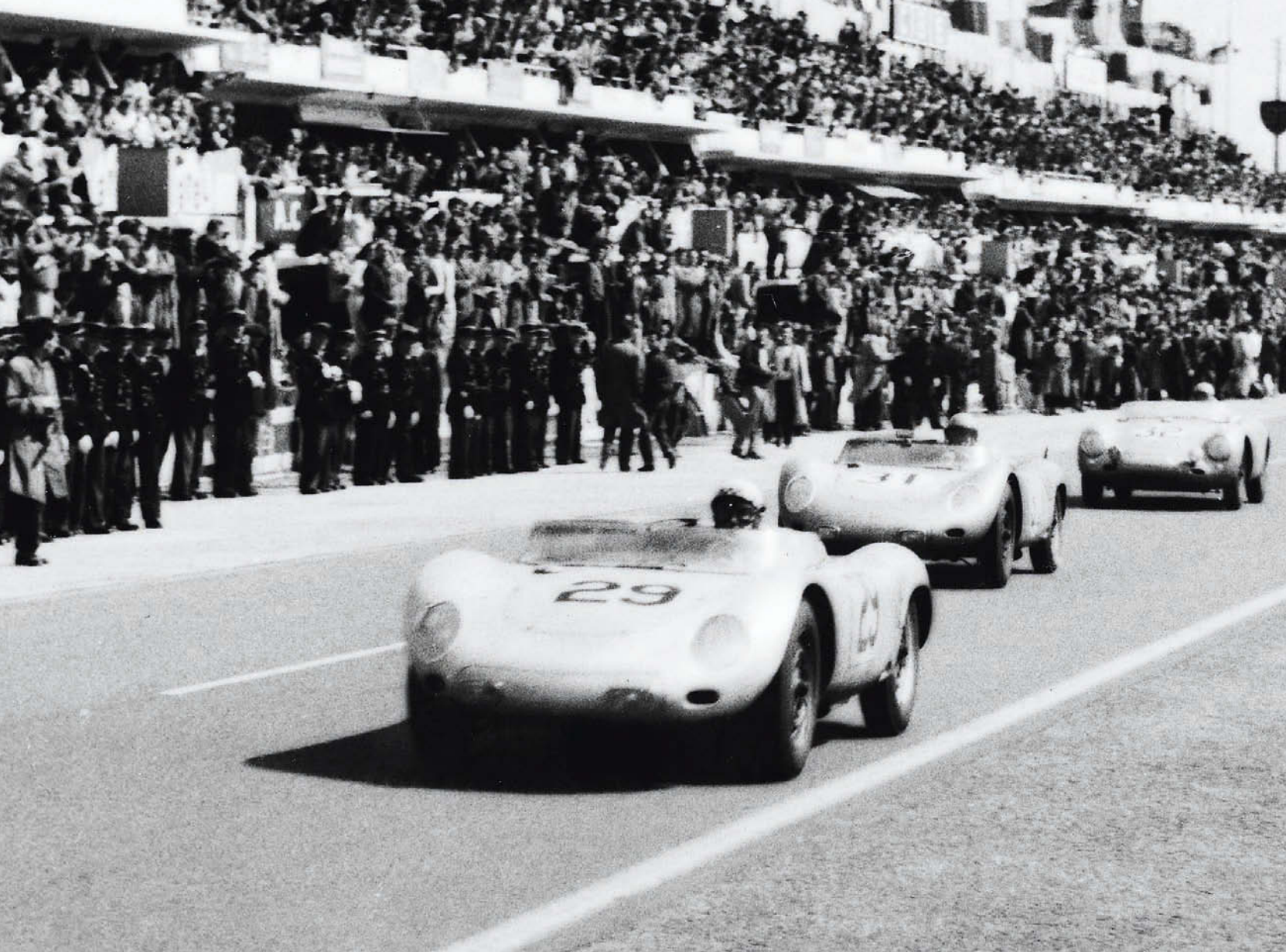
Nigel Roebuck is probably the best known and most widely respected motorsport journalist in the world, at least among those who continue to ply their trade in print. The veteran of many hundreds of Grands Prix dating back to the early 1970s, who's great buddies with the likes of Gilles Villeneuve and Alain Prost, he's interviewed all the greats and all the greats have pored over his words, originally every week in his famed 'Fifth Column' published in *Autosport* for over 30 years, and for almost 20 years, between the pages of *MotorSport* magazine. Yet he never even spoke to the man he once described as 'the first and last hero of my life' and it is entirely possible that you may never even have heard of him. His name was Jean Behra and in his day he was quite handy, rarely more so than in one of his beloved Porsches.

Even those who do remember Behra probably recall most readily the circumstances of his passing, and it is entirely understandable that they should, for his death was of a kind that visited far too many racers of his era: lurid, violent and public. In time we'll get to that because it is part of his story, but for now we should ponder what made a man as knowledgeable as Roebuck choose to put Behra on a pedestal above all the rest.

When the very great Chris Amon lost his battle with cancer earlier this year, we – the motoring press – all raced to trot out the usual cliché about him being the greatest driver never to win a World Championship Grand Prix, and it's a contention I continue to support. But a vocal and well-informed minority of historic racing geeks have always clamoured that the title should belong to 'Jeannot' Behra.



Avus, August 1959



Above: Behra shared his 718 RSK with Hans Herrmann at Le Mans in 1958. Right: At Goodwood that same year, Behra placed fourth in the Tourist Trophy race. Far Right (p39): At the Nürburgring in 1956





The magic of Jean Behra was not so much what he did in the car as his entire approach to racing

For me, the magic of Jean Behra was not so much what he did in the car as his entire approach to racing. I recently listened to an F1 press conference where, among others, Fernando Alonso and Lewis Hamilton moaned long and loud about current state of their Formula One cars. Behra, despite possessing a temperament more fiery than the entire grid of modern, media-trained, on-message F1 drivers would never have been so self-indulgent. He raced because he loved racing, drove because he loved driving and could scarcely believe people were prepared to pay him to do it. Winning? Well it undoubtedly helped, but unlike today's mob, it was never what mattered most. If you said to Jean Behra that the way to win was to preserve your tyres, minimise your fuel consumption and go no faster than absolutely necessary as it is these days, he would, I am sure, have walked straight out of the room. Flat out to flag or, likely as not in his case, until his car wilted under the pressure, was the only way he knew.

We will get to his Porsche story presently but first a little pre-history, for while I am aware you didn't buy this magazine to read about Ferraris, Maseratis, BRMs and Gordinis, if you are to

understand the man about whom you are reading his back story is important.

Jean Behra was born in France 1921 and first took to wheeled competition aboard a Moto Guzzi motorbike before changing to four wheels in 1951 when he was offered some drives with the impoverished French Gordini racing team. Behra was fiercely patriotic and could be relied upon to do extraordinary things in the little blue Gordinis, though sadly the Gordinis could not be relied upon to put up with such treatment for the duration of any given race. Once, however, at Reims in 1952, the Gordini lasted long enough for Behra to show his stuff. In a roasting hot three-hour race during which over two thirds of the field retired, Behra and Gordini triumphed over the hitherto unconquerable might of Alberto Ascari and the entire Ferrari factory team. Sadly and like all his other big wins, the race did not carry World Championship status.

It was the brightest moment in four seasons Behra did with the perpetually underfunded French team. But when Fangio left Maserati to go to Mercedes-Benz and the Italian team found itself in need of a new number one driver for 1955, it was to Behra that it turned, astonishing

given the paucity of results he had achieved in a team as tiny as Gordini and indicative of just what a star he was nevertheless regarded to be. Of course 1955 was a year of utter dominance for Mercedes-Benz, but at non-championship races in France at which the German team did not put in an appearance, Behra had a chance. And at both Bordeaux and Pau he took it, beating his team-mates and Ferrari in his 250F.

Behra had an uncharacteristically quiet 1956 as a number two driver to Stirling Moss, but in '57 with Moss replaced by Fangio he played a dutiful supporting role to the master in championship rounds, but ran riot when there were no points to be won, winning in Morocco, Modena and at Pau again. He was also starting to shine in sports cars, winning the Sebring 12 Hours with Fangio as his team-mate. But it was a transfer to BRM in 1958 that proved the catalyst for Behra's move to Porsche. Without sports cars of its own for him to race, BRM could hardly complain if he went and raced those belonging to other people. Porsche, similarly short of an F1 team for him to race with, was a natural fit.

The first race of the World Sports Car Championship was the Buenos Aires 1000km to

which Moss and Behra had travelled to drive a private Maserati 300S. But when the Maserati proved awful to drive in practice and then destroyed its engine, they found themselves paired in Porsche's own 1.6-litre RSK. Together they took an incredible third place beaten only by two works Ferraris with engines almost twice the size. As Moss was proud to put it: "I think we made them work harder than was expected that day."

At Sebring, Behra and Edgar Barth ran as high as fifth before an uncharacteristic transmission failure sidelined the car, but in the Targa Florio, Behra and Giorgio Scarlatti came second with only a 1.5-litre engine, with one 3.0-litre works Ferrari ahead and two behind. They won their class by such a margin the next 1.5-litre car home was a scarcely believable 42 minutes behind.

For Le Mans, Behra was teamed with Hans Herrmann who, 12 seasons later would take Porsche's first outright win in the world's greatest race. Armed with a 1.6-litre engine on one of the most power-hungry tracks on earth, ranged against no fewer than 20 cars in the 3.0-litre category, the little RSK came third behind one works car from Ferrari and another from Aston

Martin. In fact, even this does not quite do justice to what actually happened, as Behra was actually able to battle for second place with the Aston with only a third of the race remaining before brake issues made him ease off. Even so he still secured Porsche's first Le Mans podium a frankly surreal 34 laps (or over 280 miles) ahead of the next car in its class. How could Behra possibly beat that achievement? It would take the world just a fortnight to find out.

In fourth place at Le Mans had come another RSK fitted with a slightly smaller engine to enable it to win the 1.5-litre category and Porsche, contemplating for the first time the possibility of racing single seaters, was interested to see how it might fare in a race for purpose-built Formula Two cars, which similarly ran to a 1.5-litre limit. The next race was also in France but at the ultra-quick Reims circuit. Only Porsche could contemplate entering a sports car for an F2 race and only Porsche would have the nerve to back itself to turn the car around in time. The car was whisked back to Stuttgart where it was converted to a central driving position, had its nose replaced by one without headlights and gained a new engine cover to provide a

back rest for the now centralised driver.

But who should that driver be? That was the only easy answer of the lot: Behra was not only Porsche's quickest full-time driver by some margin, he was also French and had shown time and again that he was never quicker than when on French soil. What happened next beggared belief and to understand the scale of the achievement you need to understand also that F2 was nearly as important to car manufacturers as F1 back then, which is why factory teams with purpose-built F2 cars from Ferrari, Lotus and Cooper were all present, as were drivers of the calibre of Moss, Jack Brabham, Peter Collins and Bruce McLaren.

Be advised, too, that Porsche was so short of time the car didn't even make it to first practice. And yet in the race Behra dusted the lot. Indeed at the start Behra, Moss and Collins simply disappeared from the rest of the field, but not even Collins in his Ferrari could stay the pace and once Moss had blown his engine trying to stay ahead of Behra, the mercurial Frenchman and his little Porsche were not challenged again. The truth of that season was that in the six rounds of the World Sports Car Championship a Porsche



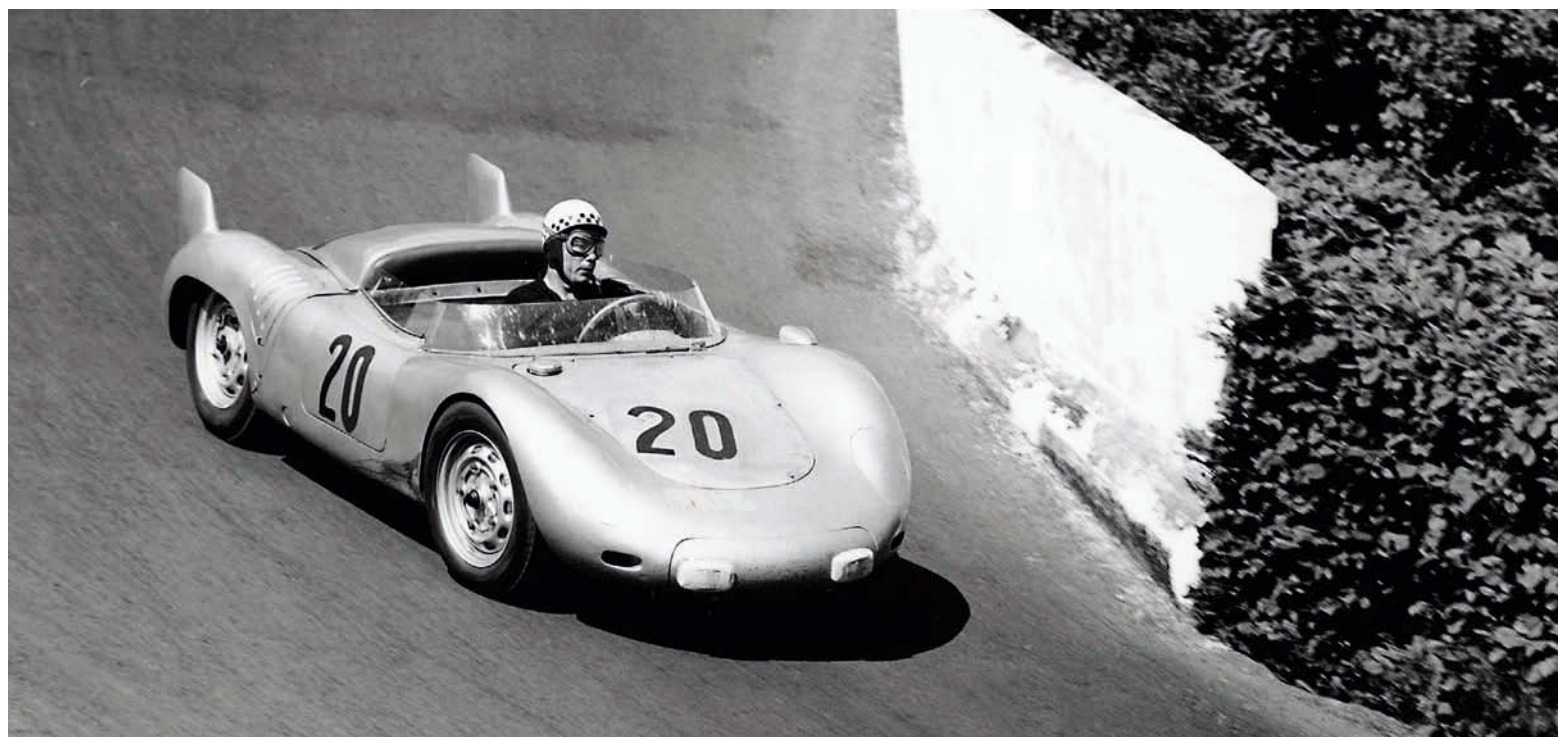
Here: Zeltweg, 1958; Behra's 718 (No.112) leads Barth (No.115) and von Trips (No.114). Far right (top): Hans Herrmann in the F2 Behra-Porsche battles Moss in a Cooper Borgward at Reims, 1959. Far right (bottom): Behra's 718 RSK at the Nürburgring 1000km, 1958

driven by Behra got on the podium four times despite opposition with engines of up to double the capacity of his RSK. He won his class every time he finished, which was five out of six.

After such a season, it was no surprise to discover that Behra had come around to an entirely Porsche way of thinking, despite being snapped up for Formula One by the same Ferrari team he had beaten so many times. But he was so taken with Porsche and his experience at Reims he decided to build, with Porsche's knowledge, his very own F2 car. Called the Behra-Porsche, it was based on the running gear and suspension of an RSK bought cheaply from the factory, placed into a chassis made for Behra by Valerio Colotti in Modena whom he'd befriended in his Maserati days.

The Behra-Porsche first broke cover at the Monaco Grand Prix in 1959, where Maria Teresa de Filippis was unable to find enough clear track to qualify the car. Behra himself then drove it at F2 races at Pau and Clermont-Ferrand, on both occasions getting up to second place before hitting trouble. Its best race came at Reims, almost exactly a year after Behra had beaten all-comers in the converted F2 RSK. Behra himself

*It was no surprise
that Behra had
come around to an
entirely Porsche
way of thinking*



was that day driving for Ferrari in the French Grand Prix, so gave the car to Herrmann to race. Finally showing its true pace, Herrmann brought the Behra-Porsche home second only to Moss's Cooper. The only works Ferrari in the race retired.

What was awkward about this turn of events was that Ferrari found its F2 car had been beaten by a car belonging to one of its F1 drivers. Behra did nothing to smooth his employer's ruffled feathers by then over-revving his F1 Ferrari so much its engine broke. When his team manager started shouting, Behra saw red and thumped him. Of course he was summarily dismissed, but not even Behra could have predicted his last Grand Prix had already been run.

Less than a month later, Behra presented himself to the Avus race track in Berlin. The Avus was probably the least liked track ever used for top drawer racing: it had two straights, a hairpin at one end and, by 1959, a massive 43-degree banked curve at the other end made from bricks. It was tricky enough in the dry, but in the wet it was lethal.

Jeannot had the Behra-Porsche with him for the F2 race on the Sunday but the day before there was a sports car race dubbed the 'Berlin Grand Prix' into which he was entered in his RSK. As the pitifully small grid of seven RSKs and two OSCAs raced away from the start, it had already started to rain. Behra found himself in a fight for the lead with Wolfgang von Trips and Jo Bonnier. Four laps into the race Behra came onto the banking a little too high and a little too fast and the back of the RSK started to slide. Behra tried to correct it but he simply ran out of space. At least one driver had walked away from a trip over the edge of the Avus banking so hope remained, but this time the RSK hit a concrete block and effectively stopped. Behra was catapulted out of the car and into a flagpole. He was almost certainly dead before his body hit the ground.

When I think of Jean Behra today I think of a driver who wouldn't last five seconds in modern F1, and I admire him all the more for it. Back then it must have seemed likely that a man with only one speed who had survived so many enormous accidents, including one in which he lost an ear, would one day simply run out of luck. Even in the 1950s, if he'd played his cards more carefully, had a little more luck and a lot more mechanical sensitivity, he could have risen to the top. There's no question he had the talent to be a world champion and equally little doubt that he lacked the temperament. Indeed it was only when he found Porsche, a company who built its cars so strong not even Jean Behra could break them, that his true potential was realised.

And that his how I choose to remember him, not flying through the air on some grim newsreel, but flying down the pit straight at Reims in a Porsche that had no business being in an F2 race, on home turf, leaving the best in the world in his wake ○

*He raced because he loved racing,
and could scarcely believe people
were prepared to pay him to do it*



Buenos Aires 1000km, 1958: Roberto Mieres, Behra and Moss with the 550 A Spyder

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F10 530D » 305 BHP
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320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
R ROVER SC 5.0 » 580+ BHP
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
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R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL
» 240+ BHP

PORSCHE

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997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/SPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
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BALTIC EXCHANGE

You may not have heard of Lithuania's top GT team or the Lenktynes 1000km event in which it competes. Chances are, though, that the name Sebastiaan Bleekemolen, the man who tackled it this year in his former 997 Supercup car, will be pretty familiar...

Story: Robb Pritchard Photography: Edgaras Buiko and Robb Pritchard





With GT endurance races regularly taking place at legendary venues like Le Mans, Nürburgring and Spa, a race that promotes itself as the 'Biggest in the Baltics' might not be something that hits you for six with its dazzling strap line. Laid out on a lonely stretch of Lithuanian motorway and over an intersection bridge, the venue has the look and feel of the old days of DTM when courses put together on former airstrips, but don't let this event's apparent simplicity deceive you. Although it takes place on a public road, a set duration of 1000km around this place ensures it is one of the most brutal GT races in the world.

Now celebrating its 17th year, the Lenktynes 1000km attracts some big name drivers, and its unique set of rules means that some very interesting machinery is eligible to race. Where else might you see an Aquila SR1 or a Radical SR5 in the same event as a VW Beetle or Lada Riva Estate? Or, for that matter, former Porsche Supercup driver Sebastiaan Bleekemolen in one of his old GT3 Cup cars?

The local Lithuanian General Financing team, winners of this event in 2013, bought the 997 you see here specifically for this race, and as part of the deal Sebastiaan was invited to join the team's three-man driver line-up; an offer he was only too happy to oblige with. Last year the team's race came to a premature end with gearbox gremlins, so for 2016 it was out to make amends.

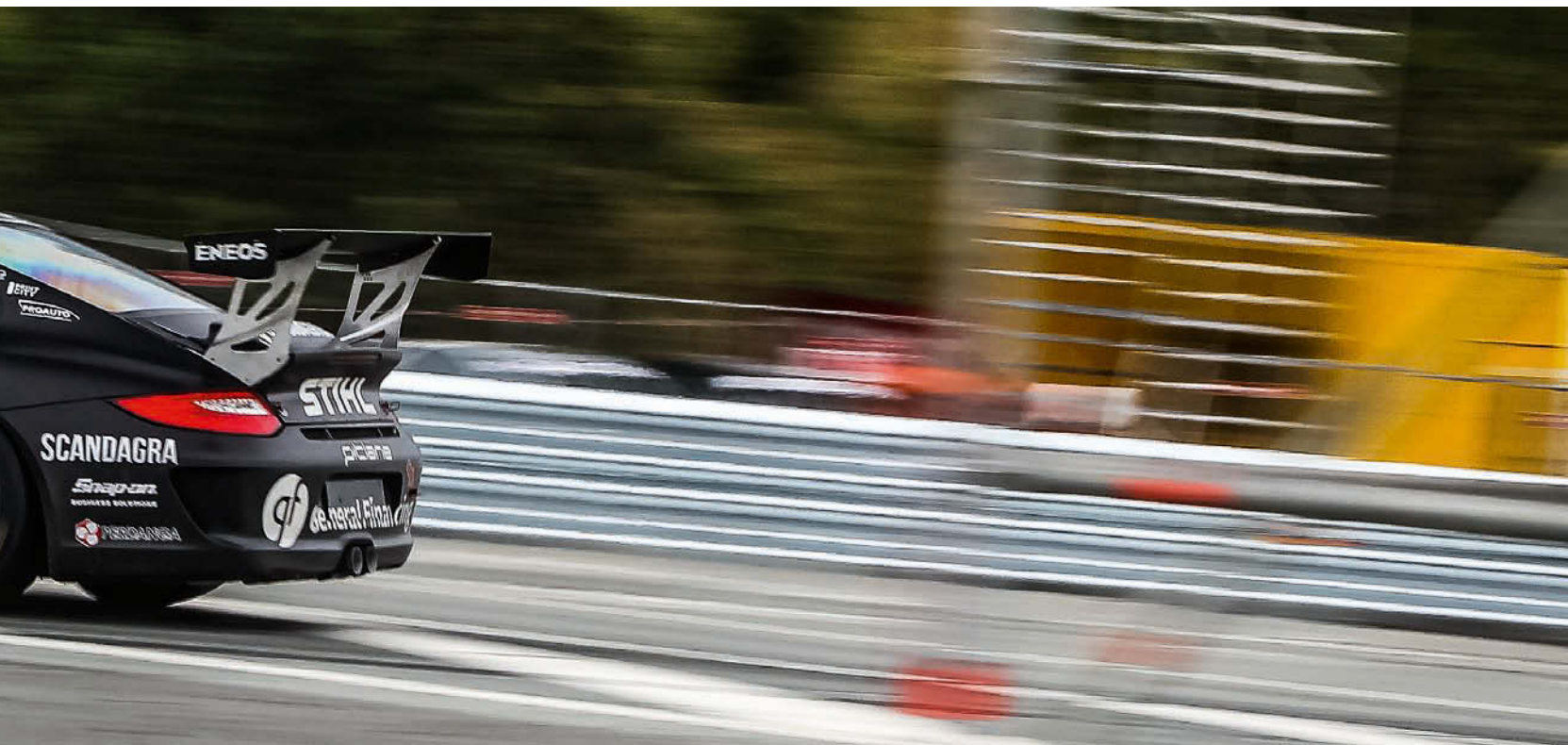
The lightweight, purpose-built Aquilas are faster than the Porsche, which is why star driver and five-time winner, Jonas Gelzinis, could only

qualify the 997 in third spot, but lead driver Benediktas Vanagas wasn't too concerned: "It's reliability and having a good team that wins here, and I am confident that we have both." Confidence also came from the fact that the Aquilas had failed to finish for the last four years in a row, this track is notoriously tough on the cars which accept its challenge.

"This is a very unique place to race," Benediktas explains. "From about 155mph in top gear you have to come all the way down to second for the first chicane, then a quick stab on the gas before the very tight hairpin. This takes you from one side of the carriageway back down the other. You can just about get up to top speed again before another chicane and a long right-hander up the slip road into another hairpin. The hairpin takes you over a bridge and then through a 270-degree right-hand turn that loops you back through two more tight kinks, and then back on to the straight. A lap is completed in 75 seconds so you really can't relax for a single heartbeat!"

Put a wheel off the Tarmac and you'll be greeted by rough dirt and grass, so overtaking on this short and tight course is obviously a nightmare. If the driver of a slower class of car is not paying full attention to their mirrors then it can easily end your race. Also because we're talking about a road that performs as a normal motorway for the rest of the year, typically full of traffic on a daily basis, there are grooves in the Tarmac from the heavy vehicles which can easily upset a car, these make it very difficult to set a car's suspension up effectively. And then there are all the barriers. These are so close that even a small mistake can





Based around a motorway, the circuit is reminiscent of early DTM tracks, but don't be fooled by its apparent simplicity, it is both technical and gruelling...



see a driver making contact with another participant leading to major consequences. The organisers know how intense this race is, which is why they have a strict rule that any one driver can only stay in a car for a 70-minute stint before taking an enforced one-hour of rest. It all adds up to a fascinating and intense motorsport challenge.

