

The world's biggest Porsche magazine

# GTPORSCHE

OCTOBER 2016 £4.50 Issue 179



**NEW PANAMERA DRIVEN**



## Retro 964

Backdated and enhanced by UK Porsche specialist Ninemeister, does this 964 Carrera 4 offer the best of both old and new worlds?



### 3.2 Carreras

Why a 911 Targa is no longer considered the second best option...

gtpurelyporsche.com



9 772050 182043

AN INDEPENDENT PUBLICATION

# REGAL AUTOSPORT

Regal Autosport has a wealth of experience importing and distributing the very best performance enhancing products from the USA.

With a wide range of tuning parts available from stock, and fast, expedited shipping options, Regal Autosport is the trusted solution for exclusive Stateside performance enhancing brands.



## SHOWROOM & TUNING CENTRE

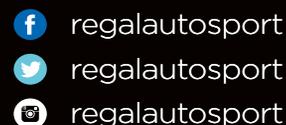
Regal Autosport  
72-82 Belgrave Road  
Portswood  
Southampton  
SO17 3AN  
United Kingdom

Saleslines Open:  
Mon-Fri: 9.00am - 5.30pm  
Saturday: Telephone enquiries  
Sunday: Closed

EMAIL US: [SALES@REGALAUTOSPORT.COM](mailto:SALES@REGALAUTOSPORT.COM)



## FOLLOW US



[WWW.REGALAUTOSPORT.COM](http://WWW.REGALAUTOSPORT.COM)

TEL : +44 (0)2380 558 636

# Ignition



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

Modifying a Porsche can be a contentious talking point but it's an interesting one nonetheless. This month's cover car reflects a relatively buoyant section of the current Porsche scene that indulges its passion for retro-styled 911s. The cars which are part of this movement are either backdated to appear older than they are or they are modified with a twist of nostalgia by mixing all sorts of styles, both old and new, together in one automotive melting pot. Broadly speaking these are cars shaped by each individual owner's personal desires and the ultimate goal is to stand out from the crowd. Don't however presume that these are people who can't afford an original classic Porsche so opt for an artificial version – far from it. Owning a piece of the Porsche pie which looks classically cool yet that also performs like a modern car is perhaps the most common driving force here, and in the pursuit of that sweet spot owners are prepared to spend upwards of six figures. For them the end result is more than enough justification for the fiscal outlay, as they are left with a totally unique car, restored and modified to their taste and which perfectly suits their needs. Sure, they could've bought an original factory standard car but they just didn't want to.

Like many of these 911s, the car you see here is based on a 964. The penultimate air-cooled 911 offers an ideal basis for a project of this nature. In theory a 964 requires less restoration work

than, say, a G Series base car might and it already boasts a number of the modern features many of these owners require. I know there will be some who'll dislike the concept but I'm also confident there will be plenty of you excited by a car such as this. You can read all about this one, built by UK Porsche specialist Ninemeister, on page 64.

If modified 911s are not your bag, then try turning to page 20. The 3.2 Carrera has been a stalwart of the air-cooled 911 scene for an age, and it remains so today. We've brought together two examples in this issue, a Coupé and a Targa model, to understand the rise in popularity of the open-top version. Admittedly purchasing either of these cars will set you back a fair bit more today than it might have a few years ago but they still represent a wise investment and, more importantly, they'll provide you with that genuine good old fashioned Porsche driving experience every time you turn the key. The financial aspects of Porsche ownership are tough to ignore these days but ultimately it is the purity of the driving experience that these older cars provide which makes them so popular. It's important to remember that this always was, and should therefore remain, the foremost attraction to entering the world of Porsches, whether they're standard or modified.



p64

## Contributors



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

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

**This month:** Andrew gets behind the wheel of the all-new Panamera: what's it like and what can it tell us about future Porsche models?



**Karl Ludvigsen**  
[@karlcars](https://twitter.com/karlcars)

A journalist, author and historian for over 50 years, Karl's book, Excellence was Expected presents the definitive history of Porsche

**This month:** Karl looks at the history of the 935, one of the most exciting racing Porsches to ever turn a wheel in anger.



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

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

**This month:** Johnny follows the fortunes of Porsche specialist Paul Stephens as he competes in Historika's 901 racer at Le Mans Classic.