But, the Lithuanian General Financing team's good qualifying performance looked to have been for nothing as while searching for the cause of a seeming lack of power, the mechanics found metal fragments in the 997's engine oil. There wasn't enough time to strip the engine back to its component parts to find out what had gone wrong, so the decision was taken to swap the engine out for one the team had in a spare car.

While rival teams were fine tuning the smaller details, Sebastiaan's mechanics spent the night pulling the back of the 997 to pieces. "It's never a good thing to change the engine because there are so many connections, there's always a big risk of a little problem that can affect your race," Sebastiaan said. "But the team were great and they didn't make a mistake." The car was ready to roll again by 4am on race day.

Thankfully the regulations do not impose a penalty for performing such mechanical surgery

to a car, as such the team were able to wheel the car into its third place spot on the grid for the start of the race. It's a 344-lap race and if there's rain or a prolonged safety car period it can take up to ten hours to see the chequered flag – it's an endurance race in every sense of the concept.

With that in mind the team weren't too concerned to see the leading Aquila open up an early lead, even when the gap quickly became a full lap over the 911. On this short track that lead was worth one minute and fifteen seconds. The Porsche drivers kept running at their own pace maintaining second position and concentrating on gaining track position by out-performing their rivals during the pit stops. The Aquila has a smaller fuel tank than the 997 so had to make more frequent stops to refuel – at these points whoever was driving at the time would take the lead, only to be passed on track by the faster car once it was back up and running. It was very close between the front runners for a long time; the top two maintaining a long gap back to the rest of the field.

"The track is great but so narrow and twisty that it feels like you are in a rally more than a race," Sebastiaan said. "And perhaps the Porsche is not the perfect car for such a tight and





Sebastiaan Bleekemolen has become inextricably linked with racing Porsches having cut his teeth in single-seaters

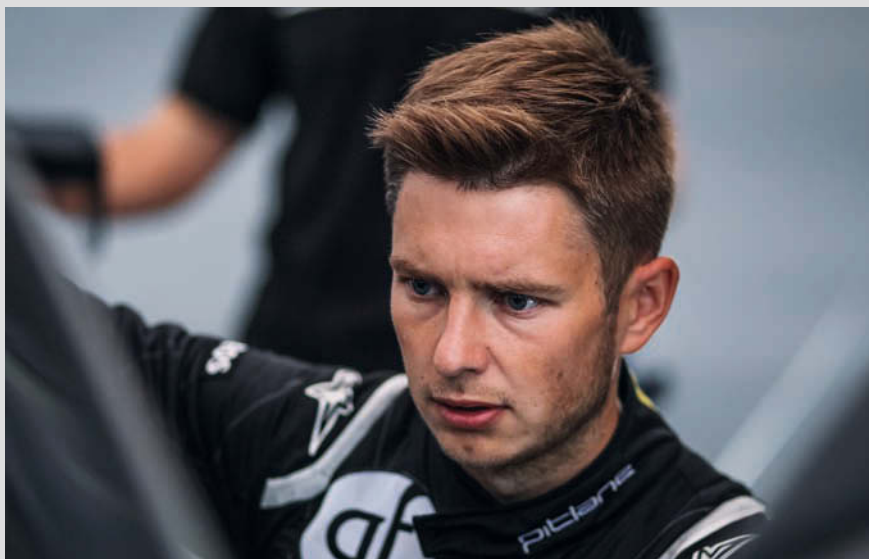


PROFILE: SEBASTIAAN BLEEKEMOLEN

Dutchman Sebastiaan was born into a motorsport-orientated family in 1978. His father raced for RAM and ATS in Formula One, and this clearly served to shape his career path. From a young age he competed in karting competitions winning several domestic championships before making the logical step up into car racing largely at the wheel of Formula Fords. But by the end of the 1990s despite his success he had decided that racing open wheel formula cars was not for him, and he subsequently stuck to Sports and Touring cars going forward.

On the European stage, Sebastiaan began racing Renaults, with the likes of Meganes and Clio V6s in particular, and in 2001 he raced in the FIA GT World Championship achieving a second and two third place finishes. In 2002 he was crowned Champion of the Dutch Renault Clio Championship, but he also raced a Chrysler Viper GTS-R during that same year. It was in 2003 when he got his first major taste of Porsches in the European Porsche Supercup, and racing 911s would become a recurring theme. Come 2005 Sebastiaan had taken seven wins out of 16 races in the Porsche GT3 Cup Challenge.

Despite competing in a varied mix of machinery since that time, a Porsche racing car has never been too far away in Sebastiaan's professional career. He raced a GT3 Cup car in the German ADAC GT Masters series in 2008, and even tackled the La Carrera Panamericana that same year in a 356. Regular running in the European Porsche Supercup, Dutch endurance championships, and Carrera Cup at the wheel of 911s served to cement his connection with the Porsche brand. Most recently Sebastiaan has competed in the Daytona 24-Hours, Sebring 12-hours and Petit Le Mans as part of the United Sports Car Championship, but he jumps into a competition 911 seemingly at every opportunity.



technical circuit as you can really feel that there is a lot of weight over the back wheels. The lighter, mid-engined cars are probably a lot easier to handle, but if it wasn't so easy to drive at least it was fun! In my career I've raced on many tracks and in big events around the world, but I really enjoyed this one. It's so technical that you have to keep your concentration up at every moment!"

With the pit crew hovering to see if there were any yellow flag periods in which it could perform a stop to save a few seconds, everyone soon settled into a rhythm. Driver changes occurred every hour as quickly as possible, helping the 997 to stay in touch with the Aquila which stubbornly refused to succumb to any kind of technical issue. In fact the 997 spent the least amount of time stationary in the pits of any other vehicle in the race. It was this great team work, and a mistake from the Aquila as it tangled with a slower car causing it to spin, that handed the advantage to the General Financing team.

Sebastiaan was in the car for the final stint and had to call upon all of his racing experience to manage the gap back to the chasing Aquila, which kept hovering at around 30 seconds, depending if he or the Aquila caught traffic in the wrong place costing them time. Considering that the Aquila was capable of touring two to three seconds per lap faster than the 911, Sebastiaan

was out-performing expectations. The tension in the pits grew as the gap diminished, but Sebastiaan drove like the true professional he is to bring the car home for a very popular win.

For newly-crowned six-time event winner, Jonas, it was the most difficult race he'd ever competed in: "All race we were fighting hard and it wasn't until the car crossed the finish line that we were sure we were going to win. Waiting for those last laps was extremely difficult. It was as though time just stopped for us."

Sebastiaan was equally as enthusiastic: "Today was a special day. I did the last stint in the car and for the last laps I could see all the people around the track clapping and cheering. It was a special moment. I was hoping that something like the gearbox wasn't going to break at the last moment, but I will remember this victory forever. I think this track is special, there's nothing like it anywhere else in the world so winning here is definitely something to tick off my bucket list. Now we need to go and celebrate with the team!"

The 2016 Lenktynes 1000km was completed in eight hours, 44 minutes and 55 seconds, which is the fastest race time ever recorded. Lithuania might not be well known for its motorsport, but this tough race on a very tough track deserves to be widely acknowledged and highly regarded. Just ask Sebastiaan Bleekemolen ○



"This track is special, there's nothing like it anywhere else"



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BRITEMAX® Star Letter



928 time!

Having just bought one of these amazing cars I can attest to how great they are. The 928 is simply the best car I have ever owned or driven. They're looking quite modern still, especially so in S4 and later form.

I have lusted after a Porsche, specifically a 928, for many years – even while considering importing a 911 from the UK with the help of your contributor Philip Raby. In the end I settled on what I love best: a 1983 928 S, and an auto at that (don't discount the auto!). These cars are stunning to look at and to drive. They sound amazing, too. They are not a minefield of expense either, as long as you keep on top of maintenance and buy a good one to start with. Although



touted as being complex back in the day, they now pale into insignificance compared with today's complex cars.

With prices starting to rise and interest increasing around the globe now is the time to buy a 928. So go out and get one before prices rise much further...

Adam, Australia

911 RS Touring

With reference to your article on James Cottingham's 911 RS Touring (GT June '16), I wanted to find the colour code for the Lilac the car is finished in. At first I could only find the reference number for Royal purple and Aubergine. So, I thought I had better read up a little on the Carrera RS models. I pulled the *Carrera RS* book by Gruber and Konradsheim from the shelf (\$1750 on Amazon). This very comprehensive book has all the specs of every single car made. I checked the paint colours and immediately found the Lilac. It's colour code is 341 and it's paint code is 6969. So now I know! I then thought

that as only 16 out of 1580 cars were Lilac then maybe there was only one RHD, thus I might be able to check the spec. Wrong. There were seven delivered to England in Lilac, all Touring models I think.

A couple of things puzzle me on the car, though. The front bumper seems to be a lightweight M471 item and not the Touring one, and it has the round exterior mirror. Most were the square type but I believe a few round ones were used. I have been spurred on to learn a lot more about the RS models and now consider the new 911R to be more like the RS model.

Richard, Karmann Konnektion



993 Targa

I was interested in your recent 993 Targa article (GT August '16). However, I must say that I was left very flat after reading it: both the car salesman and journalist seemed very bored and uninterested, which I find amazing. It's a 993 which, as you may know, is one of the world's most iconic cars! Am I being too harsh?

Targas get an enormous amount of attention, even from Porsche people, as they look awesome. Even non-Porsche people are amazed that they look new with the modern full glass roof, but at the same time they appear new because of their classic size and shape. The fact that Porsche did a glass roof in this form 20 years ago leaves people amazed.

I've had seven Porsches so far. Two in particular won't be sold anytime soon. Others have come and gone but for overall ownership enjoyment the best two remain, one being a manual 993 Targa.

Travis, email



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Four 911s have caught our attention at auction this month; a £1.8 million GT2, a 30,000-mile 930 Turbo, a GT3 4.0-litre, and a 911 2.7 Targa...

1995 993 GT2

Auction House: RM Sotheby's
Auction: London
Location: London
Date: Wednesday 7 September
Estimate: £750,000-£850,000

Offered from a private collection of Porsches, this 7000-mile 993 GT2 is one of approximately 57 road-going specification cars, and it raised a few eyebrows at the RM Sotheby's London sale back in September. Delivered new to Porsche Zentrum Ludwigsburg in Germany, the Riviera blue car remains original and unmodified today, and was described by the auctioneers as being in 'exceptional condition throughout'. Complete with its original owners' manuals and service booklet in their original leather pouch, the car's comprehensive maintenance record stamped by Porsche Stuttgart is testimony to the care its owner has imparted onto it. RM Sotheby's said this 'low-mileage and single-owner example is one not to be missed by the discerning Porsche collector', and certainly it wasn't, selling for a record-breaking £1.8 million.



Hammer price:
£1,848,000



2011 GT3 RS 4.0

Auction House: Silverstone Auctions
Auction: The Salon Privé Sale
Location: Blenheim Palace
Date: Saturday 3 September
Estimate: £200,000-£220,000

Ordered new from Porsche Stuttgart, this car was exported and delivered to Japan where it resided with its enthusiast owner until earlier this year. It's finished in Carrera white with contrasting Carrera GT silver wheels and is trimmed in black leather and black Alcantara complementing the exterior. With 27,000 miles on its clocks, this 4.0-litre had been maintained in accordance with its service schedule and with its import documents, the car was ready to be registered to a new owner. Number 472 of 600 cars, the RS rightly commanded interest at auction selling for £208,125.

Hammer price:
£208,125



1988 930 Turbo

Auction House: Silverstone Auction
Auction: The Salon Privé
Location: Blenheim Palace
Date: Saturday 3 September
Estimate: £110,000

Hammer price:
£171,000



Selling for £60,000 over its estimate, this Grand Prix white 930 Turbo had covered just 30,857 miles in its lifetime having been kept as part of a large private collection. Described by the auction house as being 'fastidious', the vendor is said to have removed all of the car's wheels in order to clean the wheel arches after even local outings. As a result of the previous owner's care, the car showed little signs of use, its paintwork was original and the interior was said to be in 'superb condition'. A full history file contained past bills and receipts detailing expenditure and general upkeep over the years. The two-owner car sold for £171,000.

1976 911 2.7 Targa

Auction House: Bonhams
Auction: The Beaulieu Sale
Location: Beaulieu
Date: Saturday 3 September
Estimate: £25,000-£30,000

Hammer price:
£26,450



Originally supplied as a semi-automatic Sportomatic, this 911 Targa has been subsequently converted to a five-speed manual. Restored in 2015 and coming complete with detailed photographs to document the work, this Guards red 1976 car also benefited from a refurbished interior. Suspected wear on the engine would, the vendor stated, soon require attention due to cylinder head stud wear. Regardless its extensive history file, Porsche Certificate of Authenticity and restoration invoices made it worthy of consideration for its estimate of between £25,000 and £30,000. Its sale price of £26,450 seemed reasonable in the current Porsche climate.

A green Porsche 911T is shown from the rear three-quarter view, driving on a paved road that curves into the distance. The road is flanked by dense green trees and foliage. The car has a black stripe with the word "PORSCHE" in white letters along the rear side. The background is slightly blurred, suggesting motion.

Leap Frog

Specialist PS Works has taken one unsuspecting 911T, waved its magic wand, and transformed it into a Porsche prince...

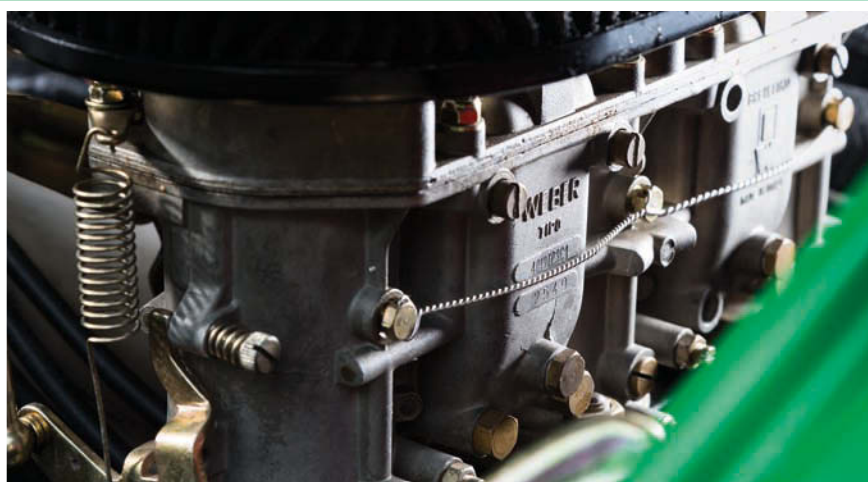
Story: Johnny Tipler Photography: Antony Fraser



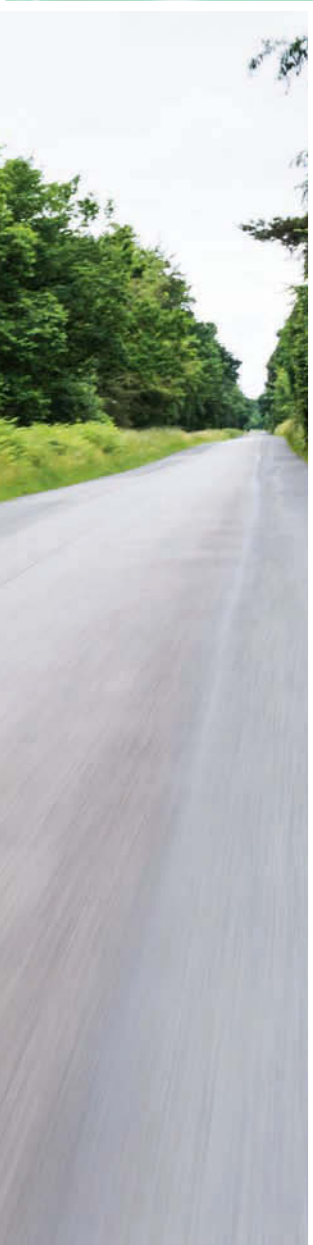
Just like the Grimm's fairy tale, this is the story of a plain old 911T that was magically transformed into a hot rod prince, aka 'The Frog'. And this is indeed a prince among frogs. In essence it's a 1971 2.2-litre 911T and Paul Stephens' Italian customer sent it over as a complete car with a mandate for Paul and his coterie of technical wizards and artisans to administer the kiss of life and turn it into a lightweight hot rod. As well as the PS AutoArt luxury 911s, Paul also offers a rather less thoroughgoing service called PS Works, enabling you to realise any fantasies you might harbour for your 911 and the image you wish to project. For obvious reasons its latest work has been christened 'The Frog', and although this is its original colour – which rejoices in the rather less inviting moniker of Conda green – the addition of the Cibie spotlamps completes the froginess, reminiscent as they are of the good old Mk1 Austin-Healey 'Frog-eyed' Sprite. It's no puddle jumper though; it's the springboard to an uplifting driving experience.

As for those delectable Fuchs wheels, they are D6s on the front and 7Rs on the rear, so they have the profile of that other prince of Porsches: the 911 R. They are shod with Avon radials – 185/70 15 at the rear, 175/70 15s at the front. Paul perceived it as a way of keeping the car slim while adding a touch of class, glamour even, though only the





The engine's capacity has been raised from 2.2- to 2.4-litres, designed to make it handy in the Italian Alps



911 buffs will know what it's running on. In effect he's achieved a wider tyre on the rear while making it look as if they're the same size all-round.

The cabin interior is the owner's personal inspiration: "We put the seats in, and we supplied the cage," says Paul, "but he visualised this vintage leather look. He sent us some Italian distressed leather which we had made up for the door panels and seat upholstery." Apparently the owner holidayed in Scotland for Hogmanay and got hooked on the tartan theme, which accounts for the plaid centres to the seat coverings. "We had to choose a tartan, and this one broadly matches the frog green of the bodyshell," says Paul. The antique leather endows it with a lived-in feeling straightaway, even though we're dealing with an effectively brand-new car, and the green of the tartan complements the Conda green bodywork. It's also got a genuine period Momo wheel that bears the signature of one Jacky Ickx. "It's just meant to be a slim, lightweight 911 with minimalist bumpers," explains Paul. It also boasts most of the features normally associated with lightweight 911s, including wind-up windows, leather door pockets, thong door-pulls and plastic door handles to close the doors. "The carpet is in there if you want it, though equally you can run it without for the austere, stripped-out look. The little tartan door pockets are also the owner's inspiration." We love the distressed leather look, it reminds us of a Marlon Brando biker jacket from *The Wild One*. A period-correct roll hoop with two buttressing bars



can be found in the rear of the cabin. Under the front bonnet there's a neat flat surface for luggage, concealing the spare wheel and tool roll. "That little satchel's just to put your tools and bits in, so you can still get to your key features without pulling the board up," explains Paul. There's an ignition cut-out switch adjacent to the battery. Speaking of the battery, there's just one on-board as Paul's techies have installed an oil cooler in the right-hand inner wing where the second battery would otherwise live. "It's the same oil cooler as we put in our PS Classic," says Paul. "It's an aluminium unit because it's going to be subjected to 40 degrees down there in Rome, so we put a modern oil cooler in to keep the temperature down." The ignition cut-off switch has no competition purpose, it's been installed for the sake of added security. "Rome is somewhere you might not want to simply rely on normal locks, and we didn't want a tracker and alarm on it. This way he can just take the red key with him when he leaves it and the car's not going anywhere."

Bizarrely, it came into Paul Stephens' workshops as a restored 2.2 911T, with a brief to transform it into a lightweight coupé – an arena that's meat and drink to Paul Stephens. The capacity of the flat-six has been raised to 2.4-litres. "This is for increased torque and power, with the emphasis on low-down power so it can be as responsive as possible on the tight twists and turns in the Italian Alps," Paul declares.

Intriguingly, the clue to the car's original engine size is in the numberplate, though that small sophistication is now irrelevant. However, it did require considerably more work than an engine rebuild to achieve the look we have here. "The owner actually bought it in Germany," says Paul, "but when we got into it we discovered it was quite rotten. Once we found out what had been covered up we asked the owner what he wanted us to do. 'Strip it,' was his reply, so that's what's we did. After we'd got all the paint off and fixed the bodywork it was a classic repaint job and although it didn't look a lot different, now there is something behind it. So it's had loads of new panels and a pretty thorough restoration, and we've tried to keep it to a point where, if you ever wanted to turn it back to its original configuration, you could. The only part you couldn't potentially do is the centre dashboard because it's leather covered now but we've got all the old bits and the old seats. All the dials are originals and the redline limiter is currently set to 6750rpm, so it isn't going to go any more than that, though it probably would go through 7000rpm quite easily!"

A nice touch is that it's got all the gold notices in the indents on the slam panel at the rear of the engine bay where the lid closes. The Cibie-logo'd spotlight covers are retained by period-looking elastic thongs that bind the orbs of the lights, and the yellow covers set off the froggy green very nicely, too. On either side of the lower front valence there is an aperture to install a spotlight though if hard braking was envisaged on a run in the mountains, say, they might better serve as brake cooling ducts. "We've discussed that with the owner," says Paul, "and potentially we could take the covers out so it looks like an R, so that may happen before it's delivered to Italy." It seems this little detail is exercising the owner's imagination, as Paul elaborates: "It's very neat with the covers in place and I keep sending him photos of the





*"It's just meant to be
a slim, lightweight 911
with minimalist bumpers"*

car with them still in there, although he keeps asking what would it look like with the covers out. We know that it would look like a little 911R."

Power output from the 2.2-litre unit is about 180hp now so, as Paul reckons, "it's somewhere between an E and a S in terms of power. However, it's actually more punchy low down than a 2.4 S because of the lower ratios in the 901 'box." The fuelling is via Weber carburettors designed to dispense torque rather than outright power. Currently it is lacking a spark box but Paul has it on order from Classic Retrofit. It will be a replacement Bosch CDI+ ignition unit that provides modern electronics in a standard looking package. "We can then plan a set of programmes so you can get the power delivery to be more linear as it gets a stronger spark," reports Paul. "I'm going to put one in my SC, and I think it will transform the Froggy as well, as it's still a bit fluffy at the bottom end of the rev range at the moment. These old distributors have their limitations – sometimes they stick and it stops the tickover from coming down nicely. The CDI spark box should sort that out." There's an 11-bladed fan, and peering into the depths of the engine bay beyond the right-hand carburettor stacks we notice the slightly incongruous



"PS Works is for people with some ideas of their own and we turn them into a reality"

presence of a Motul oil can. It serves as an oil reservoir in the dry sump system, just as an R or 911 racer might have done back in 1968. It's just another amusing period twist in the Froggy's fantasy makeup; idiosyncrasies abound. The exhaust is extremely loud and although we adore the clamour of an unmuffled small capacity flat-six it's not intrusive whilst driving; rather the contrary, it's exactly the right soundtrack and obviates the need for any hi-fi.

"It's something we've done under our PS Works arm," says Paul, "and it's not a PS AutoArt car because those are bespoke re-creations, like the Retro Touring. PS Works is for people who come along with some ideas of their own and we turn them into a reality. Another one the owner wants us to do is to fit a 912 with a 2.4-litre four-cylinder engine and lots of quirky details." The intended engine is the air-cooled, twin-plug, flat-four twin-cam Polo, favoured by 356 and 912 Outlaws. "They're quite torquey," says Paul. "They take a shortened 964 engine and cast all-new cases from that. It'll be more powerful than this car and with a four-cylinder engine on a short wheelbase chassis it will be less of a handful than that, but a similar sort of car." One for a future GT feature, perhaps.

Time to put 'The Frog' to the test, so I hop in. I prefer left-hookers in general and classic 911s in this layout especially, so this cockpit with its contemporary seats and retro style suits me down to the ground. I head for the long, undulating straights that penetrate Thetford Forest in southern Norfolk's Breckland wilderness. It's on new Bilstein shocks and handles really nicely with a firm ride as I traverse the bumpy back roads. It's no croaker, this; its 2.4-litre flat-six snarls like an angry croc. Better make it snappy, then. I'm doing most of the work in the lanes in third and fourth and it's very responsive on the throttle, although sometimes a little sticky when I'm stationary. And when I'm really revving it right round to 5500-6000rpm on the long straights the fourth and fifth slots in the dog-leg 901 'box make complete sense, rather than trying to fish for fifth in the later 915 'box. Acceleration is phenomenal, each progression through the gearbox is an event in its own right, set to the ear-splitting blare of the flat-six on full song. Its handling is quite taut and Paul's techies have set the geometry up so it turns-in nicely. I can steer it on and off the throttle, provoking understeer and oversteer and there's just enough of a grip-to-power ratio. The brakes are progressive and strong. "It's settling in at the moment so it's all very fresh but I'm pleased with the way it has come out," Paul declares.