# Regulars

- 008** News  
The latest news from the fast-paced Porsche world.
- 014** Motorsport Month  
Global Porsche racing action from the IMSA series, Carrera Cup GB and Porsche Supercup.
- 031** Just Looking  
Peter Morgan spends a few hours with Porsche's most underrated yet super-collectible racecar: the 924 Carrera GTR.
- 033** Racing Line  
Porsche racer Dino Zamparelli reflects on a difficult few races, yet takes inspiration from the Rio Olympics and charity Go Inspire...
- 035** Second Thoughts  
Simon Jackson seeks out some Porsche track driving tuition but wonders if a modern 911 is too good a tool for the job?
- 055** Auction Watch  
Keeping an eye on the world of Porsche prices in a constantly evolving marketplace.

- 096** *GT Porsche Retrospective*  
A look back at what we were up to one year ago, five years ago and ten years ago.
- 099** Long Term Fleet  
The latest running reports from our long term fleet of Porsches.
- 115** Market Place  
The second-generation 92A Cayenne, made from 2010 to 2014, is slowly becoming an affordable and tempting option.
- 120** All You Need To Know  
Jesse Crosse looks at the technical challenges Porsche is facing to deliver a performance EV by 2020.
- 122** Tech Guide  
In part one of a look back at his tired 1982 911, Jesse Crosse guides us through the common issues those running a budget SC might find.
- 124** Porsche Shop  
The latest new products from the automotive world and specialist Porsche retailers. Don't forget your credit card!
- 146** Porsche Moments  
Colin Goodwin looks at what was going on in the world of Porsche during the year of his birth.



p56

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, Wilhelm Luitjeharms, Karl Ludvigsen  
 PHOTOGRAPHY Gus Gregory, Malcom Griffiths, Antony Fraser, Charles Russell, Matt Woods, James Lipman  
 THANKS THIS ISSUE Racing Models  
 ADVERTISEMENT MANAGER John Swanton  
 PRODUCTION MANAGER Jo Claydon-Smith  
 REPRO CONTROLLER Tom Jackson  
 FINANCE Helen Lawson, Claire Brown  
 EXECUTIVE PA Sandra Baldock  
 CHAIRMAN Dennis Taylor

EDITORIAL & ADVERTISING ENQUIRIES  
 GT Purely Porsche, Unity Media plc, The Manor, Nipicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS  
 Tel: 01732 748000 Fax: 01732 748001

Website: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)  
 Email enquiries  
 Editorial: [gtpurelyporsche@unity-media.com](mailto:gtpurelyporsche@unity-media.com)  
 Advertising sales: [jswanton@unity-media.com](mailto:jswanton@unity-media.com)  
 Advertising production: [jdlaydon-smith@unity-media.com](mailto:jdlaydon-smith@unity-media.com)  
 Subscriptions: [subs@unity-media.com](mailto:subs@unity-media.com)

**INDEPENDENCE**  
 GT Purely Porsche is published monthly by Unity Media plc for owners, drivers and enthusiasts of the Porsche marque. It is wholly independent of Dr Ing hc F Porsche AG, its subsidiaries, Official Porsche Centres and Porsche Club Great Britain. The word 'PORSCHE', the 'PORSCHE' crest and the 'PORSCHE' script are registered trademarks of Dr Ing hc F Porsche AG.

**DISTRIBUTION:**  
 If you have difficulty finding GT Purely Porsche in the shops, please contact:  
 Seymour Tel: 020 7429 4000  
 PRINTED BY: William Gibbons & Sons Ltd

All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording or any storage or retrieval system without the written consent of the publisher. Registered at Stationers Hall Copyright. Direct input by Unity Media plc. While every effort is made in compiling GT Purely Porsche, the publishers cannot be held responsible for any errors or omissions. If you have a complaint pertaining to the content of GT Purely Porsche please contact [sbaldock@unity-media.com](mailto:sbaldock@unity-media.com). Readers are advised to pay by Credit Card

when ordering goods off the page, as they are regulated under the Consumer Credit Act 1974, unlike debit or charge cards, which are not.

GT Purely Porsche, established November 2001 (ISSN 1050 – 182X), is published on the second Thursday of every month (12 times per year) by Unity Media plc and in North America by Unity Media Communication Ltd c/o USACAN Media Dist. Srv. Corp. at 26 Power Dam Way Suite S1-S3, Plattsburgh, NY 12901. This issue is on sale 08 September 2016. The November 2016 issue will be on sale 13 October 2016.

**SUBSCRIBE TODAY AND SAVE!**  
 T: +44 (0)1732 748084  
 E: [subs@unity-media.com](mailto:subs@unity-media.com)  
 W: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)

**IF YOUR NEWSAGENT DOESN'T STOCK GT PORSCHE ASK THEM TO ORDER IT IN FOR YOU**

DOWNLOAD DIGITAL EDITIONS DIRECT



ISSN 2050-182X © 2016 UNITY MEDIA PLC



*Made in Germany | [www.fvd.net](http://www.fvd.net)  
Porsche® Tuning | Parts | Service*

since 1984

Tuning | Parts | Service



Like us on Facebook  
[facebook.com/fvdbrombacher](https://facebook.com/fvdbrombacher)



Watch our YouTube™ Channel  
[youtube.com/fvdbrombacher](https://youtube.com/fvdbrombacher)



No matter if you need parts for your aircooled or watercooled, we have everything you need.  
Simply visit us at [www.fvd.net](http://www.fvd.net) and discover why more enthusiasts choose to put our passion into their Porsche®

**fvd** Germany

phone: +49-7665-98990

fax: +49-7665-989920

[www.fvd.net](http://www.fvd.net)

**fvd** North America

phone: +1-954-571-2050

fax: +1-954-571-2060

[www.fvd.net](http://www.fvd.net)

www.longstone.com

Tel:+44(0)1302 711123

*longstone*

**CLASSIC  
CARS**



P7

**PIRELLI**  
**CINTURATO™**

205/50YR15 P7 N4 } for later Porsches  
225/50YR15 P7 N4 }

**CN36**

165HR15 CN36 N4 pre-1968 Porsches  
185/70VR CN36 N4 post 1968 Porsches  
215/60VR15 CN36 N4 new rear for post-'73 cars

Follow us online...



# Features

- 020** 911 3.2 Carreras  
In the past, opting for a 911 Targa over the classic Coupé was considered a suspect move. Today the Targa has grown in popularity, meaning a whole new audience is appreciating the model's benefits.
- 037** Track Driving Tuition  
Advanced driving consultant, Rob Colbourn, can teach you how to better your driving technique on track with a Performance Driving Course. It worked for us...
- 044** 901 at Le Mans Classic  
We follow the fortunes of Paul Stephens driving Historika's 901 at Le Mans Classic.
- 056** 356 A 1600 Super  
Few Porsche owners can lay claim to a 47-year ownership experience. We drive a special 356 in South Africa that belongs to such an owner.
- 064** Ninemeister 9m64ST  
Based on a 964 Carrera 4, this 9m64ST from Porsche specialist, Ninemeister, is a custom fabricated 911 that uniquely blends old with new.
- 072** 944 S2  
The 944 remains an affordable Porsche and of the transaxle era cars it is one of the most receptive to performance-enhancing upgrades, too. Jamie Slee's uprated 1989 S2 shows what is possible.
- 080** New Panamera First Drive  
We drive the all-new Panamera to see how Porsche has equipped its executive express for the future...
- 089** 935 History  
Thrusting into Group 5 in 1976 with a super turbo, Porsche created one of the most exciting racing cars in its history: the 935.



p20



p44



p56

# PORSCHE MUSEUM SUPPORTS ENNSTAL CLASSIC

Mark Webber and Neel Jani drove historic Porsche racing cars through the Austrian Alps for the Ennstal Classic.

The Porsche Museum provided 11 rare Porsche cars for Austria's Ennstal Classic this year when the event took place back in August. Held since 1993, the Ennstal Classic has become highly respected as one of the most exciting historic racing events on the European calendar. The three-day endurance road test through the Austrian Alps includes 30 special stages, all kept secret in advance of the car's arriving at them and all designed to be as demanding as possible.

Given that the Ennstal Classic takes place in Austria, the home of the

Porsche family, the Porsche brand has always gravitated towards the event and been strongly represented. Indeed Walter Röhrl clinched two overall victories in the past, while Mille Miglia winner Paul-Ernst Strähle and European hillclimb champion Eberhard Mahle also achieved good results. Of the 198 pre-1972 cars that took part in the Ennstal Classic this year, around 20 percent were from the Porsche stable.