This prince among Porsches really is a charming car. It's also a very exciting car, both visually and out on the road. "It's not meant to be a track car, though," cautions Paul. "It's a little road car, designed to be driven up into the Alps and the Apennines where the owner can enjoy it to the full haring up and down the mountain roads." And, given its Kermit-like persuasion, it's naturally equally at home on an early morning squirt alongside the Italian Lakes – Maggiore, Garda, Como. I'm already swooning at the prospect. More froggy frolics? Time for some Channel hopping! ○





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911 (997) "2S" 3.8 "Gen 2" pdk cab
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Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
31,000 miles, (58 - 2008), Silver with red leather£43,000



Porsche 911 (997) "C2" 3.6 "Gen 2" pdk
45,000 miles, (10 - 2010), Basalt black with black leather£40,000



Porsche 911 (997) "C2" 3.6 "Gen 2" pdk
44,000 miles, (09 - 2009), Silver with black leather£40,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
67,000 miles, (59 - 2009), Basalt black with black leather£39,000



Porsche 911 (997) Turbo 3.6
42,000 miles, (57 - 2008), Basalt black with black leather£56,000



Porsche 911 (997) Turbo 3.6 tip cab
45,000 miles, (08 - 2008), Basalt black with black leather£55,000



Porsche 911 (997) Turbo 3.6 tip
45,000 miles, (56 - 2007), Slate grey with grey / black leather£53,000



Porsche 911 (997) "2S" 3.8
41,000 miles, (08 - 2008), Silver with black leather£34,000



Porsche 911 (997) "2S" 3.8
37,000 miles, (07 - 2007), Red with black leather£34,000



Porsche 911 (997) "2S" 3.8 tip
52,000 miles, (57 - 2007), Silver with black leather£33,000



Porsche 911 (997) "2S" 3.8
54,000 miles, (07 - 2007), Basalt black with black leather£33,000



Porsche 911 (997) "4S" 3.8 tip
44,000 miles, (56 - 2006), Silver with ocean blue leather£33,000



Porsche 911 (997) "2S" 3.8
44,000 miles, (07 - 2007), Basalt black with grey leather£33,000



Porsche 911 (997) "2S" 3.8
53,000 miles, (57 - 2007), Basalt black with black leather£32,000



Porsche 911 (997) "2S" 3.8
55,000 miles, (56 - 2007), Silver with black leather£31,000



Porsche 911 (997) "2S" 3.8 tip cab
50,000 miles, (06 - 2006), Basalt black with black leather£31,000



Porsche 911 (997) "4S" 3.8 tip
55,000 miles, (06 - 2006), Seal grey with grey leather£30,000



Porsche 911 (997) "2S" 3.8 tip
59,000 miles, (55 - 2005), Silver with black leather£27,000



Porsche Cayman "S" 3.4 pdk
21,000 miles, (63 - 2013), Red with black leather£46,000



Porsche Cayman "S" 3.4 pdk
15,000 miles, (13 - 2013), White with black leather£45,000



Porsche Cayman "S" 3.4 pdk
27,000 miles, (13 - 2013), Amaranth Red with black leather£44,000



Porsche Cayman 2.7 pdk
8,000 miles, (64 - 2014), Sapphire blue with black leather£43,000



Porsche Cayman 2.7 pdk
11,000 miles, (64 - 2014), White with black leather£43,000



Porsche Cayman 2.7 pdk
13,000 miles, (64 - 2014), Red with black leather / alcantara£43,000



Porsche Cayman 2.7 pdk
16,000 miles, (13 - 2014), Red with black leather£40,000



Porsche Cayman 2.7 pdk
18,000 miles, (14 - 2014), Agate grey with black leather£40,000



Porsche Cayman 2.9 "Gen 2" pdk
22,000 miles, (12 - 2012), Basalt black with black leather£31,000



Porsche Cayman 2.9 "Gen 2" pdk
24,000 miles, (61 - 2011), Platinum silver with black leather£30,000



Porsche Cayman 2.9 "Gen 2" pdk
39,000 miles, (12 - 2012), Basalt black with black leather£30,000



Porsche Cayman 2.9 "Gen 2" pdk
41,000 miles, (61 - 2011), Platinum silver with black leather£29,000



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
18,000 miles, (12 - 2012), Basalt black with black leather£37,000



Porsche Cayenne 4.8 Turbo
22,000 miles, (12 - 2012), White with black leather£50,000



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



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

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PORSCHE WANTED (2003 TO 2014)

Entry POINTS

The 944 and Boxster were entry-level Porsches when new, and remain so today on the used market with prices starting comfortably under £10,000. They're two very different cars for similar money, so which would you choose?

Story: Philip Raby Photography: Gus Gregory



It's often said by Porsche historians that, if it wasn't for the entry-level models, the company would have long since gone out of business. It's the affordable Porsches that sell the most and, therefore, bring in large amounts of cash which can be invested in developing the more exotic models – including, for many years, the 911. Back in the 1980s and early 1990s, the most affordable way into new Porsche ownership was via the trusty 944. The front-engined coupé (and later Cabriolet) evolved neatly from the previous 924, which debuted as far back as 1976 and sold in droves. The 944 changed into the 968 for a short period before being replaced by the all-new mid-engined Boxster, which began life in 1996 and continues to this day.

Today, though, a new Boxster costs from £40,000 (which, for the first time, is slightly

more expensive than a Cayman). That may be cheap for a Porsche, at almost half the price of a 911, but it's still a lot of money for someone starting off on the adventure of Porsche ownership. That said, the entry-level model has got more affordable over the years; back in 1990, a 944 S2 coupé would set you back more than £34,000, which translates to £77,000 in 2016 money (incidentally, the same calculation puts the cost of a basic 1990 911 at £110,000). That puts paid to the suggestion that these cars were 'poor men's Porsches'. The good news for buyers on tight budgets today, however, is that you can pick up either a 944 or a Boxster for under £10,000. Well, it is good news in some ways but it does lead to a conundrum – which one to choose? We've brought together great examples of each and, to be honest, we're struggling to decide

which one we would take home...

Let's start with appearances which, it's often said, can be deceptive. The 944 can only be described as a muscle car, with its long bonnet and bulging arches. It's as if they strapped down the petite 924 and injected it with steroids. It's butch, full of attitude and straight out of the 1980s. The car we have here is an S2 – the last and best of the 944s, with a smooth polyurethane front bumper that has stood the styling test of time well. The Boxster, on the other hand, has leaner, tauter lines with more than a retro nod back to the 550 Spyder of the 1950s. Where the 944 is butch, the Boxster is pretty. Its mid-engined configuration leads to a shorter bonnet and longer boot line – indeed, at the time of its launch, some said it was hard to tell which end was the front and which was the back. The



Boxster has dated well, and this 2001 model has a purity of line with has been lost from the later cars which have developed bulging arches and bigger intakes – in fact, it's not a dissimilar progression as that of the 924 to 944. Naturally, of the two cars, the Boxster looks the most modern today – it's an almost timeless design – but we do like the 1980s vibe of the 944.

It's the same story inside. The Boxster's black leather interior is no-nonsense and modern-looking, despite lacking much of the gadgetry that has crept into cockpits in recent years. Surprisingly, though, the 944 also looks fresh thanks to the fact that the S2 has the later so-called 'oval' dash that has aged well. In fact, the 944's interior feels more solid and durable than that of the Boxster – a fact that is borne out by the number of scruffy Boxster cockpits we see.

However, the main difference inside the cars is

that the Boxster is strictly a two-seater whereas the 944 has rear seats, which are adequate for small children or, at a squash, one adult sitting sideways. What's more, the 944 has a lifting rear window making it a true hatchback, which is great for getting luggage in, especially as the rear seats fold flat (you can even fit a bike in a 944 – we know, we've done it). Mind you, the Boxster does have its own trick up its sleeve – two luggage compartments, one at the front and another at the back, behind the engine. They are both, therefore, surprisingly practical vehicles but, if you need four seats, the Boxster is immediately out of the equation. Of course, the other big difference between them is that the Boxster is a cabriolet whereas the 944 we have here is a coupé, although Porsche did offer a 944 Cabriolet for a short period.

We mentioned earlier that the Boxster is mid-

engined. That's primarily to give the car an even front-to-rear weight distribution to ensure good handling. However, despite the 944 being front-engined, it too is well-balanced. That's because its gearbox is mounted between the back wheels rather than just behind the engine. This gives the 944 surprisingly predictable and neutral handling, which belies its muscle car appearance. You'd expect heavy understeer from a front-engined machine but there's none of that (in fact, the early 944 had a cheeky tendency to oversteer but that was dialled out of older cars such as this S2) and the 944 is surprisingly chuckable and predictable. It does feel a heavy and bulky car at first, though, so you have to train your mind to ignore those signs and really push the 944 to enjoy its impressive handling.

You also have to do the same with the 944's engine. The four-cylinder 3.0-litre is inherently





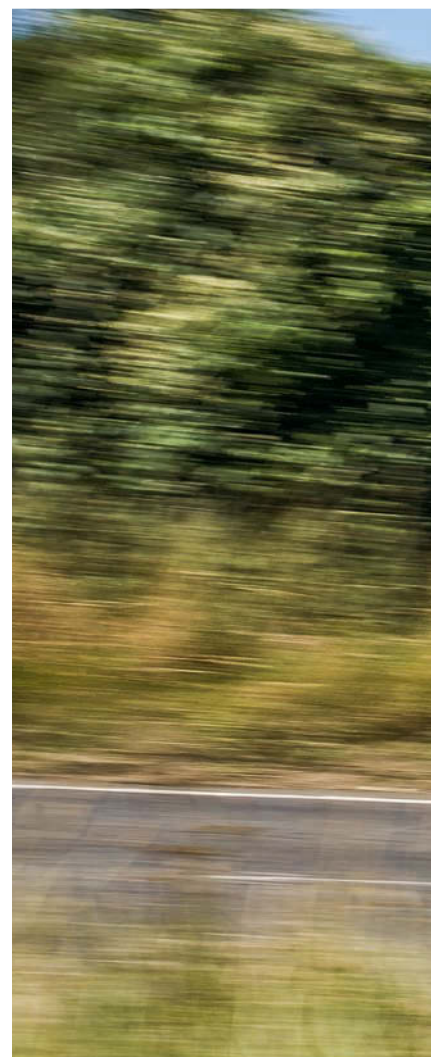
On the road, choosing between these two depends on what you want from a Porsche. They offer a differing driving experience for starters...



With an engine that's eager to rev, and precision handling and steering, it's hard not to have fun with the Boxster



*The 944 can only be described as
a muscle car. It's butch, full of attitude
and straight out of the 1980s*



lumpy and, with bags of torque, it's easy to be lazy with it and just cruise along in a high gear. It's an engine that you need to rev to get the most from, so keep it in a low ratio, get the tachometer over the 4000rpm mark and it then comes alive and the whole feel of the car is transformed. So, rev it and push it and the 944 S2 is a lot of fun to drive, with astonishing abilities. Conversely, stick it in a high-gear and you have a supremely comfortable, long-distance cruiser. Combine that with a rock-solid build quality and there's isn't much to *not* like about the 944 except, perhaps, its lack of air-conditioning – back in the late 1980s air-con was still considered unnecessary by the British, and UK cars so-equipped are rare almost to the point of non-existence.

This Boxster not only has air-conditioning, like most, but also the optional climate control – set your desired temperature and the system will

automatically maintain it for you. That alone will be the deciding factor for many buyers as we have become so used to having cool cockpits. That said, the Boxster is cool in many other ways, too. For starters, it's got a flat-six engine, just like in a 911, and in the case of this one it has a capacity of 2.7-litres. Some ignore this in favour of the 3.2-litre S but we like the free-revving 2.7, which is refreshingly fun after the lazy 944 lump. It also has that wonderful flat-six wail at high revs, in contrast to the 944's growl.

The comparison to the 911 continues in that the Boxster has finger-light steering, just like its rear-engined big brother. Don't get us wrong, the 944's steering is good, but it lacks the precision and feedback of the Boxster's. It's not just the Boxster's steering that's light; the whole car feels lighter and more nimble than the 944. With an engine that's eager to rev, and precision handling and steering,

it's hard not to have fun with the Boxster. With its predictable and neutral stance, it's an easy car for anyone to get into and drive hard.

What is less fun is the fact that a Boxster is more expensive to run, according to Porsche specialist Andrew Windsor of AW Motor Sport in West Sussex: "While Boxsters are affordable Porsches to own," he says, "there's no doubt that a 944 is cheaper to maintain, so long as you start off with a good one that's been properly looked after." That's because most consumable parts, such as brake pads and discs, tyres and so on, cost more; up to 100 percent more for a set of brake discs, for instance. Also, the Boxster is a more complex car with more to go wrong, such as its air-conditioning (the front-mounted condensers invariably corrode), multiple coil packs (which tend to crack and let water in), and altogether more advanced electronic systems.





The key with either Porsche is to start off with a well-maintained example

While reports of Boxster engines failing are widely exaggerated, there is no getting away from the fact that there is always a small risk of IMS failure or bore scoring, which would effectively write-off a sub-£10,000 Boxster, but neither of these affect the bulletproof 944 engine. The only added expense on the 944 is the fact that it needs its cambelt changing periodically, whereas the Boxster has a maintenance-free chain.

Andrew goes on to point out that, because the 944 is the older car, you do get the odd thing failing: "We see electrical gremlins caused by the age of the wiring and its systems," he explains. "We're often sorting out electric window faults on 944s, for instance, as well as the door locks. Also, it's worth bearing in mind that 944s can rust, often quite badly around the sills. We've yet to see any serious corrosion on a Boxster. That said, Boxster exhaust systems do corrode, especially

around the various flanges and joints, whereas 944 exhausts seem to go on forever."

If you are looking for a car to maintain yourself, then a 944 is by far the better option. The front-mounted engine is easily accessible, unlike the hidden Boxster powerplant which needs to be dropped down for anything more than minor maintenance. And, because it's a simpler car, you don't need such specialist knowledge or – crucially – tools.

A Boxster not only needs diagnostic equipment, it also requires special – and often expensive – tools for working on it. If you grew up tinkering with, say, Triumphs and MGs, then you should be able to turn your hand to servicing your own Porsche 944, using tools most people have in their garages.

The key with either Porsche is to start off with a well-maintained example, with a documented

service history, then you shouldn't have too many hidden surprises moving forward. Furthermore, depreciation shouldn't be too much of a shock with either car. We've actually seen 944s increasing in value in recent years, and we'll put our necks on the line here and predict that prices of good early Boxsters will at least hold their own as decent examples are becoming increasingly hard to find – we've seen 911s of the same vintage appreciate in value so it's fair to assume that the Boxster will follow suit.

So, which of these entry-level Porsches makes the best used buy today? It's impossible to name a clear winner, as each car has its own pros and cons. We love the 944 for its 1980s butchness, rock-solid build quality and easy of maintenance. However, the Boxster wins in terms of sheer driving fun and its timeless lines. It really is Porsches for courses... ○



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VERSION 2.0

Following a rather tumultuous introduction, in 1973 Porsche made changes to the 914. Key amongst them was the debut of a new 2.0-litre flat-four engine – enter the 914 2.0.

Story: Simon Jackson
Photography: Gus Gregory



The 914 endured a rocky start in life toward the end of the 1960s. Porsche had high hopes for its mid-engined two-seater, a collaborative project with VW, but the reality was that the car had fallen somewhat short on projected sales. By the arrival of the early 1970s line-up changes designed to improve the situation were afoot. In 1973 things did begin to look up for this VW-built car. In fact, with the benefit of hindsight we can proclaim 1973 to have been the 914's best in terms of sales (and media reaction), with it falling just a couple of thousand units short of its annual target of 30,000 new cars. A new engine was chiefly the reason behind this surge in consumer uptake; a fuel-injected 1971cc flat-four developed from the car's existing 1.7-litre, four-cylinder mill (replacing the 2.0 flat-six in the 914/6). Although the original 1.7-litre engine was still available to purchase in a base-specification 914, engineers tailored this new 2.0-litre variant of it, using a VW Type 4 engine as its basis.

At first glance the lump might have appeared near identical to its predecessor, but under the skin it was a different story. Cast-iron cylinders, aluminium pistons and a larger bore (up from 90 to 94mm) were amongst the key changes, and the stroke was up from 66 to 71mm, too. Porsche achieved this in such a way as to limit the need for retooling, thus saving money at

factory level, but this did not mean that the revamp was a compromised job. Further detail changes took place in the combustion chamber via enlargements; the valve heads were increased in size as well and the engine's inlet ports and manifold were inflated too. Porsche also made alterations to the fuel injection system to balance the car's intake of air and fuel. Two versions of this new 2.0-litre engine were finalised for production, one for the US tailored to pass strict American emissions tests, the other for the rest of the world. In original trim, the engine produced 100hp with 116lb ft torque. American cars had their compression ratios reduced in order to run on lower 91 octane fuel, which cost them 5hp and 11lb ft torque. For the first time the 914 was cleared for sale in all 50 US states, but not before an even more strangled version was created solely for California's stricter still legislation. This gave birth to the feeblest version of the 2.0-litre 914s with just 72hp and 90lb ft torque on tap. Due to the proliferation of 914s in California, this is a version that commonly survives to this day.

Naturally there were other changes to the 914 for the 1973 model year. The new engine was supported by a fresh cross-section beam and spoilers created an improved airflow to the engine, but perhaps most important was the introduction of a new gearbox – the Type 914/12. Admittedly the 914 had long been criticised for its gearbox and linkage arrangement, so this new post-1973 'box incorporated a relocated gear selector mechanism and a more rigid and shorter linkage rod. It helped. There were also styling changes to the car, including the introduction of forged Fuchs wheels to link the 914 with its bigger relative, the 911. Inside there were improvements to touch points, the dash layout and sound proofing. On the outside the bumpers were refinished in matt black rather than chrome.

There were additional smaller differences between those cars destined for Europe, and those for the States. Porsche priced the new and improved version of its car competitively, only raising prices a smidge over its forebear – in the United States there was only an \$1100 premium

on the 2.0-litre model over the 1.7-litre variant. The different global markets squabbled over the new car's name (in the UK, bizarrely, it became known as the 914SC), but it was most commonly termed just 914 2.0 – ironic in many ways as it was a second version (or version two-point-o) of the 914, and one widely regarded as an improvement over what came before it.

The reviews that rolled in from the various media outlets would be ones the current bosses at Porsche would've been hoping to replicate upon the arrival of the new four-cylinder 718 Boxster and Cayman. Most road testers of the time felt the new four-cylinder 2.0-litre unit was a great improvement over the outgoing four- and six-cylinder engines, praising its driveability, power and ability to sprint at lower speeds somewhat faster than its forebear. The changes had been a success, but was it all too little too late?

By the time the next raft of alterations for the 914 were brought online in 1975, the model's ultimate fate had most likely already been sealed. Ferry Porsche had signed a document with VW in

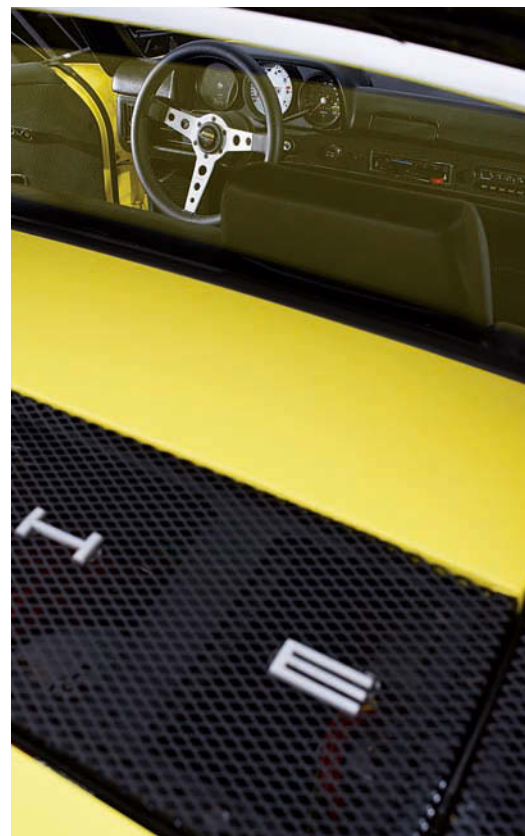


May 1974 agreeing to purchase Wolfsburg's side of the collaboration. After five years of graft this promptly put an end to the two brand's joint sales efforts with the 914 – ultimately Porsche had cut its losses. Still, before production ceased entirely in early 1976, the 914 came in for further modifications, including additional tweaks to its engine. In the face of increasingly tight emissions regulations in the US, both the 1.7- and the 2.0-litre engines received new exhaust systems and in California a catalytic converter was fitted to boot.

Unlike the now-Bosch L-Jetronic fuel injected 1.7-litre motor, the 2.0-litre was given a new induction system, much of it strangling the engine, again to fall inline with Californian tests. The changes harmed the 1.7-litre engine but they killed the performance of the 2.0-litre; power was down to 85hp with 97lb ft torque. To make matters worse in the States, the cost of the new equipment and the strength of the Deutsche Mark over the US Dollar pushed the price of the 914 to new highs. Arguably the worst incarnation of the car was also the most expensive, in America at least...

Hindsight's a wonderful thing, so they say, and with the benefit of it we can now determine that, broadly speaking, the 914 2.0-litre cars of 1973 onwards were the model's distinct historical high point. With the advent of the 2.0-litre flat-four engine, led by Porsche's own engineers, the two collaborating car makers had created a rather more polished example of the 914 than any which went before it, making this model the best four-cylinder 914 to have. Today many of the 914s that exist in the UK began their lives abroad, and that's true of the extremely tidy 1974 car you see here, imported to these shores in 1996. What these cars represent in contemporary times are affordable, classic Porsches that are a little bit different. That also extends to the driving experience, which is quite unlike that offered by a 911 of the same period.

In the first instance, as you slide inside a 914 with your legs stretched out ahead of you, it makes you acutely aware of the car's long and flat proportions. Indeed the driving position shares more with 1960s and 1970s Italian sports cars



The driving experience is different to that of most Porsches from the period, but it still thrills



than with a 911 of the era. That glass rear window is situated a matter of inches from the back of your head, and it all lends the car a cossetting feel yet at the same time it is one that evokes a sense of a period racing car. The vista out front frames the bonnet as it extends off on the horizon, punctuated by those classic sports car 'must haves' – pop-up headlights. Before you the dash layout is simplistic, the controls rather rudimentary; the handbrake is located down by the door sill, the wheel-mounted stalks are slight and require care to operate. With the engine fired and rumbling away behind your head, that competition car vibe is accentuated, engaging the dog-leg gearbox and taking the car onto the open road provides a unique type of Porsche buzz. The 914 feels diminutive in comparison with other modern traffic, and even in this 2.0-litre guise it's not what you'd call fast, but it's charming all the same. Out in the lanes sending the car through the twisty corners it struggles to feel confidence-inspiring, even at low road speeds, wallowing and rolling as it's pitched into turns. But all this serves to remind the driver that this is a car not for hustling at speed, like a 911 might be, but perhaps one for the conservative classic car enthusiast. The 914 is a wind-in-the-hair Porsche for those without a care in the world and no clock to watch, and in that context this 2.0-litre variant is the ideal Sunday morning partner.

A turbulent introduction and equally difficult lifespan resulted in the 914 project being partly compromised throughout its existence. As a result, and in typical Porsche-style, it's a creation with a rather interesting tale to tell. In more modern times, however, the 914 has passed through a darker period of being unloved to emerge out the other side garnering well-deserved recognition and respect, as it should, for this was an important car in Porsche's history.

In Stuttgart much was learnt about the prospect of a road-going mid-engined two-seater sports car thanks to the 914, valuable lessons you would imagine became rather useful when later Porsche models built using that very same engineering layout were mooted and subsequently added to the line-up. Today we have recently received a flat-four-powered two-seater Porsche roadster, the new 718 Boxster, a car that has been downsized from a six-cylinder engine much like the 914 was before it. If history repeats itself, then the introduction of this new flat-four engine could be a sea change heralded historically as one of Porsche's most canny moves... ○



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Design For Life

Richard Covill's 991 Carrera shows just how well the contemporary 911 responds to a few unique design tweaks...

Story: Simon Jackson Photography: Steve Sharp





991 C2

CHASSIS: 8.5- (front) and 11- (rear) x20-inch Ispiri FFR1 alloy wheels with 235/35 (front) and 295/30 Pirelli P Zero tyres

SUSPENSION: H&R lowering springs

EXTERIOR: Factory Aero kit, matt black badges

INTERIOR: Sports seats, Alcantara headlining

"This is my tenth 911 and I just can't keep them stock, I have to make them my own"





There are certain skills in life that can get you ahead. Anyone good with their hands is likely to find work in the labouring trade pretty natural, others gifted with a physical ability and an instinctive feel for competition might lean towards a career in sport. When it comes to the creative fields, such as photography and design, you almost certainly need an intangible 'eye' for what works and what doesn't. You really can't teach this concept, you just have it or you don't, and without doubt Richard Covill, owner of the car you see here, has 'it'.

Rich is a director of a creative agency headquartered in Leeds providing design and marketing solutions (amongst other things) to top brands such as Red Bull, Porsche, Adidas, and Vivienne Westwood. His day job sees him controlling creative direction, design, branding, and typography, but ultimately Rich has a passion for creating what he terms 'beautiful things' – be that websites or motor vehicles. In short Rich benefits from a visual aptitude of the highest order. I first encountered the results of his eye for aesthetics when I spotted one of his custom classic Porsche builds in progress online a few years back – affectionately known as the 'Pork Chop'. What struck me was not just the level of attention to detail he was pouring into his car, but also how beautifully he had finished his garage in which to house it! Here was a man with a specific sense of style who cannot resist customising everything in his life. Including the 991 Carrera 2 you see here.

"This is my tenth 911 so far – it looks like I've got a thing for those three digits," Rich smiled, "I just can't keep them stock, I have to make them my own. It must be the designer in me, I'm always looking for ways to improve the look."

Now Rich's classic 911 is a story for another day, and admittedly it's a car that would ruffle some feathers were it to appear in these pages. Nonetheless it isn't the only Porsche in Rich's life, as he explained: "I bought the 991

whilst I owned a Bentley GT Speed, I really fancied a two-wheel drive 911 again after having such luxury. When the 991 C2 came up I had to have it – it seemed like a great spec; aero kit, Sports Chrono and manual. I remember test driving it in the wet and after being used to the four-wheel-drive Bentley; I floored it and instantly got reminded of the rear-wheel fun my past 911s delivered"

That aforementioned Continental GT was itself not finished as Bentley had desired for Rich had put his own stamp on it, so it was a foregone conclusion that his latest 911 would itself be customised in some fashion. Starting with the correct enthusiast-skewed angle, Rich's Carrera already sported an interesting specification; manual, Sports Chrono, sports seats and a factory-fitted aero kit. Nonetheless that designer's eye was put to work: "I changed the badges to matt black ones and lowered the car straight away, which changed the lines of the vehicle."

The 911 was Rich's daily driver at the time, so this project was never one that would fire off on a completely wild tangent. Rather the end goal was to mildly tweak the Porsche so that it looked better, reflecting what Rich is all about. Lowering the 911 afforded it a more edgy appearance, but the next step was to change the wheels – arguably one of the easiest ways to make a splash with any modified car.

"As much as I loved the original wheels I couldn't get over the fact they were all flat – I needed a concave look at the rear," Rich said. "Luckily my best pal Adam Bestwick is design director at Ispiri Wheels – we spoke about a set of one-off wheels for this car only. We started designing and working out the perfect offset (so there was no need for spacers) to create the perfect fitment. The 991 runs a surprising offset to previous 911's I've owned."