The Porsches supplied by the Porsche Museum in Stuttgart included a cross-section of milestone cars in the



firm's historical timeline. They included a 356 Coupé (with V-shaped windshield); a 356 B GS Carrera GTL Abarth; a 550 Spyder and a 718 RS 60 Spyder. What's more, sitting at the controls of these cars were some of Porsche's top management and works racing drivers. Chairman of the supervisory board, Dr Wolfgang Porsche, and LMP1 project manager, Fritz Enzinger, represented the company from a business point of view. Meanwhile current Porsche LMP1 drivers Mark Webber and Neel Jani were joined by huge names from

Porsche's racing past; Hans-Joachim Stuck and Richard Lietz.

Whenever Porsche enters a competitive racing event you can be confident that it will push as hard as possible in search of a good result, and the Porsche Museum's entry into the Ennstal Classic was no different. Naturally, though, the primary goal of the museum's attendance was to ensure all the teams enjoyed themselves, something of a given in a scenario such as this. The Austrian Alps served up thoroughly demanding special stages that the cars tackled





at high speed and altitudes of over 2000 metres above sea level. Regardless all 11 cars made it to the end of the event having driven almost 1000 kilometres.

Porsche's dedication to ensuring as many of the cars in the museum's collection are used as they were originally intended remains admirable, and its ethos was neatly summarised by the director of the Porsche Museum, who competed at the event in a 1956 356 1600 S Coupé: "Even the most valuable classic sports cars need a regular run-out," he said.



## PORSCHE AND MERCEDES-BENZ MUSEUM DISCOUNT

While we're on the subject of the Porsche Museum, it has joined forces with the Mercedes-Benz Museum (also located in Stuttgart) to offer visitors a discount if they are attending both automotive museums. Valid until 30 December 2016, the offer means that visitors to the Porsche Museum will receive 25 percent off the regular ticket price of entering the Mercedes-Benz Museum when they present their ticket.

The Mercedes-Benz Museum in

Bad Cannstatt was opened in 2006, and is well worth a visit for its impressive display of period machines. The building itself will prove intriguing to anyone with an interest in design, for it was created by Dutch architecture firm UN Studio Ben van Berkel and has won various awards.

Home to 160 vehicles and more than 1500 exhibits, it is celebrating its tenth anniversary this year with a special E-Class 'Masterpieces' exhibition. Likewise the Porsche Museum, home

to some 90 vehicles, is a fascinating trip for any Porsche fan, proved by a footfall of more than three million people who have visited it since it opened seven years ago.

To signify the tie-up, the two museums have swapped classic cars. A 1975 911 Carrera 2.7 will be on display at the Mercedes-Benz Museum, while a 1966 W111 230 S will be temporarily housed at the Porsche Museum. Visit [www.porsche.com/museum](http://www.porsche.com/museum) for more.



## PORSCHE CLASSIC CELEBRATES 40 YEARS OF TRANSAXLE

More than 100 Porsche vehicles were paraded at the Nürburgring Oldtimer in celebration of the transaxle era of cars...

The AvD Oldtimer Grand Prix at the Nürburgring played witness to a special parade of Porsche cars in celebration of the 40-year anniversary of the transaxle models. More than 100 classic Porsche cars took part in a procession around the track led by the 924 GTP recently restored by Porsche Classic partners in the UK (GTP 09/16) driven by Derek Bell.

Porsche's presence at the event extended to a prominent stand that was home to a wide range of transaxle

vehicles, mostly owned by Porsche customers. Porsche Classic offered visitors an insight into its products and services, a big part of which is supplying parts for Porsche restorations. The team showcased various new additions to its product range at the Oldtimer, its available genuine parts supply now comprises of around 52,000 items.

One such car restored using the Porsche Classic range of products was also present, the 1972 Le Mans class

winning 911 2.5 S/T recently restored by a private owner.

Typically, Porsche Classic deals with model lines that were discontinued ten or more years ago, which means its range is constantly evolving and increasing, and includes a number of water-cooled Porsches not just their classic air-cooled descendants. Partly as a result of Porsche's commitment to its older vehicles, more than two thirds of all Porsche vehicles ever built remain on the road to this day.



# EB MOTORSPORT LIGHTWEIGHT 911 PANELS



**Fancy building a new air-cooled 911 R?  
EB Motorsport can help...**

The original Porsche 911 R is an icon. It remains the lightest 911 ever produced, weighing just 800kg – over 200kg less than the 911 S upon which it was based. Porsche achieved this by taking pretty much anything bolted on to the steel shell away and recasting it in glass fibre. Combined with lightweight, wider wheels and an uprated engine producing 210hp, the 911 R was a very successful race and rally machine.

An original 911 R is going to set you back a small fortune, but there are specialists out there producing reproduction panels to the same specification as the originals, enabling owners to replicate the R in a way that's honest to the original car. One such firm is Yorkshire-based EB Motorsport, which has been producing lightweight panels since mid-2015.

"The original 911 R is an important car in Porsche history and there is great interest in this rare Porsche racer," said EB Motorsport boss, Mark Bates. "Our full 911 R body panel kits substantially reduce the weight of an early 911, so restoring a SWB car which may have rusty body panels using our 911 R panels is a straightforward way to go about building a great racing car, an entertaining road car or both."

EB has seen a large proportion of purchases come from America, where there is still a healthy flow of short wheelbase 911s being recommissioned. In Japan, 911s using the EB's 911 R kit have seen success in historic racing against some stiff competition, demonstrating that the benefits of lightweight panels for those building a race car are more than skin deep. "Like so many other EB parts, we started building 911 R kits when there was nothing else out there. Now we can supply everything seen on our own 911 R, including wide six- and seven-inch Fuchs wheels. Historic racing is a very competitive arena, so we believe lightweight 2.0-litre 911s will become more popular as drivers chase maximum performance within vintage racing regulations."

To find out more about EB Motorsport and the 911 R kit, visit [www.eb-motorsport.com](http://www.eb-motorsport.com)





**PARAGON**

The Natural Choice for Porsche

01825 830424



**911 GT3 RS**

Jet Black • Black Nomex Bucket Seats  
Manual Gearbox • Satellite Navigation  
Porsche Ceramic Composite Brakes  
22,012 miles • 2008 (57)

**£149,995**



**911 Turbo (993)**

Polar Silver • Black Leather Sport  
Seats • Manual Gearbox • 18" Turbo  
Wheels • Electric Sunroof • 57,096 miles  
1996 (N)

**£124,995**



**911 GT2 (996)**

Arctic Silver • Black Leather Bucket Seats  
Manual Gearbox • Porsche Ceramic  
Composite Brakes • Rear Roll Cage  
48,992 miles • 2002 (02)

**£119,995**



**Boxster Spyder (981)**

Carrera White • Black Half Leather  
Bucket Seats • Manual Gearbox  
Touchscreen Satellite Navigation  
2,348 miles • 2016 (65)

**£79,995**



**911 GT3 (997)**

GT Silver • Black Half Leather Sport  
Seats • Manual Gearbox • Satellite  
Navigation • Sport Chrono Pack Plus  
37,739 miles • 2007 (57)

**£79,995**



**911 SC Targa**

Rosewood Metallic • Brown Pasha  
Seats Manual Gearbox • 15" Cookie  
Cutter Wheels • One Owner From New  
23,091 miles • 1981 (W)

**£76,995**



**Macan S Diesel**

Jet Black Metallic • Black Leather  
Sport Seats • PDK Gearbox • 20" RS  
Spyder Wheels • Touchscreen Satellite  
Navigation • 16,669 miles • 2016 (65)

**£54,995**



**911 Carrera 4 S (997)**

Carrera White • Black Leather Seats  
Manual Gearbox • 19" Sport Design  
Wheels • Touchscreen Satellite  
Navigation • 38,258 miles • 2009 (09)

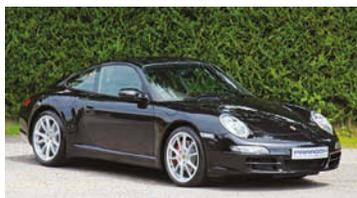
**£46,995**



**911 Carrera 2 S (997)**

Meteor Grey • Black Leather Sport  
Seats Manual Gearbox • 19" Carrera  
'S' II Wheels • Touchscreen Satellite  
Navigation • 35,067 miles • 2008 (58)