Offset is largely the most important factor in getting a modified car to sit correctly on aftermarket wheels, and so it was correct that Rich and Adam spent time educating themselves in advance of decided the final specifications for the 991's new rolling stock. It's clear



A few subtle and tasteful changes ensure this 911 stands out from the crowd



they got both diameter (20-inch), width (8.5" front and 11" rear) and offset spot on here.

Aftermarket wheels can often ruin a 911, but British outfit Ispiri's products are both beautiful and well considered in their design, styled specifically to complement contemporary cars. Understandably the Ispiri FFR1s slotted on to each corner of Rich's car form a large part of the project.

Featuring tapered spokes to accentuate their size, the FFR1 range of wheels is produced using a two stage German flow-forming process. Initially cast, these aluminium wheels are subsequently transferred to a flow-forming drum where a combination of heat and pressure is applied in order to form the wheel. This process is said to create a wheel that is both thinner and stronger than a traditionally cast alloy rim, but it also provides a wheel that is 25 percent lighter, making its strength comparable with that of a forged wheel. Such is the firm's confidence in

these wheels that it offers a lifetime structural integrity guarantee. One interesting point here is how Rich and Adam approached the all-important question of tyre sizes: "We really wanted to create some wheels that showed off the car's big brakes and to finish them in a unique colour – we chose matt carbon grey. Importantly, we ran the standard size tyres so the car handled like it should. We use the car as a promotional vehicle for Ispiri now."

Retaining the factory issue Pirelli P Zero rubber in 235/35s sizes on the front and 295/30s out back serves to maintain a certain level of ride comfort as intended by Porsche. But is also affords the car a visually pleasing look, one that is clearly not standard and yet is also not a million miles away from Porsche's original concept. It's this kind of subtlety that ensures Rich's car stands out from the crowd for all the right reasons. In short it is well proportioned, considered, balanced – and those are adjectives you cannot use with

every modified Porsche in the world.

There aren't many modified 911s around yet, but what Rich has achieved with his is to showcase how well the model responds to a few carefully selected and subtle tweaks. It's all too easy to keep going when you're modifying a Porsche and to go too far, but part of the skill in striking a good balance is to know when to stop making changes. Rich has a sharp eye for what works in a design sense, but he is also adept at keeping his influence delicate and elegant.

In partnership with his more overt classic 911, Rich now has a pair of striking Porsches altered from their standard specification, yet they are two cars that do entirely different jobs. The duo exercise Rich's unique automotive palette that is both varied and discerning, and they will also undoubtedly serve as inspiration for other Porsche owners who don't have the same 'eye' for design. Oh, and if you like Rich's cars, you should really see his garage, too... ○

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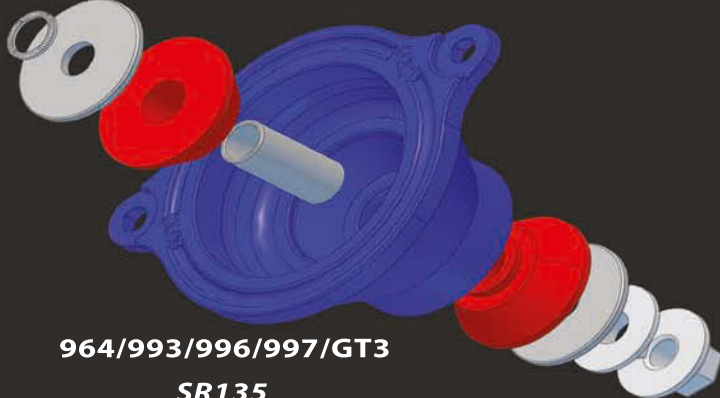
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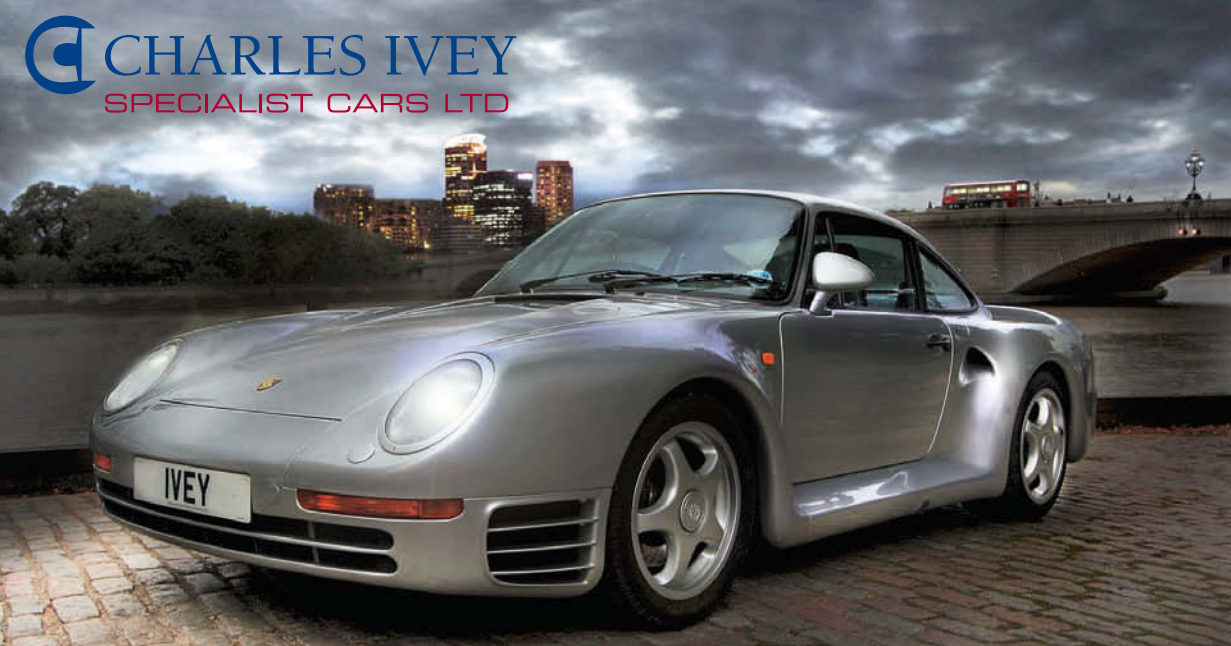
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Own a 997 Turbo? Learn why Bob Wilkie's example blew itself apart and how specialist Ninemesiter got to the root cause of a problem that could affect you too...

Story: Simon Jackson
Photography: Gus Gregory

Devastating as it sounds, there are probably enough mechanical horror stories in the Porsche ether to put a decent quota of people off ever owning one of the brand's modern water-cooled cars. Whether you subscribe to the frequency of these commonly reported failures (IMS, RMS, or bore scoring issues) would depend on your personal viewpoint and experience. But there's no denying that should such an engine issue befall your vehicle it could be mechanically and financially catastrophic. So what's the answer? For some it will surely be to keep their car regularly maintained using the very best genuine parts and services available, and where better for that than your local Porsche Centre? For others the global network of trusted independent Porsche specialists will supply the best advice, trustworthy levels of workmanship, and the option to look outside of Porsche's OEM sphere for replacement components. Which is best



"There was a melted piston, melted cylinder liner, and a hole straight through – water had got everywhere and the engine was a mess"

for you will, again, boil down to personal preference, but both offer a sensible option when it comes to guarding your pride and joy from mechanical mischief as best you can.

For many making the switch from their OPC to an independent Porsche specialist will be driven by one particular incident, and that was the case for Bob Wilkie, owner of the 997 Turbo you see here. A former OPC regular turned customer of Porsche specialist Ninemeister in Warrington, Bob's tale of woe might just be enough to make you stop and think. Ninemeister's Colin Belton takes up the story: "We got a call from Bob to say his 997 Turbo had a 'big' engine problem, and he wanted to know if we could sort it out," Colin recalled. "Bob had the car delivered from Scotland. The engine was still in the car but parts of it were off. Our task was to strip it down and deduce the cause of the engine failure."

It transpired that the power unit had let go in a big way, and from Ninemeister's initial investigations (performed to provide Bob with a detailed engineer's report) it found that number

six cylinder was the root cause of the problem. "There was a melted piston, melted cylinder liner, and a hole straight through – water had got everywhere and the engine was a mess," Colin said. "So we spoke to Bob and asked what had happened..."

Bob took his 997 on holiday, a trip that he regularly makes from his home in Scotland across to Ireland. Paying due diligence to his car's mechanicals in advance of a long journey, Bob had taken his car to his local Porsche OPC for a major service just prior to the run. The subsequent 200-mile drive to the ferry port straight afterwards was entirely unremarkable but, once across the water and onto the first stretch of open motorway, Bob put his foot down and the engine detonated itself.

"With the engine stripped down we could see no obvious cause for a single cylinder failure," Colin recalled. "We looked at the fuel pump, fuel pressure, fuel injectors, rods, cylinder head gaskets, valve timing and valves but everything was okay."

Engineering expert Colin eventually traced the

cause of the problem to a unique set of circumstances. During the car's service proceeding Bob's departure Porsche had replaced the 997 Turbo's coil packs. We're told that the coil packs on a 996 and 997 have been superseded by a Borg Warner part over the original BERU items, and therein lies the problem, as Colin explains: "On a 997 Turbo engine you cannot fit the Borg Warner coil on one of the cylinders because the coil is actually thicker where the bolts are located. Essentially the bolts sit on top of the coil and there's not enough clearance between the turbocharger and number six cylinder. So on the sixth cylinder Porsche fit the original BERU coil, on the other five they fit Borg Warner coils – there is a technical bulletin from Porsche telling its workshops to do that so the main dealers are following Porsche's doctrine. But then you're faced with the prospect of running a 500hp 997 Turbo with an odd coil."

According to Colin, removing the coils for comparison would reveal that they're both very similar. His eyes lit up at the recollection of



9m 997TT 3.8 650

solving this most strange of engineering mysteries. On paper the specifications of the two parts are also nigh on identical, ensuring they do the same job by offering similar outputs. However, Colin's intricate detective work deduced that the original BERU coil has slightly lower impedance, and as a result of that it produces less spark energy.

"The engine effectively tunes itself to the five higher output coils," he explained. "Number six, the one that failed on Bob's car, also runs slightly hotter than the rest because of where it is located on the engine. So you've got the hottest cylinder with the weakest spark."

But just why did Bob encounter a problem? Surely a modern car, serviced in accordance with Porsche schedules, can adjust itself to this type of situation? "The key to the story is that Bob travelled from Scotland to Ireland and he's a fast driver," Colin continued. "He filled up in Scotland with Super Unleaded. He then thrashed it all the way to the ferry and travelled across to Dublin. The first thing he did in Ireland was refuel the car, but the best Octane fuel you can

get over there is 95 RON. You can't buy Super Unleaded. As soon as he got out of the docks he was on the motorway and he went for it. Boom, the engine blew!"

Colin is adamant that it's the two different types of coil pack that are to blame: "It's the combination of that weaker spark, 95 Octane fuel that has a less controlled burn rate than Super Unleaded (so it burns faster but then causes a tiny bit of pre-ignition on that one cylinder because of the spark) and the temperature of the plug. The cylinder suffered a misfire that overheated and melted the spark plug electrode, leading to pre-ignition that overheated the cylinder, then detonation catastrophically melting the piston and liner. It's an unlucky coincidence."

With the car recovered to Scotland a legal argument ensued between Bob and his OPC, yet with both sides staunchly in denial of blame, a compromise could not be reached. Porsche stated that it was an issue with driving style, speed, and the incorrect use of fuel; Bob maintained a different viewpoint.

"Is it Bob's fault?" Colin quizzed. "Here's his argument: the car went into his OPC with 80,000-miles on the clock, he had owned the car from new, his OPC had serviced the car from new, and he's made that trip to Ireland countless times before and followed exactly the same process. He only had a problem after the car had been serviced with its coils being changed. I think it's Porsche's fault, and that it could happen on any 997 Turbo."

Coil packs are a consumable item, they do eventually fail and it's common that you'd replace all of them, six in this case, together in one hit. In Bob's car this would've been the first time the packs were changed, and Colin believes the circumstances detailed above engineered a perfect storm for this instance to occur. But blame game aside, Bob was left with a 997 with a destroyed engine, and he no longer trusted Porsche to work on his car. Enter the talents of Ninemeister.

"We asked Bob what he wanted: were we building the car back up to standard specification? He asked what we could do," Colin said. "At the same time another 997 Turbo





9M 997TT 3.8 650

Engine: 3.8-litre engine bored out from 3.6-litres, stock 997TT (993) crankshaft, 997 GT2 RS oil pump, 9m steel connecting rods, 9m/Mahle 102mm (3.8-litre) forged low-friction pistons with Nikasil steel liners, stock heads, new camshafts, followers and valves. Klein headers, 9m high-flow hybrid VVT turbochargers (maximum size billet compressor wheel within CNC machined VVT compressor housing), billet actuators, Klein 200-cell cats, Klein silencers, 9m remap

was in with us for a failed engine, this time with bent connecting rods due to running excessive boost on a stock engine. We investigated the options available and shared with Bob the performance enhancements we planned for that project. We suggested to him that for a similar price to a straight rebuild we could fit cylinders and pistons and take the engine up from 3.6- to 3.8-litres. If we were going to do that we'd get a bit more torque, and we'd really need to put decent rods in it and, finally, to get the benefit of the larger bore we'd need to remap it and fit a slightly bigger turbo."

Ninemeister estimated the package would achieve in the region of 600hp for the car all told, and as it was something of a no-brainer cost-wise Bob decided to action the build. The resulting engine specification is typical of Ninemeister's way of thinking and working, and representative of its performance packages: planned from the outset with the synergy of its selected uprated components at the

forefront of its mind.

"The pistons are Mahle racing items from the States with stronger liners, with a stronger coated piston which reduces friction. It's basically a Mahle motorsport component which is a better design than the factory piston, so we don't think it will compromise longevity," Colin explained. "The turbocharger is the largest compressor you can fit in the Variable Vane housing. We combined all of that with a Klein exhaust, cats and headers – a full exhaust package. The result is an engine with radically increased performance yet with greater headroom and reliability than the standard engine, producing more torque with a measured civility to make the car exciting to drive without becoming a widow-maker."

And what of the overall power figure? "The engine made around 620hp on a warm day whilst we were tuning it. The other identical package we built at the time made 650hp with GT2 RS intercoolers and track-only cat bypass pipes," Colin smiled.



"The result is an engine with increased performance yet with greater headroom and reliability"

"The rest of the car is pretty much perfect as we have been right through the mechanicals. The new springs and dampers, wheels and Michelin Pilot Sport 2 tyres we fitted served to tighten up the package and complete the build."

Bob's Porsche story is quite the tale of misfortune but, as they say, every cloud has a silver lining. As I slide into the driver's seat of his 997 Turbo to see what it now feels like on the road, today in the rudest of rude health, any negative vibes are superseded by positive ones. Bizarrely were it not for the dramatic engine failure his car suffered, I would not now be sat at the controls of a 911 gifted with more than 600hp. Without doubt the 997 Turbo is a performance revelation, and a relative bargain at that, even in standard form, but what Ninemeister's tuning package has achieved here takes things up a decent notch. Prior to my departure Colin had informed me this car was running 'around 600hp' and it instantly feels substantially quicker than the latest 991 Turbo S (itself packing 580hp) as soon as you get it rolling. The larger turbo provides a bigger and more dramatic hit of acceleration, and as I launch from roundabout to roundabout on quiet roads for our pictures, it soon becomes apparent that Colin's power figures are rather conservative – I can well believe this car is producing in the region of 650hp, 50hp more than Colin will absolutely admit to. That rush of additional power is certainly welcome, turning the 997 into a 991 beating package, and the extra shove is

nothing the factory standard elements of this car cannot cope with. Its factory issue ceramic brakes are, for example, more than adequate for the slowing the thing down. Though refreshed, there's nothing outstandingly different about the chassis either, yet it copes with the additional horsepower with unqualified ease, affording the confidence to make as much progress as you might wish. Bob uses the car on track regularly; in fact, he's spent in the order of £50,000 on genuine parts for the car over his years of ownership due to what he terms 'track misadventures'! On his birthday his OPC's parts department apparently bought him a cake, such was relationship with the main dealer. Now it seems he's having his cake and eating it for his car is better, harder, faster and stronger for the work of Ninemeister's dedicated team.

Bob's a keen Porsche fan. This is actually his fourth 911 and it's one he collected in person from the factory in Zuffenhausen, such is his (hopefully unwavering) passion for the brand. He's delighted with the new setup his car now boasts, and so he should be. He's also totally convinced, as am I, that it drives better now than it ever did in the past as a standard 997 Turbo. There's not much on the road that could touch the all-round ability of this 911. In truth, the story of this car is all about its engine for more reasons than one, but what it also shows is that if something should go mechanically awry with your Porsche, there could well be a silver lining poking from underneath that ugly black cloud ○



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2015



The second-generation 911 entered our lives this time last year and the new 911 spelt the end for the naturally aspirated Carrera, we said: "Porsche has been unable to resist tinkering with just about every area of the car hidden beyond sight."

Staying with Turbo 911s, we took a first-generation 911 Turbo and put it against the last of the air-cooled 911 Turbos, the 993. We also looked at the 40-year history of the 924, looked at two generations of Cayenne, met a backdated 911 3.0 SC, profiled Porsche specialist Historika, drove a 996 GT3 and met former Porsche factory driver, Rudi Lins. The new Mission E Concept car also served to excite us.

FIVE
YEARS
AGO
NOV
2011



P S Autoart's 911 Spyder stole our cover five years ago, we drove the retro creation and liked what we found: "The all-round satisfaction the PS Spyder gives is where its appeal lies."

Elsewhere in the issue we met the new 911, the first-generation 911 at the Frankfurt Motor Show, took a Panamera Turbo S for a cruise in Scotland, and slid a modified 997 GT3 owned by Chris Harris around. Of his creation we said: "Harris' thoughtful, subtle and devastatingly effective upgrades create a car for the true connoisseur."

We also drove a 718/2, Porsche's first F1 challenger and Andrew Frankel was smitten: "It's the memory of how easy it is to drive that'll stay with me the longest."

TEN
YEARS
AGO
NOV
2006



R UF's RK Coupé was the big news a decade ago. It was priced at £135,000 and just 49 examples were planned to be built, we said: "It's the kind of car you can spend hours poring over, drinking in the little details – and the longer you look, the more there are."

We also took a supercharged 996 C4S and pitched it against an equally-powered TechArt CT3 (993) RS, Chris Knapman said: "The supercharged 996 C4S is genuinely one of the most thrilling 911s I have ever driven."

Staying with TechArt, the firm's Cayenne Magnum with 600hp and 638lb ft torque made an impression. We also drove a 997 Targa for the first time and we were suitably impressed.

Turbocharged 911s are nothing new. In fact, the second-generation 991 Carrera will follow an illustrious bloodline of force-induced ancestors...

Story: Simon Jackson Photographs: Various

I had 1973's Franklin Motor Show Ponche described as a prototype version of the 1976 Turbo, but I don't think time's Ponche's flagships shops car would turn from force-induced power and, as we now know, it would not be the last. From its 3.0-liter flat-six the 511 Turbos of the period produced 264hp and was capable of a top speed of 159mph. It reached a rather modest share of Porsche, and various other car makers of the time who followed, by introducing technology usually

only found on the race track or too road cars.

Porsche's engineers used knowledge obtained in motorsports competition, principally through the 917 racing programme, to make a turbocharged street car both tunable and reliable.

In 1975 Porsche's initial plans were to build just 400 511 Turbos; a 1976 car. This was far exceeded, however, as by 1977 a total of 2876 engines had rolled off the production line. Two years later the concept had proved its worth and Porsche subsequently upped the model's engine capacity

and thus its horsepower, to 3.3-liters with 300hp, still with a single turbo. With a larger bore and stroke, the 3.3-liter engine incorporated an intercooler for the first time, raising compression resulting in the subsequent hike in homes. The 930 was, and still is for many, the 911 Turbo to own. Throughout the 1980s the Turbo remained a celebrity mainstay in Porsche's model line-up. In 1987 both Targa and Cabriolet variants joined the existing Coupé, until production of the 930 ceased in the summer of 1989.

1975: The first orders for the new 911 Turbo are fulfilled. The 3.0-liter, 260hp car is more than reminiscent of the 911, yet Porsche's marketing and PR team attempts to position it as a standalone model. This largely fails.

1987: After a decade of successful sales of the 930, Porsche adds a Targa and Cabriolet version to the range alongside the existing Coupé model.

1977: Porsche's initial plan to produce just 400 examples is upped to 1000 but by 1977 nearly 1000 911 Turbos have been built. A new version is created in 1977, too, with a 3.3-liter engine making 300hp; the 'Type 930' is a hit.

1989: 901 Turbo production ceases for two years. In the interim, a new version, the 965, with a radical water-cooled 24-valve engine, is stillborn.

29. www.cbaonline.com

The Force Awakens

With the new 911 Carrera confirmed for turbo power, we celebrate force-induced 911s by bringing together the last air-cooled variant, the 993 Turbo, with its most recent water-cooled equivalent, the 991 Turbo.

Story: Benoit Jackson. Photography: Olan Gewirtz

When you drive into the system behind certain technology at developments at Porsche, nine times out of ten you will inevitably arrive at microsport as the key driving force behind any wanted new changes. Porsche's astounding success on track has, in more than one occasion, served as the

what? We can largely thank top-level monopolistic competition for the road-going turbocharged Porsche on cruise today, monopolistic and a man called Ernst Fuhrmann. You'll likely know the name Fuhrmann because the house at Porsche is the Fuhrmann when the Porsche and Porsch families popped back from power. History records Fuhrmann as being known for two things

Fuhrmann's engineering background prior to joining the big chair was perhaps a little blurring. It allowed him to think of himself

But time, and how best to guide the company forward during difficult periods, such as the much-reported fuel crisis of the 1970s. One problem occurred in the early part of the 1970s when a thicket forest blotted out Franchi's spectacular sunbeams became a very real one.

Now, as head of the adventure of the 2001 Buick, originally a racing concept now turned

turned it against them. Looking back to Porsche's last Can-Am competition, the 12-cylinder 917R's victory, Teichmann decided it would make no economical sense to exploit the wealth of turbocharging knowledge the company had accrued whilst racing the car. Porsche began exploring the possibility of utilizing VGT racing technology on its road cars. Perhaps more

disadvantages of turbocharging through the use of regulated boost pressure, utilizing an exhaust bypass valve. Porsche had also already turbocharged a four-cylinder 2.0-liter six-cylinder race car engine in the '60s, but now Volkswagen (common-rail) turbocharged V6 and V8s in its full line - for this reason, yes. Now you definitely like him, right? A 2.7-liter V6 was needed for

Source: *Author's calculations*.

EXE-TC 997.1 GT3



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To some, the idea of modifying a Porsche great such as the Gen 997 GT3 is sacrilege, for other it's just the beginning to improving on perfection. Story: Richard Meadows. Photography: Gus Gregory

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Porsche 718/8



NOVEMBER 2011 •

Two Porsches, two superchargers, two very different 911s. Modified 996 C4S takes on TechArt CT3 RS.

Words: Chris Knappan **Photographs:** Max Eamon

Rain. Snapping, torrential, all-consumingly drenching, rain. Oh, there's quite a lot of wind too. Not going so much in believing. Since joining the North Wales moors, our jeans panted to frozen legs, I'm on the edge of abandoning the photoshoot.

It seemed like a simple enough plan, pit two supercharged 711s against each other. The air-cooled classic versus water-cooled tech. Two three-litre diesel scrapclaws take on all-wheel drive in one case. I don't know the other one though. Firstly, that the most suitable attire for the day's photoshoot would be a wet suit, and secondly that the air-cooled 711 in question would be based on a 953 RS. And now I'm in a size which involves more dread.

Testing cars and taking photos in monsoon conditions isn't exactly a novel idea, but the 913 is one of the very best Puchmans ever, a car that leaves little, if any, room for improvement. Who anyone would deem it necessary to mess with.

perfection and both a supercharger to its 3.5-liter flat six, far, far now at least, beyond me.

Things look up slightly when it's explained that the supercharger modifications on the 97 are in fact a case of Tech's well-sung song of CTS conversion, a kit developed for all 993 models and reportedly applied to only four 92s. So what we've in fact stumbled across is something very rare, but even so, I just can't see how late is serious enough to improve upon the RS formula.

Up against the RS is something that seems like a bit of a cheat, the 97's new 2.8-liter, 16-valve 956 Carrera S. In standard guise the C/S is a firm favorite in the GT office, blending everyday usability with a touch of magic. Add more than 100hp to its already healthy 260bhp via the fitment of a VZ Engineering supercharger kit and Cargraphic exhaust system and the formula is so good it's hard to believe that it's even more special to drive.

Somewhere supercharging a C/S seems perfectly acceptable - logical even, given its

beefed-up suspension and brakes - whereas I'm still struggling to come to terms with the idea of forced induction RS. Those today's weather hater might also find the all-wheel-drive RS is looking like the firm fence.

It's the RS3 that begs to be driven first time if only for the fact that as we progress from Malton to the Moors the rain is only going to heavier, making the quick climb up the A167 through Pickering possibly the best chance I'll get to drive the car with any kind of commitment. The RS3's performance is so good it's almost instantly impressive. The supercharger emits a slight whistle at around 1800rpm but is perfectly linear in its take up and delivery, leaving you to suspect the sweetest, purest, most direct steering you'll find in any modern-era car that makes you want to wave from side to side when wheeling down hills.

Once out of town the opportunity to ease accelerator to bulldozed and discover if the supercharger has in fact raised this RS above

ILAI
 heads to Pfaffenhausen for an exclusive drive of Ruf's stunning RK Coupé
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GT heads to Pfaffenhausen for an exclusive first drive of Ruf's stunning RK Coupé.