**£42,995**



**911 Carrera 4 S (997)**

Basalt Black • Cocoa Leather Sport  
Seats Tiptronic Gearbox • Satellite  
Navigation • X51 Factory Power Upgrade  
26,657 miles • 2007 (07)

**£38,995**



**Boxster 2.9 (987)**

Meteor Grey • Black Leather Seats  
Manual Gearbox • 18" Boxster 'S'  
II Wheels • Touchscreen Satellite  
Navigation • 25,924 miles • 2010 (10)

**£23,995**



**911 Carrera 2 (996)**

Meridian Silver • Black Leather Seats  
Manual Gearbox • Satellite Navigation  
18" Carrera Wheels • 54,265 miles  
2002 (52)

**£21,995**

At Paragon, we have superb in-house workshop and preparation facilities. Each car is supplied fully serviced with a new MOT and our 12-month/12,000-mile comprehensive parts and labour warranty.

See more of our current stock at [paragongb.com](http://paragongb.com)



# TUTHILL INVITES SAFARI CLASSIC RALLY ENTRIES



**Tuthill Porsche is inviting entries for the 2017 East African Safari Classic Rally, which takes place on alternate years.**



Although the 2017 East African Safari Classic Rally doesn't start until the end of next year, entry is now open and potential participants should act now to guarantee their place, says Tuthill Porsche, which has a mass of experience at the African event.

Two-time Safari winner, Tuthill Porsche, urges anyone interested in taking part in this exceptional competition, that has been widened to include eligible FIA-homologated rally cars up to 1985, to get in touch in order to secure one of just 60 available places. Tuthill Porsche's Richard Tuthill, said: "The last Safari was fully booked a year before the start and we expect the next one to be equally as popular. Those who wish to experience the wonders of African rallying should contact us to discuss

their entries as early as possible."

In 2015 the East African Safari Classic Rally comprised eight days of driving with a rest day in the middle, and saw competitors cover 4000km. Entry fees for 2017 have been reduced, while there are rumours of a new route to reinvent the challenge, and both factors are expected to encourage new entrants.

The Porsche cars Tuthill will ready for the event will be shipped from the UK in August next year, allowing just 12 months preparation time before the start of proceedings in Mombasa – not long in the world of classic Porsche preparation.

Richard Tuthill said: "Safari is considered one of the world's toughest rallies, but it is also a social event. Combined with a huge sense of

adventure, this is what makes it so wonderful and I would go as far to say there is no other event like it! Our focus is providing clients of all levels the opportunity to enjoy this potentially life-changing experience in the best possible way, with full support and surrounded by enthusiastic, committed people who share the same passion. The fact that one can be in the same team as World Rally Champions is a major benefit, as they bring to the team a vast wealth of experience at the highest level."

The 2017 East African Safari Classic Rally takes place from 23 November to 1 December 2017. Those interested should contact Tuthill Porsche on +44 1295 750514 to discuss availability or visit [www.tuthillporsche.com](http://www.tuthillporsche.com) for more information.



**ORDER ONLINE**  
[www.allzim.com](http://www.allzim.com)

**PARTS FOR ALL PORSCHEs • LOW PRICES • FAST SHIPPING**



**1804 RELIANCE PKWY. BEDFORD, TX 76021 USA**



**Fax: 001-817-545-2002**  
**Phone: 001-817-267-4451**



 **RENNSPORT**

**RESTORING THE HERITAGE AND  
CREATING THE LEGENDS,  
FOR THE ROAD, FOR THE TRACK,  
FOR INVESTMENT**

**COME AND TALK PORSCHE TO US AT GOODWOOD REVIVAL  
9-11 SEPTEMBER, STAND NO 172-174**

**E: [PAUL@911RENNSPORT.CO.UK](mailto:PAUL@911RENNSPORT.CO.UK) T: 0788 1973 911  
COTSWOLD BUSINESS VILLAGE, MORETON-IN-MARSH, GLOUCESTERSHIRE, GL56 0JQ  
[911RENNSPORT.CO.UK](http://911RENNSPORT.CO.UK)**

# CAMMISH WINS FOUR FROM FOUR

Defending champion Dan Cammish took four wins from four races in the Carrera Cup GB to further increase his championship lead over Dino Zamparelli...

## CARRERA CUP GB

ROUNDS NINE, TEN, ELEVEN AND TWELVE  
SNETTERTON AND KNOCKHILL



Points standings after round twelve:

### Pro Category:

1.	Dan Cammish	Redline Racing	239
2.	Dino Zamparelli	GT Marques	195
3.	Charlie Eastwood	Redline Racing	179

### Pro-Am1 Category:

1.	Euan McKay	IN2 Racing	120
2.	John McCullagh	Redline Racing	85
3.	Sean Hudspeth	Parr Motorsport	83

### Pro-Am2 Category:

1.	Tautydydas Barstys	Juta Racing	106
2.	Peter Kyle-Henney	Parr Motorsport	100
3.	Mark Radcliffe	Intersport Racing	94





Round nine of the Carrera Cup GB at Snetterton saw Redline Racing's Dan Cammish and Charlie Eastwood lining-up on the front row for the rolling start. Cammish took a dominant lights-to-flag victory but he was kept honest all the way by his team-mate over the 14-lap race. Behind the duo Tom Sharp maintained his grid position of third to the flag, keeping Lewis Plato behind him in fourth. Plato and Tom Oliphant enjoyed a race long battle, but when Oliphant went for a move on the last lap he went wide backing Stephen Jelley into *GT Porsche* contributor, Dino Zamparelli. Jelley and Zamparelli made contact causing Jelley to crash and putting him out of race two.

In Pro-Am1 Euan McKay also took a lights-to-flag class victory, placing ninth overall and clinching his fifth category win of 2016. Further back brother Dan McKay fought with Greg Caton, Caton took second with Dan claiming the final podium spot. Pro-Am2 was a close run thing, with Adrian Barwick, Tautvydas Barstys and Peter Kyle-Henney all pushing. When Barwick and Barstys touched, Kyle-Henney capitalised taking victory ahead of Iain Dockerill. Shamus Jennings followed them home.

After Cammish's win earlier in the day, Redline Racing had 99 Carrera Cup GB wins under its belt, so all eyes were on the championship leader to see if he could repeat his earlier performance and make it a historic century for the team. Cammish got off to a great start and duly did just that, taking another win at Snetterton and Redline Racing's 100th victory in the series. Behind him was team-mate and Porsche GB 2016/2017 Scholar, Charlie Eastwood.

Behind the Redline Racing duo was championship challenger, Dino Zamparelli, who resisted pressure from Oliphant in the closing stages; Oliphant had passed Plato at the start. Zamparelli could do little more than minimise his championship points deficit to Cammish. Further back Sharp and Gelzinis battled, Sharp coming home fifth, with Gelzinis sixth in class. McKay had been running with the pair in the lead of Pro-Am1 but his brother, Dan, closed the gap to take the class win on the last lap, his first victory of 2016. Sean Hudspeth took third by keeping Caton at bay, Justin Sherwood finished behind in fifth in class. In Pro-Am2 Barstys took a confident victory with Kyle-Henney in second, Mark Raddcliffe placed third. Kyle-Henney took the 'Driver of the Weekend' award for his performances. Behind them Barwick and Shamus Jennings got together,

leaving Barwick with a ten-second penalty.

For round 11 at Knockhill, Cammish was dominant from the off, converting his pole position to a lead and maintaining it throughout the race. Backup, in the form of second-place man and Redline Racing team-mate, Charlie Eastwood, no doubt helped. The Porsche GB 2016/2017 Scholar demonstrated his ever-growing ability, keeping Cammish in check throughout the race, maintaining a gap of around one second, with his fastest lap just 0.012 seconds slower than the 2015 champion. Completing the podium in third was Tom Sharp, gaining a place as Alessandro Latif slipped back from the start. Championship contender, Dino Zamparelli of GT Marques didn't pick up the result he'd have wanted, finishing sixth overall after fending off a charging Tom Oliphant in the closing stages of the race. N2 Racing's Euan McKay celebrated his 21st birthday in style by taking the Pro-Am1 category victory. Pro-Am2 was won by Peter Kyle-Henney – his third victory in the class this season.

As with the previous race, round 12 was Dan Cammish's to lose after he started on pole. Eastwood followed closely but for rookie Latif a slow start pushed him down the order as Tom Sharp was followed by Tom Oliphant into fourth and fifth. Up front, Cammish managed the pace, keeping Eastwood in check and finishing 2.7 seconds ahead of him.