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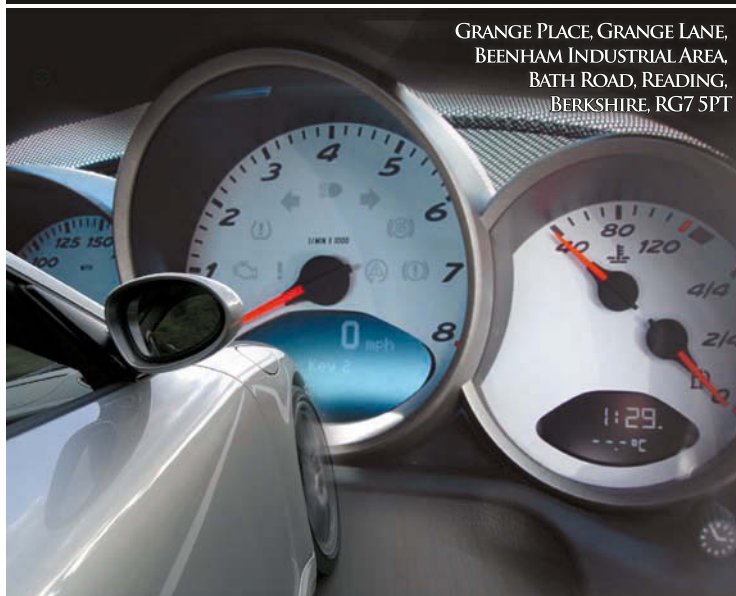


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Martyn Morgan-Jones
1986 924 S

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Rob Richardson
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long-term fleet

2007 987 CAYMAN S

Crashing at a track day has never really been that high on my to-do list, but then safety hasn't featured too highly in my past either.

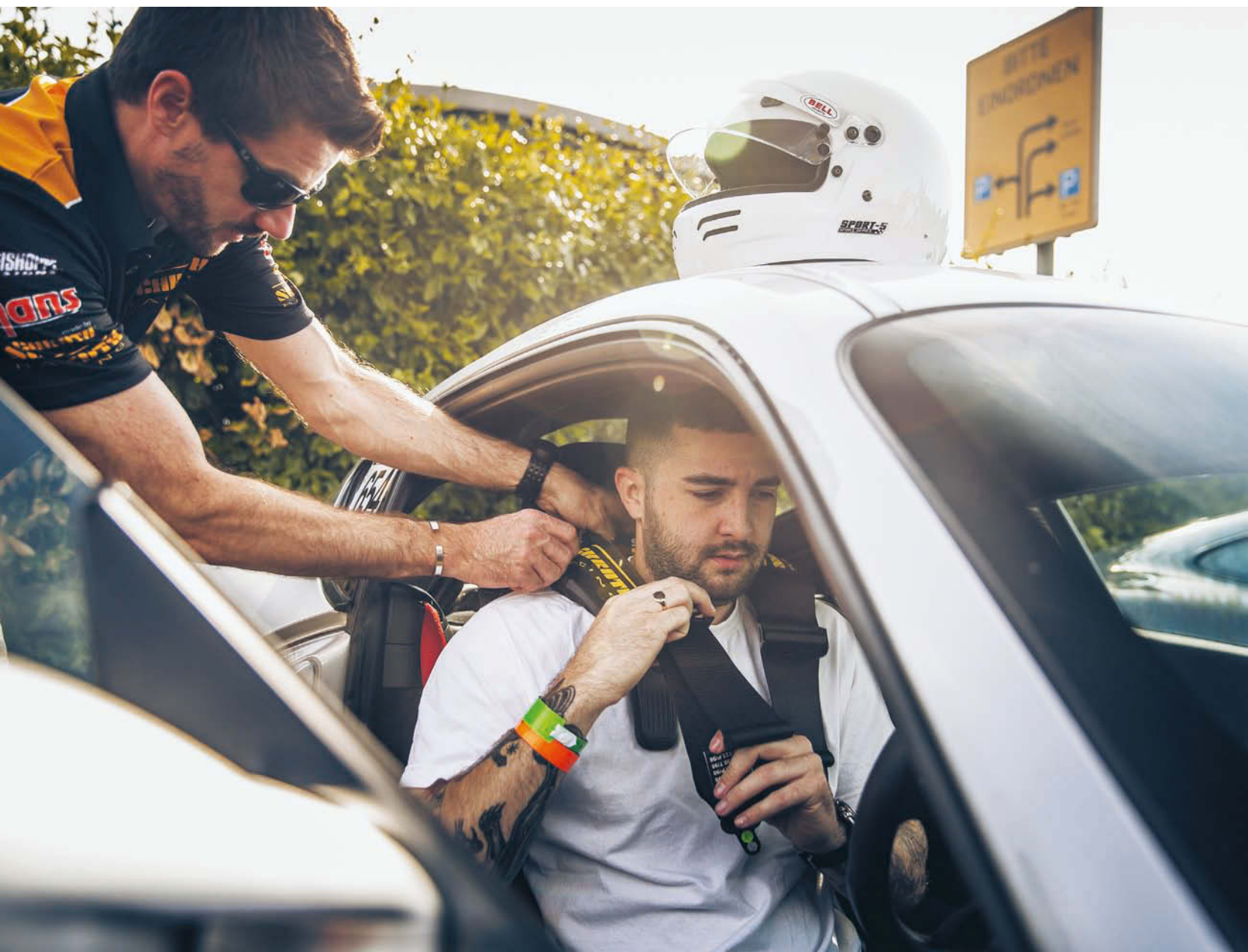
Maybe it's age talking or perhaps it's the feeling that I'm running out of spare lives but I've been thinking much more about self-preservation should the worst happen. So you've got yourself a nice helmet, you've convinced yourself you need some

gloves (for no real reason other than vanity) and you might already have splashed out on some harnesses. You're all set right? No. Something we have all been overlooking is what happens to the body in the event of a collision with something immovable – deceleration, and at a rapid rate. This is bad enough on the road, but think about this for a moment: with the addition of your harnesses your body stays put in the seat, this is great, but

what about your head with that heavy helmet on?

In top end racing the answer to this question has been around for a long time, a HANS device. HANS stands for Heat And Neck Support and that is precisely what it does. In the event of an accident a HANS slows the rapid deceleration of the head by tethering it to the body via a collar that is held by the harness straps. It's a fantastically simple solution but one that can be

terribly uncomfortable without a race driver physique. As humans we have a wide array of different body types and these HANS devices are typically only available in a few sizing options, leading people to put up with discomfort in the name of safety. Browsing the internet for a more comfortable solution, I came across a new system from Schroth Racing, called SHR Flex. This system utilises flexible legs to accommodate all body



shapes and improve comfort; important for me as I like to spend most of my time at a track not colliding into the scenery. Already owning a set of Schroth Racing harnesses I was concerned that I would need to change them for a pair of HANS-specific harnesses. I need not have worried; Schroth has designed the SHR-Flex to be compatible with both two- and three-inch shoulder straps, removing any barriers I might have had about getting serious about safety.

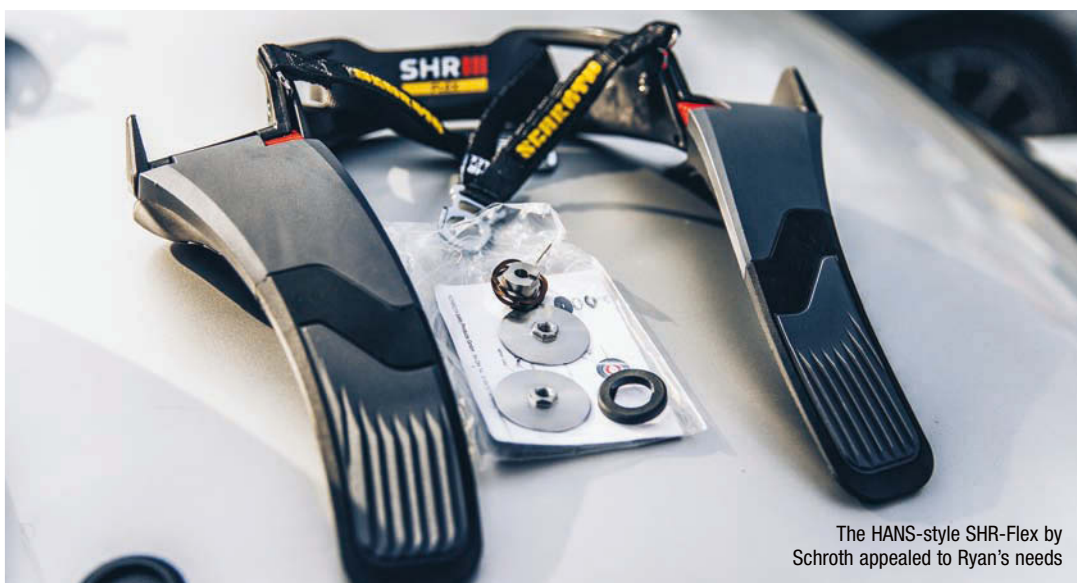
It seems that Schroth has listened to customers who already use their HANS devices and designed the SHR-Flex to answer their gripes. This means the SHR-Flex makes a jump forward and addresses both comfort and cost. After all, a device of this nature is only beneficial if a) it is accessible from a budget point of view and b) is comfortable enough to not cause distraction or discourage you wear it.

Produced from carbon reinforced composite material the SHR-Flex is lighter than most racing-type carbon fibre HANS devices and is around half the cost too. It seems too good to be true, but it gets even better...

Wearing the SHR-Flex is unlike wearing a traditional HANS. The small, low collar works perfectly with any seating angle and does not interfere with the seatback. In the event of an impact the articulating collar rises to create the optimum tether angle, particularly cool if you own a couple of cars with different seat angles like I do. It's unnerving at first but unlike a traditional HANS you can look down and fix your harnesses once in the car; it really does give full articulation of the head.

Load-controlling bump stop legs connect the collar to the chest legs to absorb the initial sharp impact as the head is thrown forward in an accident and allows proper collar angle to boot. I hope I never have to test its effectiveness, but the SHR-Flex feels super comfortable and light, even after eight hot laps of the Nurburgring.

With the introduction of this product, there really is no excuse now not to have a head restraint system in your safety kit.



The HANS-style SHR-Flex by Schroth appealed to Ryan's needs



long-term fleet

In other news, I have a confession to make. My name is Ryan Stewart and I slipped with a jigsaw while fitting a GT3 vent to the front bumper of my Cayman. There I said it – please don't judge me. Coupled with 12 months of track abuse the Cayman had begun to look more than a little worse for wear and I had to put it right. Brace yourself though, as this is a typical story of how things rapidly get out of hand.

Being petrified of bodyshop horror stories I nervously began to enquire locally in the London area, but the nature of the metallic silver meant that considerably more than the affected area would need work to blend with the repair. Not being a simple fix, quotes soon began to soar and I began looking further afield and was considering a full repaint.

I've known of Greg Howell at Southam Bodies for quite a while, he's painted some of my good friends' cars to a very high standard and specialises in the restoration and repair of Porsches of all types. Greg's also got one of the most stunning 964 Carrera 4s I've ever seen (right). Having spent an incredible amount of time sourcing original parts to completely restore his 964, it was a

no-brainer to take my car on a short two-hour trip to Southam for a chat.

While there I was sold on the awesome attitude of the team and my fear of bodyshops was soon a distant memory. These guys know Porsches and we actually spent most of the time just talking about our favourite models. With stone chip damage to almost every panel we decided a full repaint would be the best route forward and I arranged to drop the car back for the work to commence.

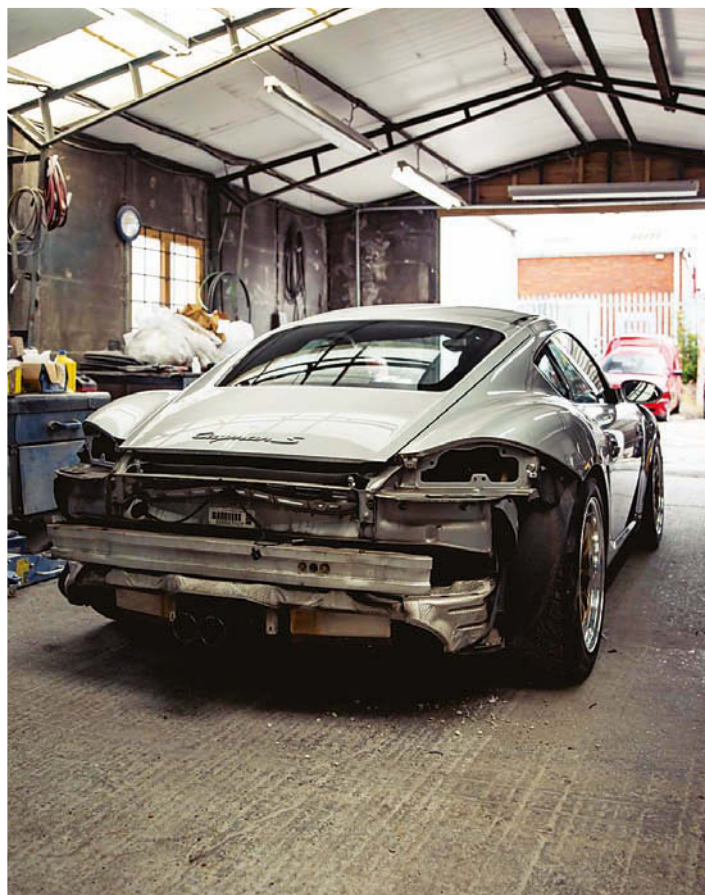
Pretty straight forward right? So far so good, but that's not even the half of it. Driving away from Greg's I had something playing on my mind – was the work just to make it the same colour a good use of cash? How much more would it cost to change it? Could I get anything else done while it was in? You can probably see where this is going...

Ryan Stewart
Cayman S

 @RyanStewart



Greg Howell of Southam Bodies knows his Porsches, so Ryan's Cayman will be in good hands



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2002 996 TURBO

In my last update, I mentioned that I'd finally decided to bite the bullet and upgrade the brakes on the Turbo to a setup that would offer better feel and power. My original intention was to upgrade the brakes only, but on returning from our annual Scotland road trip, the car felt very wrong. The performance wasn't as potent as it once was, with the boost gauge failing to register any more than 0.6bar even at full throttle, the idle was uneven and lumpy, and the Milltek exhaust was making some unpleasant rattling noises.

Clearly there was something amiss, so I decided that if I was going to upgrade the brakes, I would enquire about a full overhaul of the boost system and a remap as well, since the car felt like its original DMS 450hp upgrade had been lost somewhere on the way back from Scotland.

I decided to book my car in with a company called Nine Excellence, an independent Porsche specialist and tuning company based in Horley, near Gatwick. If you've never heard of Nine Excellence (or 9E, as it's also known), that's not too surprising. It's not as high-profile as JZM or RPM Technik for servicing, nor as ubiquitous in the tuning world as DMS. However, its workmanship and tuning expertise with turbocharged Porsches is second-to-none, and after much research both online and speaking to other Turbo owners I decided to give 9E a call and discuss how to improve the Turbo's performance.

I spoke to Ken Napier at 9E about the brake and engine upgrades, with the intention to return the car back to its 450hp guise, albeit with improved stopping power. However, during the course of my telephone conversation

with Ken the scope of the work widened to include a rather more comprehensive tuning package in addition to the brake upgrade. I should add that this wasn't a case of Ken giving me the 'hard sell'; rather, as we discussed the potential issues with my car and how it might best be restored to full health, it became clear that simply returning to the 450hp DMS state of tune wasn't an option.

Ken and his technicians at 9E take a far more in-depth approach to tuning than simply flashing the ECU with a new map. Instead, every aspect of the engine is examined to ensure it is functioning correctly and within Porsche parameters, before fitting a series of carefully chosen upgrades to maximise performance while maintaining absolute reliability.

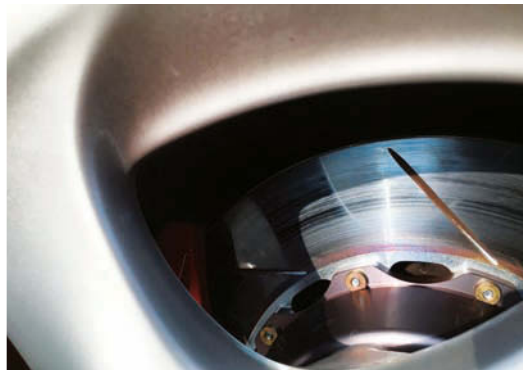
So, despite my car having already had a 48,000-mile service in January,

9E carried out another thorough service to ensure the engine was in perfect condition before the tuning process began.

9E offers a range of tuning packages, all of which are based around 0-186mph times rather than the more usual increased horsepower figure. For example, the entry-level 9E40 package will improve your car's performance such that it will get to 186mph in 40 seconds, around 4 seconds faster than standard. The money-no-object 9E17 package will more than halve that figure!

I chose the 9E38 package, which includes an uprated Sachs 890Nm clutch, upgraded diverter valves and f-pipe, a more free-flowing air filter, GT2 RS intercoolers, an upgraded exhaust system and an updated tuning package for the ECU. Feeling flush, I also opted for couple of extra upgrades





Martin's 996 Turbo has been in for some upgrades courtesy of Porsche specialist Nine Excellence...



including an IPD plenum and a larger throttle body.

I'd originally hoped to keep the Milltek exhaust since I liked the sound, but it became clear that it was on its last legs, so on Ken's recommendation I chose a Kline Innovation stainless steel exhaust with 100-cell cats.

I dropped the car off with 9E for a couple of weeks while I went on holiday with my family, and Ken kept me well-informed on the progress via email. However, the upgrade process didn't go as smoothly as I'd hoped; even though my car is very regularly serviced, during their pre-tune inspection 9E found quite a few broken or failing components that I wasn't aware of that needed to be replaced, including the alternator belt, inner and outer track rods, the turbo heat shields and actuators and even the fuel filler cap!

Worse still, there were boost issues

that took some time to track down. 9E ended up having the car for an extra week to get the 996 delivering the correct performance, since there were a number of niggly hidden issues that prevented it from working within the tolerances that 9E aims to deliver. As Ken put it to me, the car "fought him all the way" before the last issue (a vacuum hose with a tiny split) was uncovered and dealt with, allowing the car to deliver its full potential.

The final invoice ran to two pages of A4 listing all the parts that were replaced and work that was carried out, and the figure at the bottom was substantial to say the least! I picked it up the day before a track day at Bedford Autodrome and from the first time I hit the brake pedal I knew everything was going to be fine. The power and feel of the brake upgrade was exactly what I was hoping for. I drove home around the M25 very

gently, because I wanted to save the experience of post-tune full throttle until I could enjoy it properly.

Friday's track day was a revelation. With the 9E38 tune and the six-pot brake upgrade, the car felt transformed with relentless, breathtaking acceleration from 3500rpm onwards, and feel and proper power on the brakes. An inadvertent giggle escaped my lips the first time I used full throttle, because the performance was so shocking compared to what I had been used to.

My car now accelerates like a Turbo on steroids, and stops like a GT3. I'm overjoyed with the upgrades and I cannot thank 9E enough for the work it did on my car, and the care it took to make sure it was as perfect as it could be. If you're considering any kind of work on your Porsche, be it a simple service or a tuning upgrade, I would recommend Ken and his

team very highly.

However, sorting the braking has now highlighted other areas of the 996 that could be improved. The car handles really well on the fast road geo that 9E gave the car, but it does feel slightly too soft on track now for the performance that's on offer. The ancient PCM stereo could also stand an upgrade, I'd love to have some more supportive seats, and I wonder if there's a set of 19-inch wheels that look good with the 996 body shape, and... It's a slippery slope, this tuning lark.

Martin Spain
2002 996 Turbo

[@MartinSpain](#)





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1994 968 SPORT

Today I got the 968 back from its sojourn at Dick Lovett's Porsche Classic Centre in Swindon. I am predictably lighter in the pocket as a result, but entirely delighted by what's been achieved. Taking the official route was never going to be cheap but the thoroughness of the service, the professionalism, knowledge and quality of the work has been second-to-none.

True, this was only ever going to be some fettling but, goodness knows, there was some fettling to be done. First came a health check which revealed a structure as sound as I'd always believed it to be and no corrosion a run round with a wire brush and some waxing could not address. For a 22-year-old car, I find that extraordinary.

Perhaps my greatest fear was that the rear windscreen surround, half of which had been ripped off by vandals before I owned it, would be impossible to source. I held out little hope of the factory storing such a part or, if it did, having to buy the entire rear screen that went with it. I imagined hours of fruitless searching on eBay or similar. However, Porsche not had only the part but all the fixings that go with it.

A slightly greater gulp was required when I was told that the fact the wipers didn't park very well could only be cured by a new motor costing a substantial three figure sum. Then again the ventilation blower which only worked on its most powerful setting

was fixed for less than £80. Win some, lose some.

I knew the wheels would be expensive to refurbish but for less than £100 a corner, I now have wheels that look new right down to their brand-new nuts, the old ones having been found to be cracked and no longer fit for purpose. Lovett's also removed the seat runner spacers that had been used to elevate the driving position for its rather more diminutive former owner as well as any number of odd but important jobs like replacing the rubber bungs in the boot which had failed and threaten to let water ingress. They also gave it a full machine polish and it now looks about eight times better than I'd imagined it ever could.

Work remains to be done. It still has a badly painted and ill-fitting wing, an ancient legacy of the one and only off it's ever had, but Porsche being Porsche, its predictably thorough remedy was a full bare metal respray of the entire car to a probably better standard to that achieved the day it came off the line. And while I'd like nothing more, the bill would be between £12,000-£15,000 which I not only cannot afford, but which would never be recoverable when I sold the car. But there are some local wizards who've done an amazing job on a couple of cars of mine in the past so I'll let them have sight of it and see what they think.

My largest concern now is the

upholstery which some years ago provided bedding for a rodent or two which had inveigled their way into its interior. There are only a few holes but they are unsightly and I have no idea what to do about it. I could have the seats completely re-upholstered but, as with the idea of completely respraying the car, it seems excessive. The problem is that while 968s had leather seats and ClubSports their own Recaro chairs, 968 Sports had unique cloth upholstery and it's probably hoping a bit to think there's anyone in the UK who might have a roll of it. Then again if anyone reading this is able or knows someone who might be able to help, I'd be delighted if you could get in touch via the Twitter address at the end of this article.

In the meantime I'm going to get

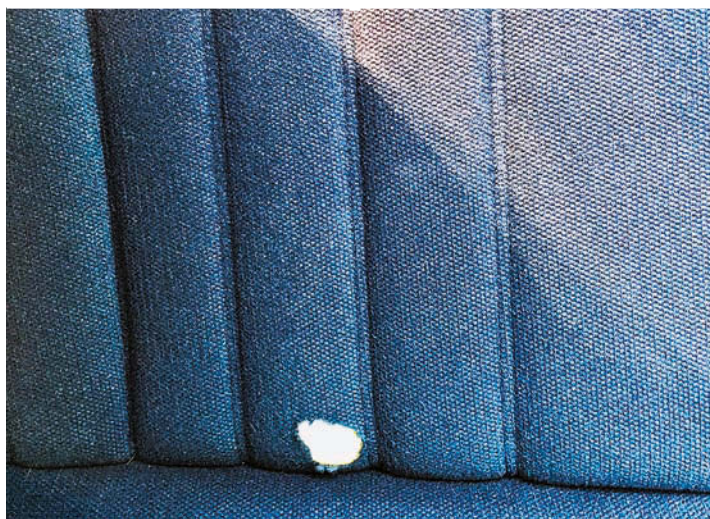
on to the business of enjoying the car while the good weather remains. I will need to do something about the tyres which are a horribly mismatched set of newish Dunlops on the front and Toyos behind that are not merely old but also the wrong size. I have an idea about what's going to replace them which excites me more than four black circles should and which should have happened by the time I write my next installment.

Andrew Frankel
1994 968 Sport

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



Andrew's 968 has been in for some TLC, but there's more required...





2010 997 GT3

Sad times. The GT3 has gone. But I can't complain – 20 decadent months running one of Porsche's greatest road cars as a daily driver has been something special. That it's been some of the cheapest motoring I've ever done has just been the icing on the cake.

Yes, like '3FAB' I seemed to have fallen fortunate and bought the GT3 at just the right time. Admittedly the spec was probably about as perfect as you would want a 997 GT3 to be, being a manual 2WD car with sports suspension, full leather, all the toys and a great colour to boot. If I was looking for another one today I'd take exactly

the same spec again in a shot. Though I may also try and find some folding buckets for it as well...

Okay, so I didn't make money on it, but equally it didn't cost me a packet either, especially considering the large number of miles I added to the tach. Having lost tens of thousands on my old Cayman S and pretty much every other car I've ever bought it's been nice to have three relatively depreciation-free cars for the last few years. In fact a couple of them have even gained a bit! But I've never bought a car with residuals in mind. I don't think you can if you plan on using them as much as I do. The miles will always come back to haunt you at

resale time, so it's just a pleasant effect of the current market rather than any great master plan that has resulted in these happy coincidences for me. I'm sure things will swing back at some point and I'll see deficit in some purchases again in the not-to-distant future. But until that happens I'm happy to pretend this was all by design and I just played the market. At least that's what I'll keep telling the wife...

In all seriousness, though, the GT3 was a dream to live with. Okay, so it wasn't completely faultless, but then buying it from Porsche Bristol as an Approved Used car meant that it had the benefit of over two years of extended warranty and every niggle I

had was handled quickly and efficiently through the OPC network. And apart from the regular servicing and usual consumables it didn't cost me a penny to run. It never used a single drop of oil, the Cup2 tyres I fitted not long after getting the car seemed to last forever no matter how I drove and I used one set of pads. For a 400+hp borderline supercar it was a veritable bargain in terms of running cost.

Of course I did change a couple of things on the car in order make it feel that extra bit special. The SharkWerks bypass and the TPC Racing PASM module being the main and most significant improvements. I honestly couldn't recommend either of these



Jack has waved goodbye to the GTS, but what an enjoyable ownership experience it has been...



upgrades highly enough. The standard 997.2 exhaust has always been too quiet, even with the added bit of noise you get with the switchable sports exhaust that's fitted as standard on the GTS. The beauty of the bypass is that it makes minimal difference to the noise levels inside the car when it's on the quiet setting, but once into Sport mode it sounds glorious both inside and out. And it does it all with zero drone or the annoying resonance that can often be found on other aftermarket systems. That it retains its switchable nature is fantastic.

The TPC PASM module was equally enlightening. As I said during a road test with contributor Jethro Bovingdon

(*GT 10/15*), it feels like the car has been fitted with more expensive dampers. Both on road and on track the system left the car feeling loose-limbed and compliant, yet in the corners or under braking there was a significant reduction in pitch and roll. It's a clever system and shows that as with many things that rely on electronics, it's all about the calibration.

The final piece of the jigsaw for me was the exceptional Michelin Cup2 tyres. I know these are really tagged as track day tyres but there wasn't a single situation I used the car in where I wished I had something different on it. They coped with biblical rain on trips to France and the North West coast of

Scotland just as well as they did at baking hot track days at Bedford or giving laps to wounded service men and women at Anglesey. Modern tyre technology is simply breathtaking from an engineering perspective.

But, all good things must come to an end. A move to a much bigger house that needs a *lot* of work doing to it and a wife with big plans means that some fiscal responsibility has to finally kick in. The GTS has been an absolute pleasure to own, and I'm sure I'll regret selling it every time I step outside the house and no longer see those elegant wide hips and seductive centrelock alloys sat on the drive. But needs must. Anyone considering one

of these cars simply must try it. It's such a wonderful and complete package. I'm missing it already. The good news is that '3FAB' and '4FAB' are staying though, and with no daily Porsche fix from the GTS it should mean I break the keys out for one of those on a more regular basis.

Jack Wood
997 GTS

[@Jackkwood](#)



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2005 BOXSTER S

I lucked out a little with the spec of the Boxster in that it came with the Bose upgrade – I am told the standard setup can sound a little lacklustre. However that is slightly at odds with my belief that a stereo in a convertible is inherently compromised due to the fabric roof.

Despite having the Bose upgrade, due to the age of the car, it didn't come with many of the features that you'd see today on a family hatch, such as DAB or Bluetooth, or even AUX connectivity. Barbaric.

I have an FM transmitter that I use to connect my phone to the radio – it works reasonably well, and if I have the nav on the phone it even interrupts the music with instructions, which is handy. For DAB, mostly TMS for the cricket, I either use the phone

app or, as in my recent trip to Scotland, have my Pure Radio on the passenger seat. But it's all a bit clunky and has too many cables. I needed something more permanent.

The problem with permanent in something like the Boxster is it often means replacing the existing head unit (archaic yet nicely integrated) with something aftermarket and, more often than not, a little garish. In the end, however, I bought an Alpine EZi-DAB, as it ticked quite a few boxes.

The EZi-DAB is a DAB receiver that uses an FM transmitter to integrate with the existing radio. Unlike my other FM transmitter this one connects inline to the car aerial; the aerial connector to the head unit goes to the Alpine box and that in turn to the car aerial, well two aerials. The FM aerial plugs into

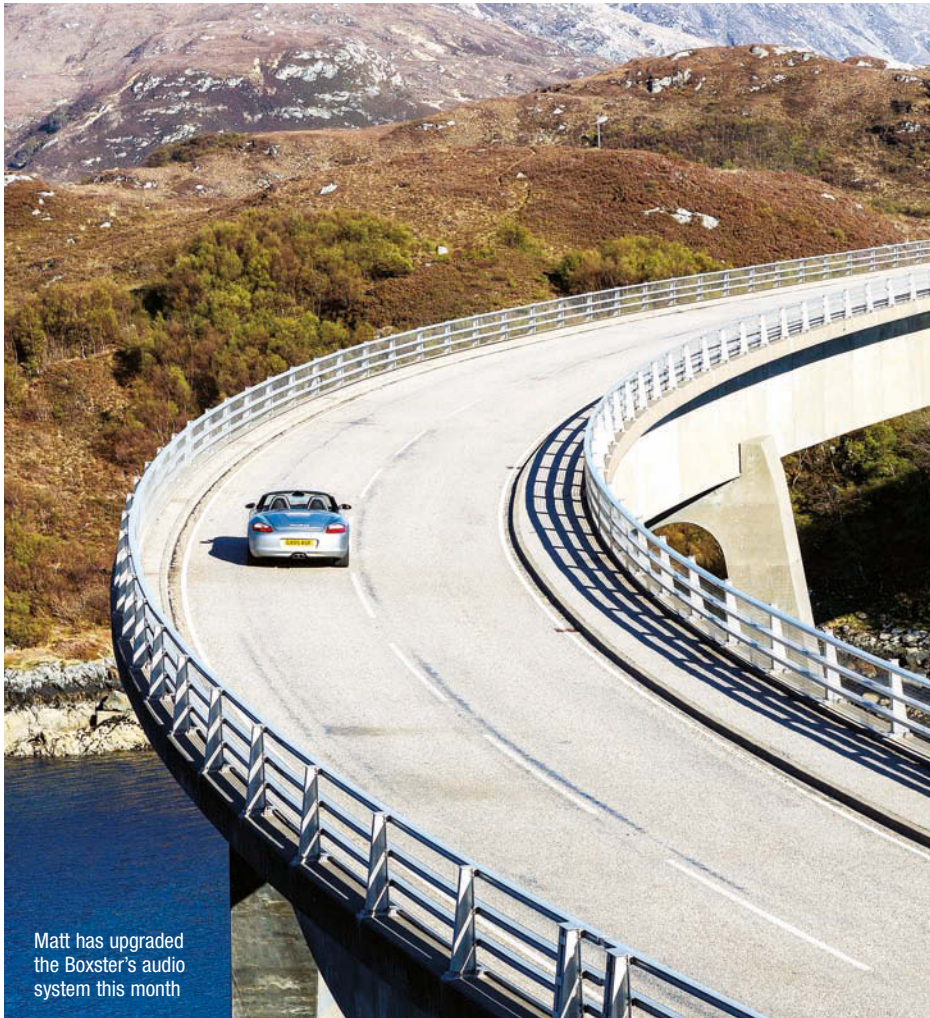
the unit as a pass through, and an amplified digital aerial for the DAB side of things. Happily the Boxster's existing antenna works for DAB! So a win there. I did need to get an adapter, however, as the aerial cable supplied with the unit was not compatible.

Controlling the DAB unit is done through a module that I've mounted to the left of the steering wheel. It's slightly obscured, but that isn't of great concern as the controls are intuitive and can be done by touch. There are a few similar units on the market but chose the Alpine item as it also offered an AUX-in and USB connection. I have also added a USB Bluetooth dongle, using the USB for power and a 3.5mm jack into AUX for the audio. It took a few tries to get a dongle that worked as I wanted, but I'm there now.

In terms of performance, the EZi-DAB is a little slow to start each time, but the sound quality is really good, there's no noticeable interference with DAB. The reception is not as strong as in my SC or 924, but only because I haven't used a dedicated aerial. There is some hiss between tracks on the AUX side, but that may just be the Bluetooth adapter. And it's great to not have wires running everywhere! I feel almost modern.

Matt Biggs
2005 Boxster S

[@PawnSacrifice](#)



Matt has upgraded the Boxster's audio system this month



long-term fleet

1981 911 SC

Last month's experiments with fuel and oil additives/cleaners proved to be somewhat effective. My conclusion was that the fuel additive did the job to a certain extent, but the car is still not running quite right when warm at the top end of the rev range.

I thought about the fuel pump. I'm not entirely sure how old the one on the car is now, but that wouldn't make sense with the running getting worse as the engine warms. I had a little nose around in the engine bay, looking for what to try next and I noticed that the fuel filter is tucked away on the left side, and is probably subject to a little heat soak. Worth a shot. Replacing the fuel filter is an easy enough job that starts with leaving the engine not running long enough to depressurise. There are a couple of nuts to undo and the fuel filter slides out of the retaining strap. I made sure I had plenty of paper towels on hand to mop up the petrol that remained.

In retrospect I probably should have taken the fuel pump fuse out and started the car to burn off as much petrol as possible. Fitting the new filter was just as easy: the same in reverse. I was sure to check that there were no leaks when I started the engine again as the nuts didn't seem to be too tight, but all was fine.

While I was in a tinkering mood I also changed the air filter; it's an easy enough job and the old one was

looking dirty. I have an oil filter as well, but I want to get another 100 miles on the Snowfoam treatment before draining that.

On the mandated test run the SC went better due to the air filter I suspect. The car was pulling a lot smoother from lower speeds, but once it had warmed up the old problem returned. I've just taken to driving gentler, and will do so for the time being. In addition to the oil change my next step will be looking at the fuel accumulator and distributor to see if there is anything obviously blocking the system in either.

Something quite critical has happened to the SC as a result of the above. To ensure that I did not have any sparks around the fuel filter as it spilt petrol over the engine bay, I disconnected the battery. When I was finished and put everything back together the stereo had reset. It was a bit of a faff resetting the station pre-sets, but there was more... the menu button had ceased to work. I now cannot get into the menu to stop the backlights from rotating through its colours: most distressing!

Matt Biggs
2005 Boxster S

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Matt has been continuing his search for a solution to the SC's rough running issue...





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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*

912

Offered as a cheaper alternative to the 911 back in the 1960s, the 912 remains just that today but prices have risen in recent years.

The 912 is a strange thing. It looks like a 911 yet doesn't have the trademark 911 engine. It's not as fast as a 911 but handles better than a contemporary 911. It outsold the 911 in the USA but hardly made an impact in the UK. It was originally

made from 1965 to 1969, and then Porsche reintroduced it briefly in 1976. All odd but the 912 is, nonetheless, an interesting car that is finally beginning to be recognised for what it is.

The 912 was, in many ways, the forerunner to today's Boxster, and the 924/944/968 family that preceded it.

It was designed to be what we now call an entry-level model; a more affordable car than the then-new 911 which was more expensive than the 356 it replaced. Costs were kept down by fitting a 1.6-litre four-cylinder engine in place of the usual 2.0-litre flat-six, reducing the interior trim

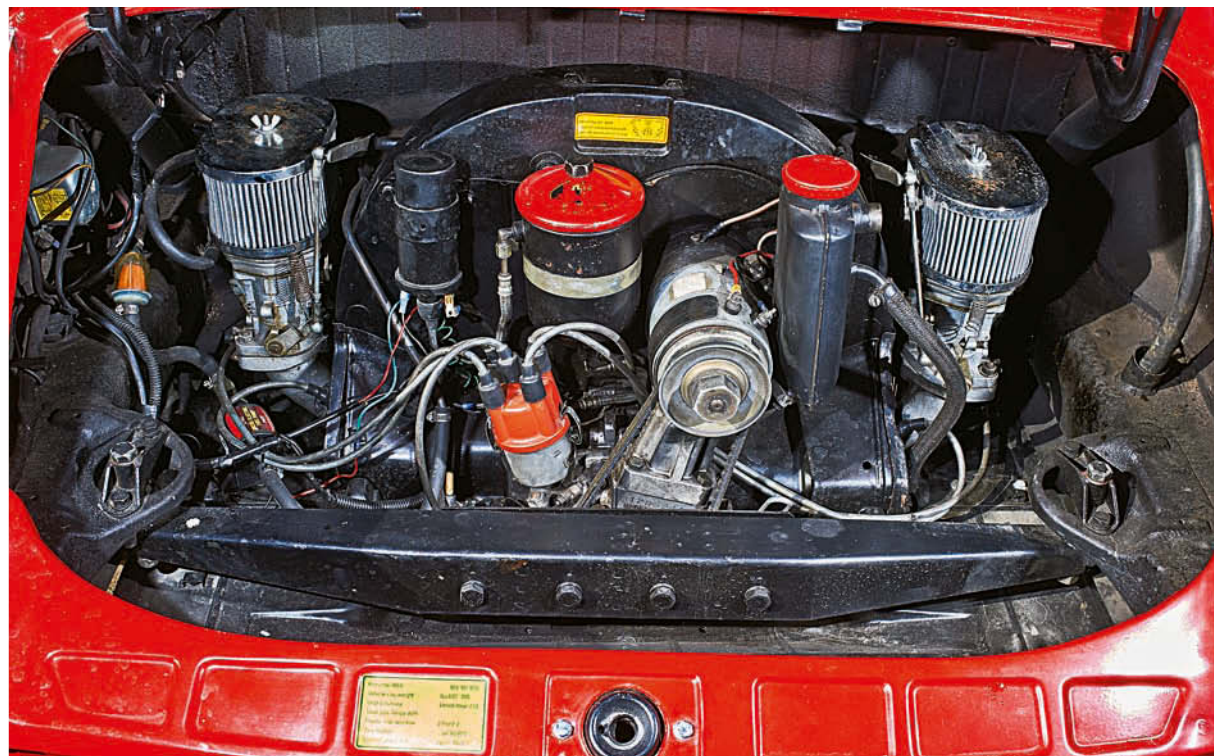
(including using just three dials instead of five on the first examples) and fitting painted steel wheels.

The little 356-derived engine had a surprising and positive effect on the car's handling. The first 911s suffered from having too much weight behind the rear axle, which made for



The 912 was, in many ways, the forerunner to today's Boxster





interesting handling. However, the 912's smaller powerplant meant the car had a front/rear weight distribution of 44/56, compared to the 911's tail-heavy 41/59. Furthermore, the entire car was lighter at just 935kg, whereas the 911 weighed in at 1080kg (still remarkably lithe by modern standards!). Therefore, despite only producing 90hp (the 911 of the time gave 130hp), the perky engine gave the 912 spirited, if not earth-shattering, performance and better handling. It was, in short, a fun little car to hoon around in.

The cost-effective 912 proved popular in the North American market, but the more performance-obsessed Europeans were less enamoured by it and few were sold on this side of the Atlantic. As the company had hoped, though, it proved a useful source of income for Porsche and in 1967 it accounted for 59 percent of the cars the company produced – and back then it was just 911s and 912s.

By the end of the 1960s, however, Porsche decided to concentrate its efforts on six-cylinder cars and the

911T became the company's entry-level model, in place of the 912, which was discontinued. The car did, though, make a surprise comeback in 1976 as the impact bumper 912E. This used the 914's 1971cc fuel-injected flat-four which pumped out just 86hp, thanks to energy-sapping emissions equipment. Just 2099 examples of the 912E were built that year for the US market only, before it was replaced by the all-new 924.

In subsequent years, the world fell out of favour with the 912 and many of the 30-odd thousand that were built have succumbed to rust and, because they weren't as desirable as 911s, weren't restored. Also, more than a few have subsequently been fitted with flat-six 911 engines. That means that not that many 912s exist today, and only few of those that do are in the UK. And of those that are in the UK, the majority are left-hand drive examples imported from the USA. In fact, right-hand drive 912s are so rare in this country that if you find one, you should check carefully to see if it's been converted from left-hand drive.

With prices of early 911s rocketing in recent years, buyers have turned to the 912 as an affordable alternative. It's a logical thing to do; increasingly, people don't buy classic Porsches to drive fast, so a 90hp 912 is perfectly adequate for the occasional cruise through the countryside. Also, it still looks fantastic and is a lot of fun to drive.

Of course, just like with classic 911s, values of 912s have risen but they still seem remarkably good value. You can pick up one for well under £30,000 but expect to have to spend big money on getting it sorted. Just like old 911s, these cars can rust badly and restoration costs will be exactly the same as for a 911 which, when done, will have a higher resale value. Don't believe anyone who tells you that Californian cars don't rust – the west coast of the USA sits right next to the world's largest, and very salty, ocean.

Even if you spend more money, say up to £40,000, there's no guarantee you'll get an original car. Sadly, many 912s have been messed around with

the market place



Finding an original 1960s 912 isn't easy, many have been altered with 911 parts over the years...

over the years. We already touched on six-cylinder engine transplants (we've even seen such cars rather desperately labelled '912/6'), but even if the engine has remained original, it could have been equipped with different carburetors, the car may be fitted with the wrong wheels, the seats and other interior trim could be from a later 911, and so on. It really is

a minefield knowing what was original specification for any Porsche of this era, and the 912 is no exception.

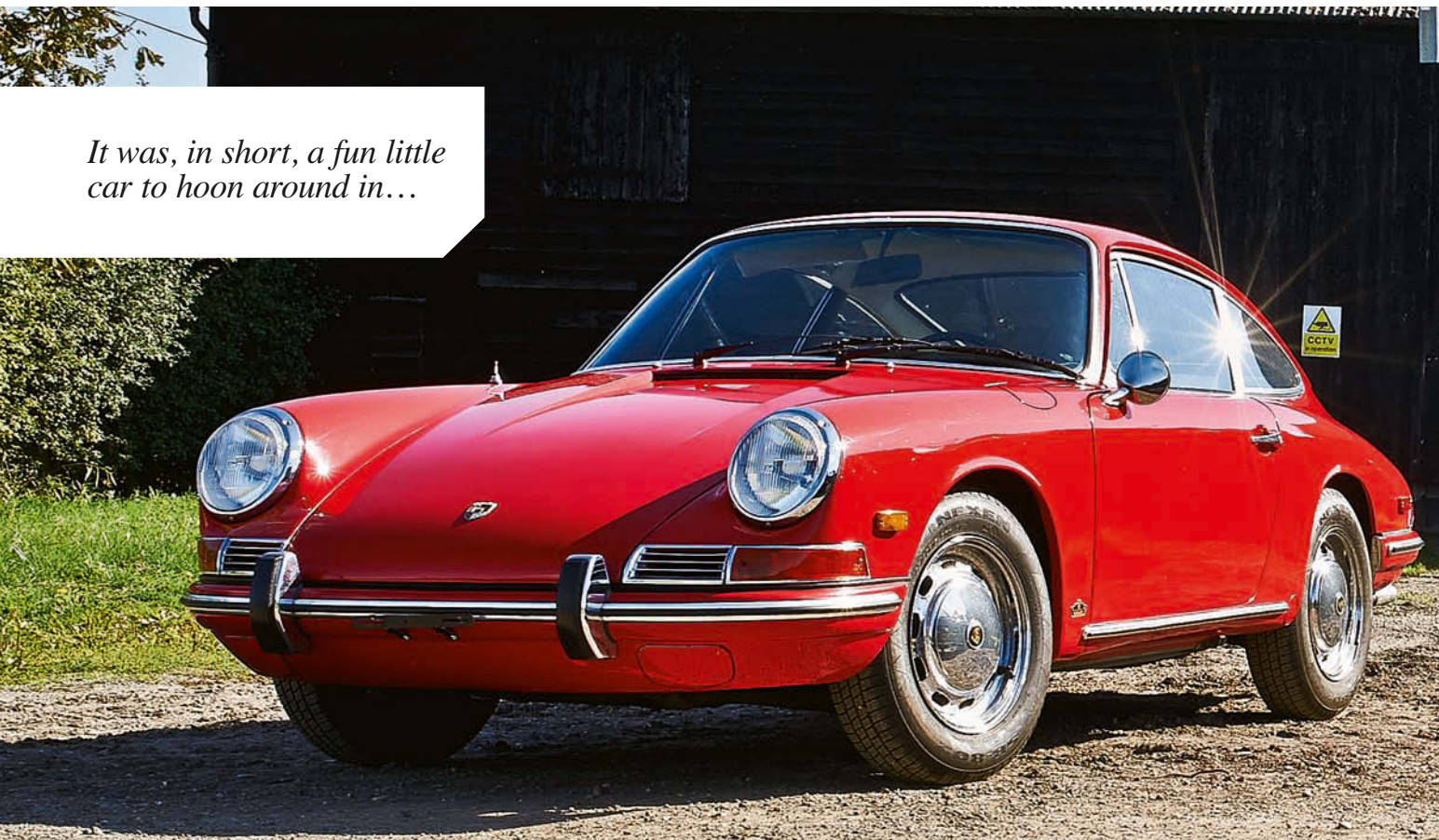
In an ideal world, you should be looking for an example that's been lovingly restored by a Porsche specialist, with lots of paperwork to prove it really is what it purports to be. Such a car will be priced north of £50,000 but bear in mind that will still

be half the price of an equivalent 911 of the same period and condition.

And what about the rare 912E of 1976? Surely that's going to be worth a lot? Well, no actually. Being an impact bumper car it's simply not as desirable as the 1960s examples – remember you can still buy a reasonable impact bumper 911 for £30,000-plus. That'd be right-hand

drive, too, whereas all the 912Es built were left-hookers. You can, therefore, pick up a reasonable example for around £25,000; but you have to ask yourself if you'd really want one. In our view, the only 912s worth buying are the original, and very pretty, 1960s examples. In fact, these cars still seem undervalued and are surely a good investment, the 912E rather less so ○

It was, in short, a fun little car to hoon around in...





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all you need to know...

Heat

Thermal management is a key part of vehicle design, here's how Porsche tackles the issue of heat...

If Porsche really is heading for an all-electric future with the Mission E and beyond, big changes are afoot. For now, though, heat engines, rather than electric machines, will remain the order of the day. Internal combustion engines like those powering all Porsches today are just that; engines which convert the energy in fuel to heat by mixing the fuel with oxygen and burning it in the cylinders. Although heat is largely responsible for making a Porsche engine work, it also causes many headaches.

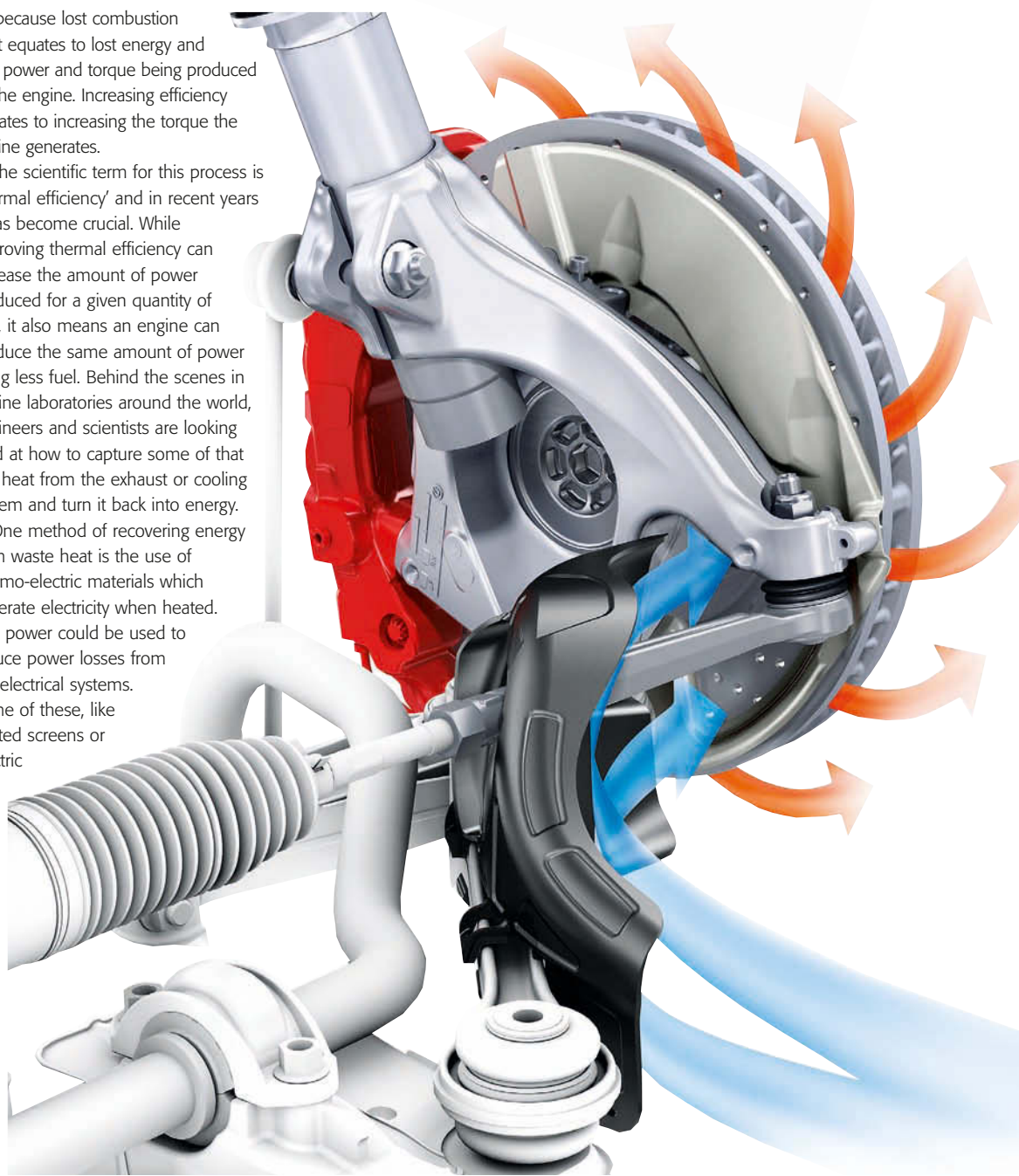
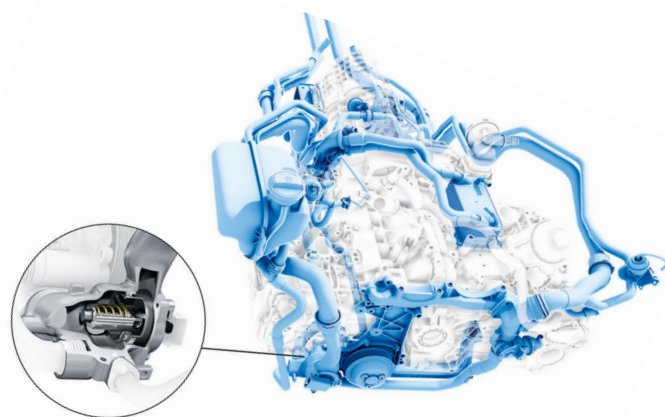
As well as generating it, the internal combustion engine we know and love is entirely dependent on liberating large amounts of heat to work. This is because more heat is released from the fuel during combustion than is converted into mechanical energy. How much energy is converted into mechanical work decides the engine's thermal efficiency on the basis of energy in and energy out. To be more specific, it's the ratio between the heat generated by the combustion of fuel and the amount of work done at the engine's flywheel. So what does that equate to? 80 or 90 percent? No, only 20-30 percent of the energy in the fuel enters the transmission to drive the car so the thermal efficiency of a petrol engine is hideously bad.

Around half of that wasted energy disappears down the exhaust pipe, and the rest is lost through the cooling system or various types of friction generated by parts moving over one another, or pumping losses. Heat lost generated by combustion rather than converting it into energy is a problem powertrain engineers have been dealing with for the best part of a century. It is one that became important to motorsport engineers early

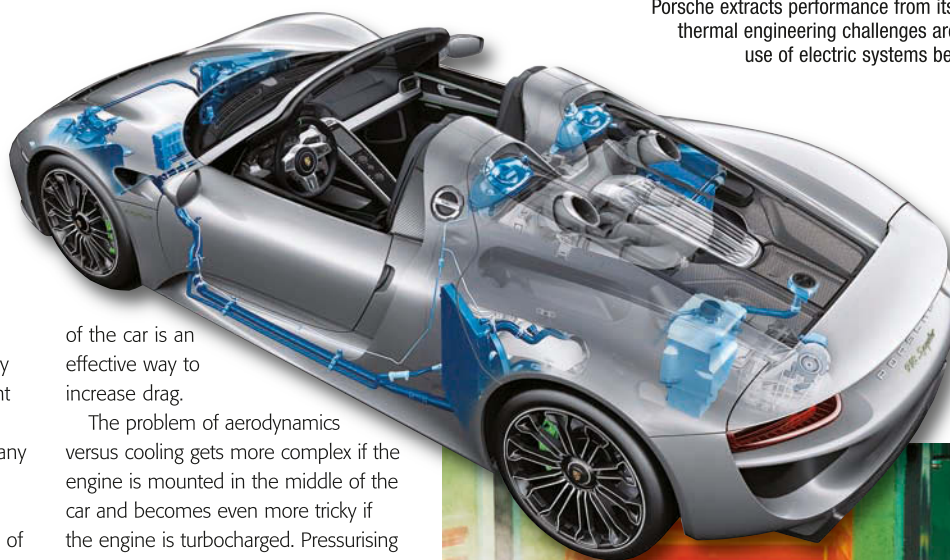
on because lost combustion heat equates to lost energy and less power and torque being produced by the engine. Increasing efficiency equates to increasing the torque the engine generates.

The scientific term for this process is 'thermal efficiency' and in recent years it has become crucial. While improving thermal efficiency can increase the amount of power produced for a given quantity of fuel, it also means an engine can produce the same amount of power using less fuel. Behind the scenes in engine laboratories around the world, engineers and scientists are looking hard at how to capture some of that lost heat from the exhaust or cooling system and turn it back into energy.

One method of recovering energy from waste heat is the use of thermo-electric materials which generate electricity when heated. This power could be used to reduce power losses from the electrical systems. Some of these, like heated screens or electric



Managing heat in braking systems and engines is a key part of how Porsche extracts performance from its vehicles. Going forward, thermal engineering challenges are likely to intensify as the use of electric systems becomes more prevalent...



power steering, consume large amounts of energy.

Another way of recovering energy from waste heat is to use a different kind of heat engine called a Stirling engine. Stirling engines come in many different shapes and sizes but the principle is that, unlike an internal combustion engine, a fixed volume of gas (which might be just air) is sealed inside the engine. The engine is driven by gas inside the engine being heated and cooled in a repetitive cycle to drive a piston, or move a diaphragm. The work it produces can then be fed back into the driveline or used for some other job like driving engine ancillaries. Doing that pushes the driveline efficiency up as waste heat is used to do work.

Heat plays another big part in cars in that it can be a real nuisance, especially in powerful cars like Porsches. The more powerful a combustion engine is, the more waste heat it produces. This gives designers and engineers the problem of how to get rid of that waste heat. It creates a conflict of interest because cooling something down like the engine itself requires a heat exchanger, which might be a radiator for a liquid-cooled engine or oil cooler for an engine or transmission. That sounds simple enough until you start trying to figure out where to put that bigger or additional heat exchanger because package space is always at a premium.

If the heat exchanger is a liquid-to-air heat exchanger like the radiator or oil-cooler, then it needs a plentiful supply of air. That causes drag so there's a compromise to be made between slippery aerodynamics to reduce fuel consumption and cooling the powertrain.

Making holes in the front

of the car is an effective way to increase drag.

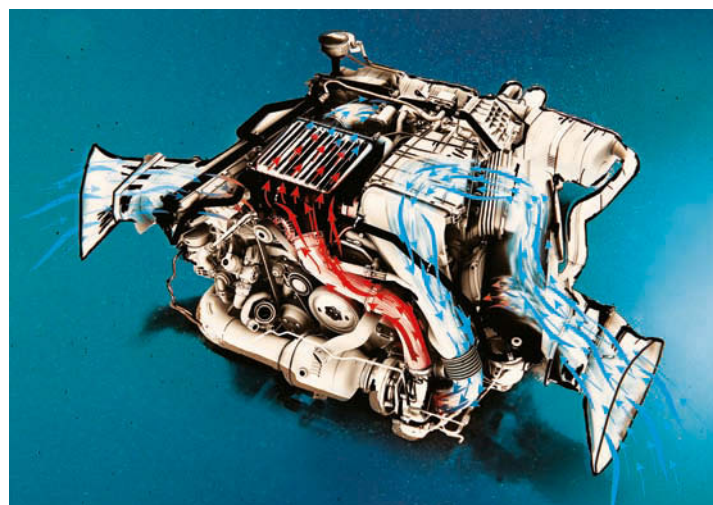
The problem of aerodynamics versus cooling gets more complex if the engine is mounted in the middle of the car and becomes even more tricky if the engine is turbocharged. Pressurising intake air with a turbocharger to increase power also increases its temperature, which is counter-productive. The intake charge needs to be as cool as possible because hot air is less dense, so less oxygen is being delivered to the engine. Another is that in petrol engines a hot intake charge can encourage detonation.

Turbocharged engines are equipped with intercoolers to cool the charge air after it is pressurised. These are like air-to-air radiators but the mid-mounted turbocharged engines of the new turbocharged 718 Boxster and Cayman present a new problem – how to get cooling air to mid-mounted intercoolers integrated with the inlet tract close to the engine. The charge air reaches a whopping 168°C, but more cooling vents at that position on the car are not feasible, so Porsche opted for a second, low-temperature cooling circuit to feed air-to-water intercoolers. The coolant is piped to two laterally mounted radiators, reducing the temperature by liberating the heat transferred from the charge air to the atmosphere.

So heat is crucial to Porsche performance. It creates power and torque on the one hand and can be an undesirable burden on the other. Thermal management is one of the biggest challenges vehicle engineers face, in the engine, transmission, driveline, braking system and heating and ventilation system. That won't change when electric powertrains arrive either, if anything, the challenges will just get bigger ○



The more powerful a combustion engine is, the more waste heat it produces





The Budget SC – Part Two

Jesse Crosse continues examining the processes involved in rejuvenating his old 1982 911, the kind of tired Porsche project some may consider tackling today...

Last month, we looked at some of the things you might encounter on a tatty 911 by looking back at the 911 3.0 SC I owned and used daily 16 years ago. Yes, it was a long time ago but the same criteria apply to older cars whatever the age. It's just the older they become, the higher mileage they generally get with possibly more rust too.

The first job I had to do was to replace some steel brake pipes. I'd been making up brake lines for years and already had the kit to do it myself. Brake pipe flaring isn't difficult but it's important to use a decent quality flaring tool and only fit pipes you make if you're quite confident of the quality of the flares you've made.

Once a flare has been made, check it is symmetrical as they can sometimes come out of the die lopsided if the pipe isn't loaded into the tool correctly. Also make sure to use metric thread fittings on a Porsche. Older British cars have 7/16 UNF fittings which look almost identical and will screw in to the metric calliper but loosely.

With the geometry checked, the next job was to tackle the wheels. The original Fuchs were undamaged but were corroding behind the black paint. I ran them up to my local parts supplier, Porscheshop in Halesowen, and they came back a few days later looking like new, with tyres fitted and ready to go.

The biggest priority, though, was the interior and the ripped and stained Berber cloth which was really bugging me. So I pulled all the seats out and took them to Southbound trimmers in Hampshire. The guys there retrimmed them in some original equipment Burgundy leather with perforated centre panels. The dash and door panels were all in perfect condition still and the interior was transformed once I got the seats back home and fitted.

Which just left the body. There was rust around the headlights and a small but nasty bit of rot on the B-pillar closing panel along with some rust on the rear side window and down on the sill. The badges were all looking tired, too. I'd already done a DIY repair

where the bumper had corroded at the ends but the rest of the body was looking tatty and the Guards red paint had lost its original glow.

The Porscheshop team was able to offer a turnkey solution with a bodyshop they used locally. All I had to do was deliver the car to them and pick it up a couple of weeks later. The plan was to do a complete respray and sort the rust at the same time. I did a bit of research and found that to get that original glow, Guards red was supposed to be sprayed over a white primer to give it the brightness it needed. Sprayed over grey, it would look flat and dull by comparison.

The importance of primer colour is often overlooked and white under bright colours like red or yellow makes a huge difference compared to grey which some bodyshops might use by default. If you are having a car repainted, it's always worth digging out some original specs because the research can really pay off.

The wings were worse than expected around the front headlights

and we decided the best thing to do was to replace them as, at the time, Porscheshop could get hold of 911 wings at a reasonable price. It's a different story today since the cost of Porsche spares has gone through the roof, along with the value of the cars.

The job took a bit longer than expected but the result was stunning. The Guards red was incandescent and the guys had taken the executive decision to replace those tired bonnet and wheel badges, which would have stood out like a sore thumb against the gleaming paint. When I went to pick the SC up, I was rewarded with one of my best car moments ever as my 911 looked like new. Later, a dual wax treatment finished with Autoglym Super Resin Polish brought the finish up to eye-popping levels of beauty. The cost? Back then, the seats cost around £1000, the wheels £300 for four and the bodywork, £2000. It would all cost a lot more today and ironically, when I parted with the car for £13,000, I just about broke even. I still miss my SC even now ○

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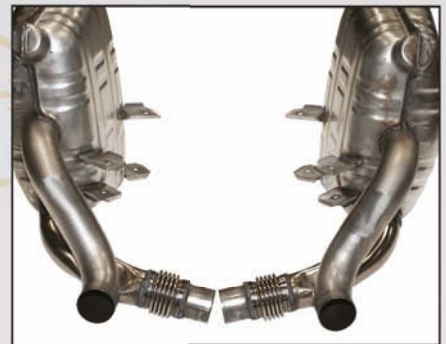
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WRAPZONE 991 WRAP

How much? €3000-5000

Where from? www.wrapzone.net

Working in conjunction with Bydesign motorsport and Skepple Inc, Swedish automotive wrapping specialist WrapZone has completed its latest Porsche design on a 991 GT3 RS. The homage to the Rothmans-liveried Porsche 959 Dakar Rally cars of the 1980s employs WrapZone's unique distressed look. It was created specifically for a client in Saudi Arabia taking part in the Supercars Club Arabia rally from Stockholm to Monaco.



Photos: Oskar Bakke Photography



TECHART POWERKITS FOR MACAN AND CAYENNE

How much? From €3900

Where from? www.techart.de

TECHART has released a new kit for the Macan and Cayenne providing more power. Activated by pressing the car's sport button, the TECHART Powerkits are suitable for daily use and come with EC-type approval and an extensive warranty.

For the Macan Turbo the new kit adds a power gain of 80hp and 74lb ft of torque, taking power to 480hp and 480lb ft using its TECHTRONIC engine management system. Allowing the Macan to accelerate to 62mph in 4.4-seconds, the kit is priced at €3900 (plus VAT and installation).

For the Cayenne Turbo S, TECHART's kit contains a TECHTRONIC system, new turbochargers, exhaust manifolds, oil and water lines and sport air filters, taking its power output to 720hp with 679lb ft torque. It is priced at €24,500 (plus VAT and installation).



TRUESCALE 1:43 DAYTONA 24HR 911

How much? £62

Where from? www.racingmodels.com

The RBM Motors Porsche 911 as depicted here in 1:43 scale was driven to 16th place (and 1st in its class) at the 1966 Daytona 24 hours by Jack Ryan, Lin Coleman and Bill Bencker. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.





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EDIFICE TORO ROSSO WATCH

How much? £200

Where from? www.edifice-watches.co.uk

This new addition to Casio's Edifice range of motorsport-inspired watches mark a partnership with Formula One team Scuderia Toro Rosso. Water resistant to 10bar, it features a one-second stopwatch and measuring modes including: elapsed time, split-time and first-to-second place times. The casing measures 51.2x47.1x11.9mm, so it's nice and chunky but at 152g, it weighs just the right amount.

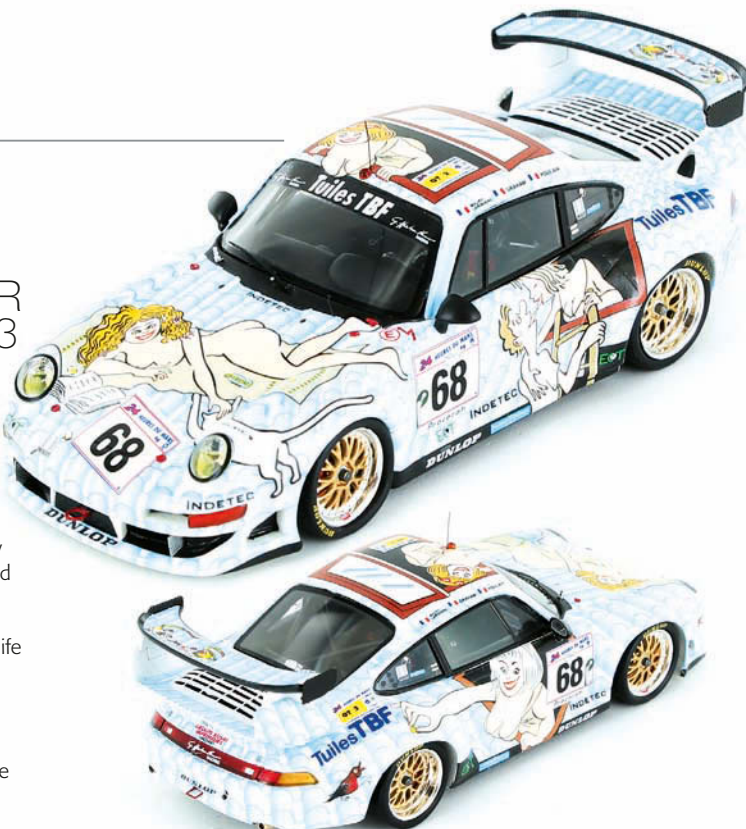


SPARK 1:43 ELF HABERTHUR RACING 993

How much? £50

Where from?

www.racingmodels.com
The Elf Habertthur Racing 993 as seen here was raced to 20th place in 1988 at the Le Mans 24 Hours by Jean Luc Maury Laribiere, Eric Graham and Herve Pouliain. This 1:43 scale Spark model nicely commemorates the real life version of the car. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



MINICHAMPS 1:43 924 GT CARRERA

How much? £25

Where from? www.racingmodels.com

This 1:43 scale Maxichamps model made by Minichamps is a bargain. The 924 Carrera GT was an evolution of the Porsche 924 Turbo designed for competition use and built for the road to comply with homologation, and what better way to remember it than this 1:43 model? Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

AQUAPHOBIC SCREENWASH

How much? £13.95

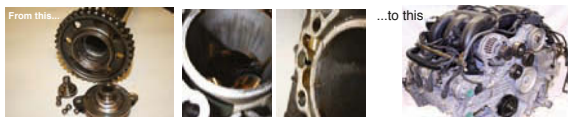
Where from? www.chipex.co.uk/shop

Chipex has launched this new Aquaphobic Screenwash developed to offer a superior solution to repel rain and water droplets from windscreens. Using advanced biodegradable wetters, it provides the ultimate screen cleaning ability. Aquaphobic Screenwash prevents water from sheeting, making it bead away on contact. It also stops bugs and other insects from sticking to your windscreen or headlights and reduces friction on your screen, helping your wipers to operate smoothly and to last longer. It also has an anti-freeze function effective to temperatures of -5C.



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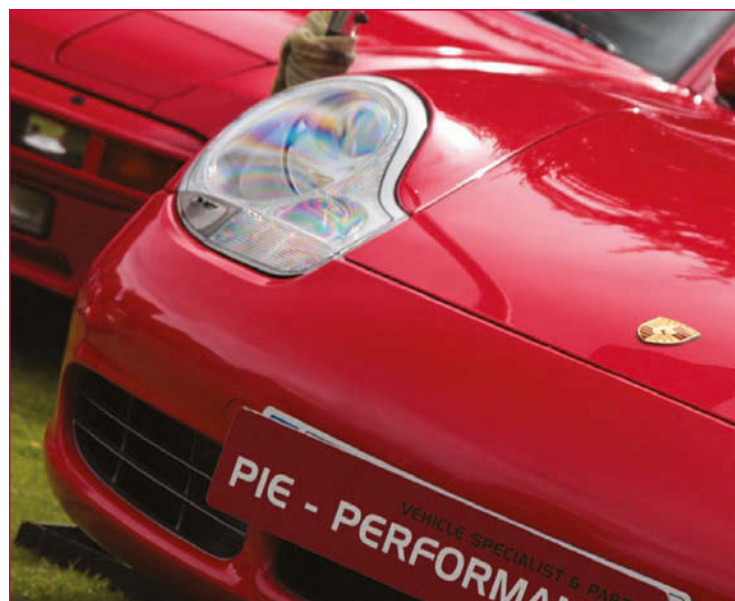


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TROFEU 1:43 936/78

How much? £42

Where from? www.racingmodels.com

The Martini Racing Porsche System 936/78 might have been a mouthful to utter, but boy was it a cool racing car. Competing at Le Mans in 1978 with the dream team of Jacky Ickx, Henri Pescarolo and Jochen Mass at the wheel, the car qualified on pole but suffered an accident after 20 hours and retired. Add code 'PORO10' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

SCHMIDT WHEELS FOR MACAN

How much? €3790 (set)

Where from? www.felge.de

This Macan Turbo is sporting upgrades from German tuner, Wimmer. They include software performance increases, taking power to 441hp and 471lb ft of torque, and a full sports exhaust system. But that's not why we're here.

The car in question also wears a set of striking new Shift rims from Schmidt Revolution in 9-inch (front) and 10.5-inch (rear) x22-inches in size. Shod with 265/35 (front) and 295/30 (rear) Continental tyres, the wheels are available in a range of colours and finishes at additional cost, including Hyper silver, matt and gloss black.



OMOLOGATO CAN-AM WATCH

How much? £289

Where from? www.omologatowatches.com

British watchmaker, Omologato, has added to its range of motorsport-inspired watches with this new limited edition chronograph honouring the Can-Am series. The new watch features colours and designs influenced by several of the iconic cars that competed in Can-Am between 1966 and 1987. Its 45.5mm diameter stainless steel case is joined by a 22mm wide Italian grain black perforated leather strap.

Limited to just 200 units, owners already include commentator Henry Hope Frost and *GT Porsche's* very own contributor, Andrew Frankel.



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ANU DIMENSION GTB

How much? £5300

Where from? www.anudimension.com

This conversion from Anu Dimension is based around a 986 Boxster, converting the car to appear like a 991 GT3. The firm says the 986 provides the ideal basis as its proportions are close to that of the 991. Genuine Porsche parts are used throughout the GTB; lighting, doors and glass are a mix of 911, Boxster and Cayman. Inside the car it's largely all Boxster.

Easy for the novice builder to assemble, a little work is required to make way for the new 20-inch wheels, but the GRP panels (part of the 16-piece body kit) bolt and bond into place. The rear of the roof panel interlocks with the rear quarters for strength. There are no chassis changes required save for spacers.

Anu Dimension says anyone could complete the conversion in 10 to 12 weekends, but it can also offer part or fully built cars. Budgeting around £3000 for a donor car, it's estimated that you can have a GTB on the road from £16,000.



944/968 RACE SUSPENSION

How much? £2035.20

Where from? www.gazshocks.com

Gaz Shocks is now offering height and damper rate adjustable gas race suspension kits for the 944 and 968. The front struts feature elongated holes to allow camber adjustment, and the damper bounce and rebound rates are independently controlled. With gas cells in the remote reservoirs filled with a high viscosity index multi-grade oil to prevent cavitation and reduce fade under racing or track day conditions, they look and perform the part.



SITPACK COMPACT SEAT

How much? £49.99

Where from? www.firebox.com

The SitPack Compact Seat is the world's most compact resting device, and might be just the trick for the next race meeting you plan to attend. It has been designed to fit in your bag or pocket, then when you're ready to use it, simply pop it out, drop it down and lock it securely into place. It features a rubber foot to grip the ground with its unique telescopic leg. This Danish product was successfully funded via Kickstarter and will support up to 100kg of weight.



1:18 MINICHAMPS 911 RSR

How much? £155

Where from? www.racingmodels.com

This larger 1:18 scale resin Minichamps model depicts the Martini Racing Team 911 Carrera RSR as driven to ninth place (and first in class) by Herbert Muller and Gjes Van Lennep in the 1973 1000km at Dijon. A lovely one, this. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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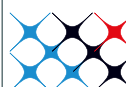
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How much? £230

Where from? www.adidas.co.uk

Porsche Design Sport has worked in partnership with Adidas to create the stylish football boot you see here. The Porsche Design Sport 16 boot has apparently been inspired by the silhouette of the 911, while also taking design cues from the existing Adidas Copa Mundial. These limited edition boots have K-leather uppers and feature a stud configuration designed to provide added traction on the pitch. Porsche Design and Adidas have a range of products born out of what the two firms call a 'shared philosophy of performance'.

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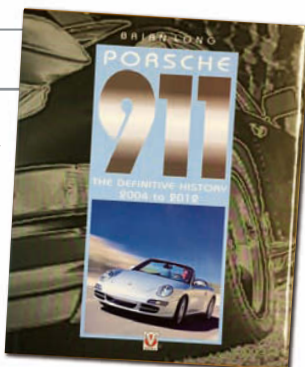
997 HISTORY BOOK

How much? £35

Where from?

www.veloce.co.uk

This new hardback book from British author Brian Long covers the full history of the 997 from 2004 through to 2012. Its 208 pages contain 363 images including rare shots of the car's development, and detailing its evolution during its production cycle. With all variants listed in a year-by-year fashion, chassis numbers, production figures and contemporary press comment, this sixth volume in the *Definitive History* series is worth a look.

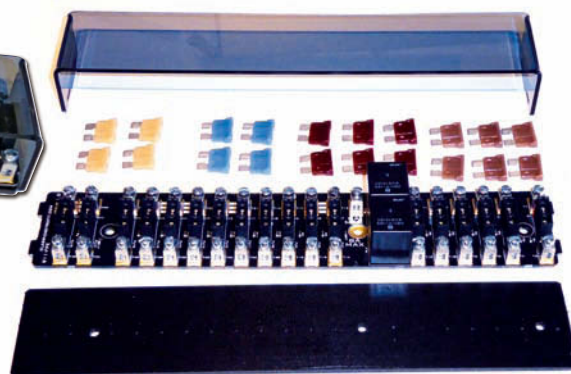
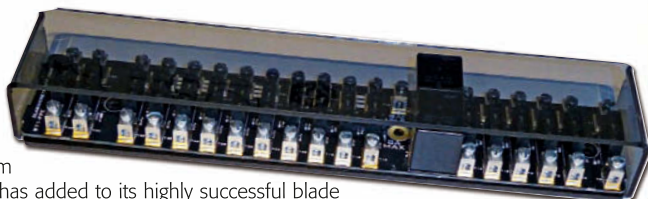


PRE-'73 911 FUSE PANEL

How much? £245

Where from? www.classicroetrofit.com

Electronics specialist, Classic Retrofit, has added to its highly successful blade fuse panels for air-cooled Porsche 911s by launching a version suitable for pre-1973 cars. Retaining the elements that made its blade fuse panel for 1974-1989 Porsche 911s such an instant success with owners, including LED blown fuse indicators, upgraded headlamp relays (for brighter lights) and simple plug-and-play fitting, this new item also adds a plexiglass lid, which fits under the original cover for reinforced protection. Currently in final development is the firm's electric air conditioning system for classic 911s, which we think will also prove popular.



LEGO 918 SPYDER

How much? £12.99

Where from?

www.lego.com

LEGO's collaborative work with Porsche has already delivered us a Technic GT3 RS, but

as part of its Speed Champions range you can now purchase a 918 Spyder built from the famous bricks. The LEGO version of Porsche's hybrid sports car comes complete with two sets of wheel trims and a wrench with which to change them over. The 151-piece set also features a removable windscreen, driver's cockpit, a driver minifigure with assorted accessories, a curb with a chequered flag and, of course, authentic Porsche details.



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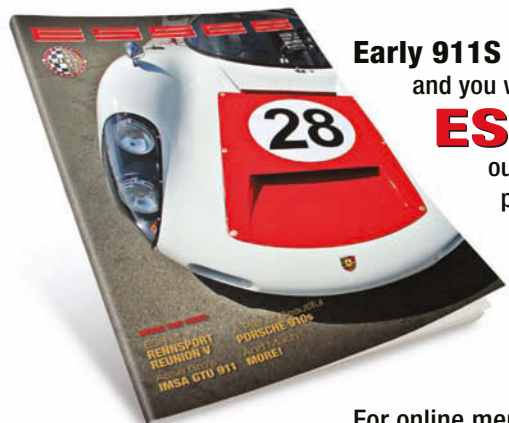
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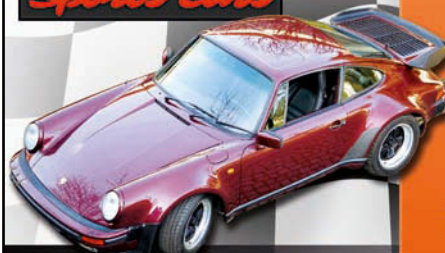
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DECEMBER 2015

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 Lagaa. 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: Veas. 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, KLASSIKER 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 updated 944 S2, all-new Panamera first drive, 935 history, Long Term fleet, Market Place: Cayenne

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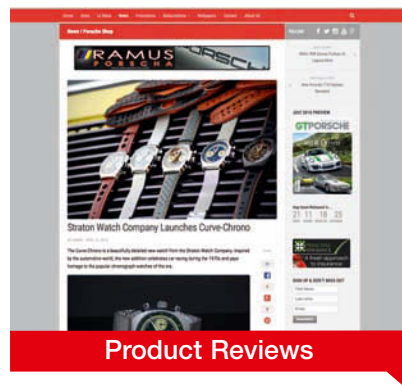
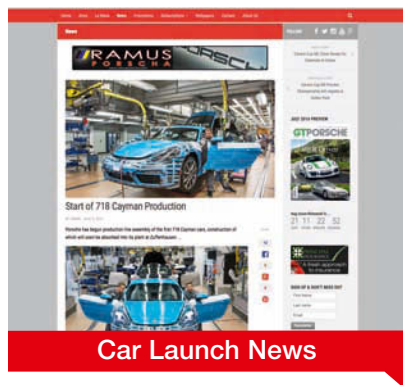
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

Colin Goodwin needs to get something off his chest, and the elitist avenue Porsche is travelling down might just be in his sights...

The solution is extremely simple: it's a matter of supply and demand and since I have a C grade in O-level economics I'm well placed to judge. I'm talking about the 911 R and the ludicrous prices being charged for delivery mileage examples, but the argument also applies to the Cayman GT4 or any other limited edition Porsche. Unless my memory is failing, Porsche built 1580 2.7 RSs for sale in 1973. A few months ago I wrote about a friend who bought one new and who pointed out that the RS cost more than a Ferrari Daytona. 1973 was a year of drama across the world, in part triggered by the Yom Kippur war between Israel and Egypt. Oil production was cut back and flogging expensive and thirsty cars became extremely difficult. But Porsche somehow managed to sell the run of 2.7 RSs.

Porsche has said it will only build 991 911 Rs in a world that's now much wealthier than it was 43 years ago. Interest rates are low and baby boomers are sitting on a lot of equity in their properties. At least they are in the South East. And that's just the UK we're talking about. With flush car enthusiasts spread around the globe 991 cars is simply not enough. I know there are plenty of people at Porsche who don't want to see the company's most special products end up in the heated and triple-bolted garages of investors, Andreas Preuninger in particular, so the simple way to put off investors would be to announce that a further run of 911 Rs was going to be produced – say a further 1500 cars.

One of the reasons that I've always liked Porsche as a company is that it is extremely straightforward. Bullshit-free if

you want to put it crudely and more accurately. They make great cars and offer them for sale. Road cars and race cars. I remember being impressed by Porsche's motorsport service truck at Le Mans in 1995 when I was there as a spanner man (not on a Porsche) seeing GT2 customers buying over the counter parts for their cars as and when needed rather than having to pre-buy a huge stack of spares in case a part went 'phut'.

Ferrari has, for decades, been the opposite. Buying one of its most exclusive cars, such as an F40 or Enzo required being a member of a highly successful rock band. Today being a famous chef will cut it, but the point is the same. Word is that Porsche would sell you a 911 R if you'd already bought a 918 Spyder. Excuse me for

Porsche can't do much about some nutter paying £1.8m for a 993 GT2 at auction but it can do something about a more current issue

being a bit idealist but wouldn't it be fairer to give someone else a chance to own a very special car? Porsche can't do much about some nutter paying £1.8m for a 993 GT2 at auction but it can do something about a more

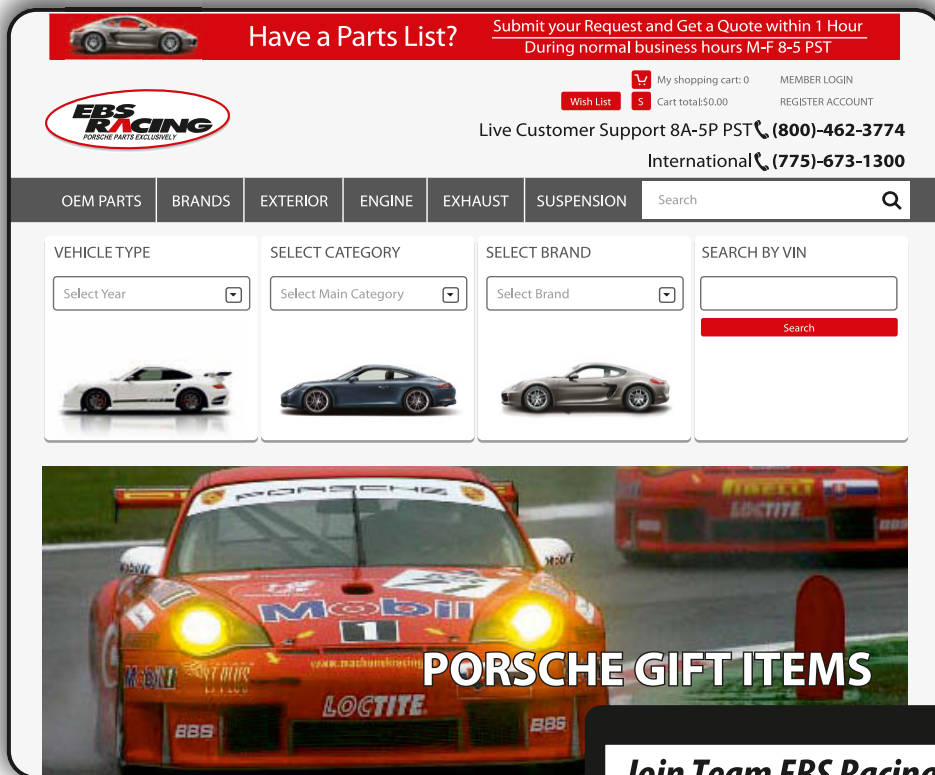
current issue.

Well, that's off my chest and I am now calmer. Especially if I reflect back on several hundred miles at the wheel of a 911 R a couple of weeks ago. As friends and colleagues like Andrew Frankel and Chris Harris have said, it is a brilliant car. I've never been a great fan of turbocharging but I did quite like the delay before the power arrived in a 964 Turbo; time to get the sweat glands primed and for the hairs on the back of the neck to come to attention in anticipation of the drama that was to come. The modern obsession with flat torque curves has killed that excitement. The way the 911 R's 4.0-litre winds-up past 6000rpm is sensational. It's the sort of engine that should be in all 911s, not just the exclusive ones ○



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

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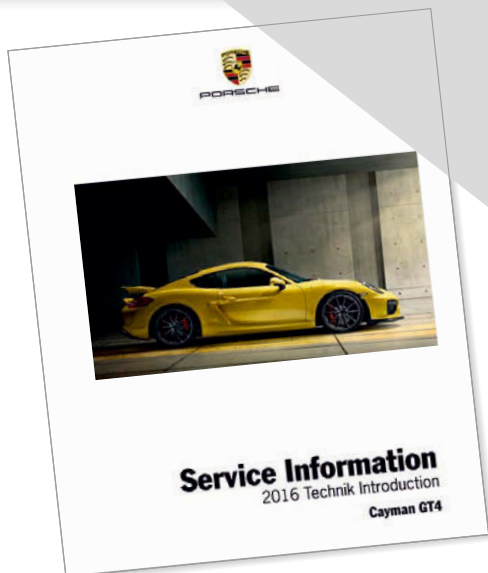
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993 RS vs 996 GT3 RS

After the air-cooled age, Porsche resurrected the RS badge for the water-cooled era. Here the last air-cooled RS, the 993, meets the 996 GT3 RS – the first of the water-cooled cars to wear the badge...

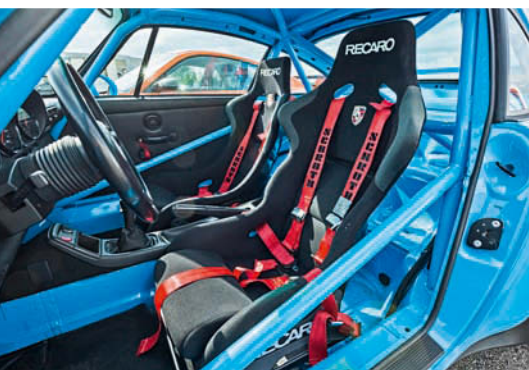
Story: Auto Bild Sportscars and Simon Jackson
Photography: R. Sassen

Based on the timeless lines of the 964 RS, Porsche debuted a replacement RS model that moved the game on handsomely. Costing £68,495 in period the 993 RS of 1995 was almost entirely race-orientated yet it retained the same air-cooled 3.8-litre Boxer engine as its forebear. It would seem that all that is missing from the 993 RS Clubsport (£74,795 in period) you see here are a set of numbers on its doors to enable it to go racing (and if you wanted a version even more special than the Clubsport model, there was the RSR – the genuine article for the race track). As you might have gathered, today you'll be looking at considerably more than £70k to get yourself into one of these cars, for prices of 993 RSs are currently sitting at around £200,000. But what is so special about this particular 993 RS CS? And did it provide a suitable exit for the air-cooled generation of 911 RS?

Clearly with this car Porsche pushed the definition of 'street legal' to extremes. Inside, where you might expect to find a set of traditional seats, sit lightweight racing chairs complete with six-point harnesses secured to a weld-in roll-cage. Insulation material and other comfort features are conspicuous by their absence. Out back you'll find the Boxer engine from the 964 RS 3.8 producing 300hp – the last air-cooled RS engine and arguably the finest. Thick Turbo-specification brakes sit behind lightweight three-piece Speedline rims. As a result of all these factors (and more) this car performs like a true race car. At idle it rattles heartily, and the sound penetrates unfiltered into the cockpit. But it's in corners that this RS feels at home; incredible grip from the Pirelli shod rolling stock underneath results in a beautiful balance with virtually zero understeer or oversteer. Around a circuit it is precise and snappy, the differential







FROM THE GT PORSCHE ARCHIVES: DICKIE MEADEN ON THE 993 RS (GT 02/10)

"Two things strike you once you get up to speed: the first is how pointy the power steering makes the 993 feel. Without the unassisted rack's weight to act as a kind of steering damper every small input through the rim finds its way to the front wheels. It's increasing fun to discover the power steering makes it all accessible. Not only can you pitch the nose in more aggressively, the big motor's increased torque helps you induce and sustain the fun that little bit longer. I suppose you could call it recreational oversteer.

"The second thing that strikes you is that the 993's 3.8-litre engine is an advance in every respect over the 3.6 before it. It pulls harder and earlier and revs more enthusiastically right the way through to the redline. There's no doubt the 993's other great aid to sustaining cross-country pace is its pliancy. The 993 was made in fewer numbers than the 964 (Porsche built 1123 against 2364 of the 964) and is truly beautiful. It addresses the older car's flaws and scores more highly in objective terms. It strikes a sweet on-road balance – perhaps the sweetest of all the series production RS models – yet for me, those manners come at the expense of explicitness making it a less intense machine to drive."

sings and it feels wholeheartedly ready to race. Officially Porsche produced 1123 993 RSs, 277 of which were Clubsport cars and thankfully this Riviera blue Clubsport example survives today. Once the official vehicle used by the former development chief at Porsche, Roland Kussmaul, this car enjoys a unique life in the care of Porsche AG. It was Kussmaul and Walter Röhrl that made the 993 RS worthy of both road and race track, so this car has perhaps the ultimate provenance of any 993 generation RS.

The 993 version would be the last of the air-cooled 911 RS cars, but in its place would emerge a car from Porsche's Motorsport Department that was revolutionary and contemporary. The 996 GT3 RS came seven years after the 993 RS arrived and in comparison to the 993, it was a car for the modern era, based on a 911 where airbags and comfort features had crept into the mix. Those features brought with them additional weight. As a result, Porsche's main focus during the development the 996 GT3 RS was to send the car on a decent diet. Nine kilos of weight reduction were found solely from the fitment of a single-mass flywheel with an adjusted Sports clutch. The car's bodyshell collectively shed 14 kilos with a few non-vital bits removed, eight were saved with the addition of a carbon bonnet, and two further kilos were ticked off via the fitment of a polycarbonate rear window. Into the dustbin went the 996's typical glovebox and side airbags and further weight relief came in the form of a ventilated front apron and a carbon rear wing.

The Boxer engine out back might have been arranged in a familiar layout, but it was now cooled by water, not air, yet its racing qualifications were absolutely top drawer thanks to the motor being an evolution of the



race engine from Porsche's Le Mans-winning 911 GT1. The mill came in 3.6-litre size and was good enough for 381hp and a top speed of 237mph. One of its party tricks was a RAM air collector capable of generating at least 10 to 15hp alone.

As was now typical of an RS car, the suspension was also modified. A new wishbone arrangement ensured increased rigidity and track capability, while for the first time the factory offered carbon ceramic brakes and optional semi-slick Pirelli P Zero Corsa sport rubber. A fire extinguisher, bucket seats and cage all added to the available recipe to ensure the 996 GT3 RS both looked and performed its part to perfection. Colour choice was limited: only white was available with red or blue stripes, but visually it worked well.

Does the first water-cooled RS still bite? Definitely! This 911 sounds amazing, even when stationary like the motorsport-derived tool it is through-and-through. Thanks to that (lightweight) single mass flywheel it rattles away beautifully, its thrum directed through the car and into the cossetting seats. The steering is as accurate as any contemporary RS car today, and truly stands the test of time on a 911 that is now, let's not forget, more than a decade old. Levels of grip can only be described as phenomenal, and the engine feels as fit as a fiddle even at 8000rpm. Its power delivery, traction, and overall driveability are right on the money. In short, with this car, everything is just right.

In fact, both cars drive very well. The 993 is over 20 years old now, but the way it drives feels not far removed from the current 991 RS model. With its optioned Clubsport package and bewinged aesthetic, as well as the

FROM THE *GT PORSCHE* ARCHIVES: STUART GALLAGHER ON THE 996 GT3 RS (*GT* 10/09)

"Speed is the key with the 996 GT3 RS. The engine thrives on it, revving quicker and harder to the 7400rpm it requires to deliver its 381hp maximum. The standard GT3 is a rev junky, but in the RS it feels like the drug is being injected directly into the car's heart. Every movement of your right foot is met with a flare of revs and a turn of speed unexpected of a normally aspirated engine. Step up to the 996 GT3 RS's performance envelope and you begin to experience the improvements Porsche set out to achieve when it decided that GT3 owners deserved a little extra spice.

"As the pace rises the RS invites you to become part of the experience and enter an inner sanctum that a regular 996 GT3 is reluctant to open up for you. Its steering may not be as delicate as that of a 993 RS (what is?) and there are still times when a little more feeling wouldn't go amiss, but what you do get is a razor sharp tool that, while requiring care, rewards great craftsmanship. The 996 GT3 RS moves as one, changing direction and dancing to a tune with such delicacy and precision that you want to travel quicker, harder, faster, madder to experience more of what this remarkable 911 can offer. The front end's precision is matched by the security of a tail that responds as intuitively to throttle inputs as the helm does to steering angles."

	993 RS	996 GT3 RS
Capacity	3746cc	3600cc
Hp (@rpm)	300 @ 6500	381 @ 7400
Lb ft (@rpm)	262 @ 5400	284 @ 5000
Gearbox	Six-speed	Six-speed
Weight (kg)	1270kg	1360kg
0-62mph	5.0secs	4.4secs
Top speed	172mph	190mph

smell of fuel in the air, the way it sounds so mechanically musical and the manner in which it goes around corners means this race car for the road still astounds. It's little wonder that the prices of this model are already around £200,000 and are consistently rising.

The 996 represents, of the modern generation of water-cooled 911 RS cars, one of

the most pared back and natural incarnations we've ever been treated to, and it is also fast becoming an appreciating asset. It has long been a collector's item in much the same way as every car to benefit from those two magical letters: R and S. It's quite a classy way for the RS torch to have been passed from the air-to-water-cooled eras. Sure the 996 is not the lithe

affair its forebears once were, and perhaps it is for that reason that some Porsche aficionados will never fully accept or respect the water-cooled generation of RS cars in the same way they do their air-cooled predecessors. But whichever way your preferences lie, these two cars are simply fantastic. They're pure Porsche driving nirvana in every respect ○





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997 GT3 RS

— VS —

991 GT3 RS

The modern run of 911 GT3 RS cars has been nothing short of spectacular. Here the three variations of 997 GT3 RS meet Porsche's latest offering – the 991 GT3 RS.

Story: Auto Bild Sportscars
and Simon Jackson

Photography: R. Sassen

At the 2006 Geneva Motor Show, two years after the launch of the first-generation 997 series of 911, Porsche presented the purists with a car to die for: the 997 GT3 RS. Like the shell of the car upon which it was based, this new 997 model's most immediately striking changes (compared with its predecessor, the 996) were shapelier headlights and centrally located exhaust pipes. But as we had now become more than accustomed, no car wearing an RS badge

and rolling from Porsche's Motorsport Department was a mere styling exercise. Far from it. As the masses gathered in Switzerland that day might have expected, Porsche had not scrimped on performance, retrieving 415hp from the car's 3.6-litre engine displacement. And its 193mph top speed was tantalisingly close to smashing the magic 200mph barrier. The vital statistics, such as a close-ratio six-speed gearbox and single-mass flywheel, sounded good but on paper they were close to the specification of the 997 GT3.

However, like the Rennsport RS before it, the 997 version varied predominantly from its GT3 equivalent not through its engine or even really its performance but through its weight, chassis, and aerodynamics. This RS was characterised by being 20kg lighter and a couple tenths faster than its forebear in the sprint to 62mph, but there was more. A wider track provided increased stability, and visually the RS was 44mm wider as it utilised the body from the Turbo model. An adjustable carbon rear wing, a carbon bonnet, polycarbonate rear window plastic, and lightweight carbon bucket seats were highlights. Available at no extra cost, the Clubsport package added a fire extinguisher system and other track focused bells and whistles to ensure the car was semi race ready.

This time around Porsche offered a greater choice of colours to its RS customers. Arctic silver metallic and black were stock shades but a special request could be filed for orange or green paintwork. The new car simply looked immense. Some 1909 examples of this car were built, and the one you see here was used by Porsche for its advertising campaigns – so chances are you've seen it countless times in the past. With climate control, navigation, and cruise control it was not lacking in creature comforts, but an RS is never about comfort and convenience; rather it is about the driving pleasure and performance it can deliver on road or track. Activate the 'Sport' function and its engine note instantly raises and affords the car a tougher soundtrack. This car's racing roots become even more noticeable on the move. The engine explodes with every gear shift, the steering operates with utter directness, its body movements are minimal, all giving this car a fantastic soulfulness.

It's hard to believe in many respects, but for some Porsche customers the first-generation 997 GT3 RS was considered too subtle. This was music to the ears of 'Mr GT3' Andreas Preuninger, head of Porsche's Motorsport department, who set to work on a tougher version for release in 2010. This time the RS came wrapped in a second-generation 997 body and the firm built a total of 1000 examples. From a higher capacity 3.8-litre engine came 450hp, 15hp more than that of the GT3 model. Preuninger's team achieved this through the use of a double-flow air filter housing, together with a newly designed intake and a lighter titanium exhaust system. But the main focus, as always, was on the car's driving dynamics. Dynamic



997 GT3 RS



997 GT3 RS (Gen 2)





997 GT3 RS 4.0



997 GT3 RS 4.0



engine mounts were supplemented with the car's active and adjustable PASM suspension setup. It benefited from a wider track, too; the car now measured 325mm at the rear axle instead of 305mm, 245mm at the front as opposed to 235mm. A shorter rear axle ratio and a shorter sixth gear enabled its more proficient sprinting ability. All this resulted in a pure motorsport machine. Even while stationary, the car's RS drone induces goose bumps. On the move it's the way this car provides stages of power that excites. A shove is delivered around 4000rpm, then again from around 6000rpm when an abrupt and continuous kind of yowl kicks in – enough to induce stage two of the goose bumps. Curves become straight lines, the brakes bite relentlessly into the discs, you charge everywhere in this car, from apex to apex, with pure abandon. How fast is it? On the Nordschleife it managed to record a seven-minute, 30-second lap. It's that fast. Surely Porsche couldn't improve the 997 GT3 RS formula any further?

As the saying goes, 'save the best for last'. That's the way it was with the 997 GT3 RS 4.0, and actually, with no further GT3 RS model planned (so Porsche implied at the time), there was a very real chance this car could have been the final fling for the 911 Rennsport concept. The idea for an ultimate 997 GT3 RS was born from 24-hour endurance racing: "We thought about how to use the 4.0-litre engine from the race RSR in a street-legal car," explains GT project manager, Andreas Preuninger. Directly derived from the racing car was the 4.0-litre mill in the final 997 GT3 RS car. Extremely lightweight titanium con rods and forged pistons provided a redline of 8500rpm. It featured a sports exhaust system with low back pressure and a lightweight, racing-derived carbon fibre air filter housing with larger apertures, and a conical shaped filter. Power came in at 500hp, thus it was the strongest normally aspirated engine that Porsche had ever built. From an audio perspective, the engine sounded somewhat duller than the 3.8-litre in the preceding car, but that's one of the few negatives. Pressing the Sport button provides the car with a further boost in performance, but even with it switched off this thing is fast and furious. The transmission was reworked in the first five gears with shorter ratios. It enabled the car to cover the 0-62mph dash quicker than ever, resulting in a time of 3.9 seconds. But that's not all this car could do. Its fast lap times are the result of a motorsport-orientated chassis and aerodynamic devices honed on the track, such as its front air blades. Likewise an increase of nine-degrees on the now steeper rear wing (also featuring air guiding vanes) meant the car was able to produce 190kg of downforce at its top speed of more than 190mph. As usual, it was sent on a diet with plastic windows and its arches and bonnet crafted from carbon. Every Porsche is a pleasure to steer but the RS 4.0-litre is like an extra-sharp scalpel through corners.

What a shame that Porsche only made 600.

And so we arrive at the present day with the 991 GT3 RS, a car many did not expect to ever emerge from Porsche's stable. Much had been rumoured about this car's supposed specification before its official reveal but the main focus prior to its release was whether or not it might feature a manual or automatic gearbox. Then Porsche let the cat out of the bag: the latest Rennsport offering would indeed come with a PDK transmission instead of a manual cog-swapping device. That controversy aside, this was a very special car that boasted attributes from its Le Mans-winning 919 Hybrid relation, aerodynamics lifted from the 911 GT3 R racer, a 4.0-litre engine displacement good for 500hp, an abundance of carbon fibre and magnesium, plus a wide body. There were even further refinements with ingredients taken straight from Porsche's 918 Spyder hypercar. The weight savings went further than ever, too; no radio or air-conditioning saved 26kg.

It all added up to the most radical GT3 RS of all time. Its thrust is utterly commanding. It'll dispatch 62mph in just 3.3 seconds and rev to 8800rpm, higher than any other RS before it. It sounds ferocious. And it looks the part, too. Its aerodynamics are like something from another planet, those vents on the front wings adding an incredible amount of additional downforce over the regular GT3. The impressive rear wing also helps produce 300kg of downforce at a top speed of in excess of 190mph. And there are a few new features that make more than a passing reference to competition motorsport: a new pit speed limiter button; manual paddles for the PDK 'box; extra stiff wishbones; a variable differential lock; and a four-wheel steering function. All this blends form with motorsport function. Specially designed wide 918 Spyder Michelin tyres aid an otherworldly level of cornering grip, highlighted by this car's Nordschleife time: 7 minutes, 20 seconds. Respect where it is due, this latest RS is quite an achievement. Let's not forget that over the years making an RS 911 faster than anything to have come before it has become increasingly more difficult; thankfully Porsche somehow always manages it ○

				
997 GT3 RS				
				
997 GT3 RS (Gen 2)				
				
997 GT3 RS 4.0				
				
991 GT3 RS				
Model	997 GT3 RS	997 GT3 RS (Gen 2)	997 GT3 RS 4.0	991 GT3 RS
Capacity	3600cc	3797cc	3996cc	3996cc
Hp (@rpm)	415 @ 7600	450 @5750	500 @ 8250	500 @ 8250
Lb ft (@rpm)	299 @ 5500	317 @ 6750	339 @5750	339 @ 6250
Gearbox	Six-speed	Six-speed	Six-speed	Six-speed (PDK)
Weight (kg)	1375	1370	1360	1420
0-62mph	4.2secs	4.0secs	3.9secs	3.3secs
Top speed	193mph	193mph	193mph	193mph
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300
hp



996 GT3 RS

381
hp



997 GT3 RS (Gen 2)

450
hp



991 GT3 RS

500
hp



964 RS

260
hp



993 RS

300
hp



997 GT3 RS

415
hp



997 GT3 RS 4.0

500
hp

WHICH IS BEST?

So, the question is, which of these RS cars would you take home? It's a query often raised yet rarely satisfactorily answered. And there's good reason for that ambiguity because in an ideal world you'd actually have every single one of them...

There's certainly something magical about the first car, the 2.7 RS, but with the weight of such fame sitting on its rear arches, can this classic ever really live up to its hype? Likewise, through the natural process of evolution the latest variant, the 991 GT3 RS, is so proficient, so utterly stunning to experience, that you would be foolish not to at least consider it as being possibly the finest RS ever produced.

However, of all these RS cars in many ways it is the 993 that stands out and impresses the most. The last air-cooled 911 RS manages to strike a careful balance between classic and modern, providing a best of both worlds in many respects. Indeed, it's incredible how contemporary this classic Porsche feels and yet it still has a purposeful attitude with the essence of motorsport permeating its shell.

Nevertheless, each of the RS cars, from the 2.7 of the 1970s to the ripsnorting 991 GT3 RS of today has charm, beautifully fulfilling the Rennsport *raison d'être* – they were all built for speed and so that is what they do best. All we can really ask is that Porsche continues to build these iconic and breathtaking vehicles in years to come...●





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