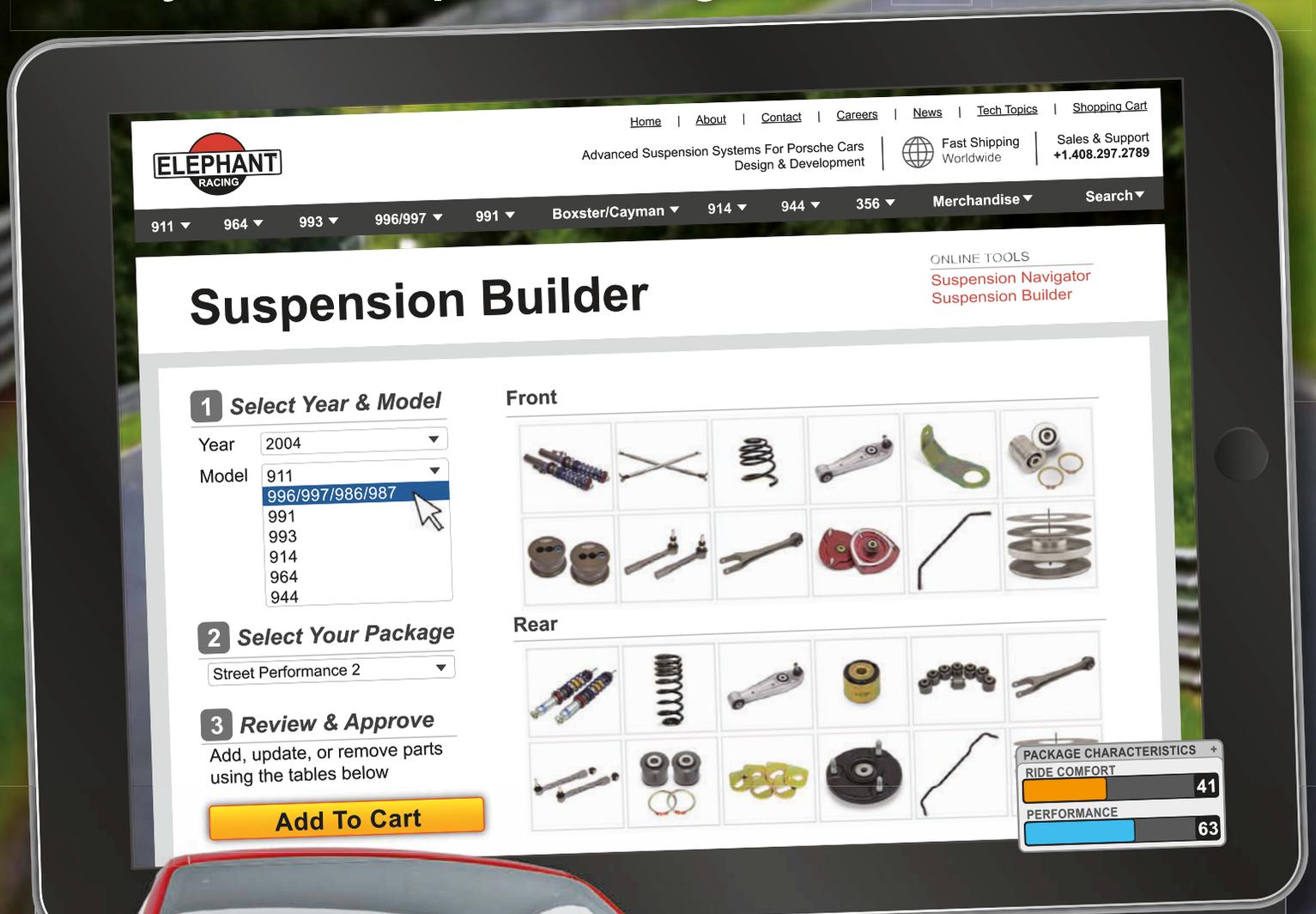
Sharp and Oliphant provided some of the best racing of the season so far, Oliphant passing Sharp into Duffus Dip on lap four to take third place. After establishing himself in the final podium position, a tiny mistake from Oliphant let Sharp back through, an advantage he maximised to good effect by establishing a small gap in return. However, on the penultimate lap a mistake from Sharp gave Oliphant the run into Duffus Dip, but the gain of place was short lived as Sharp powered back through on the inside of Leslie's and held third to the flag. Dino Zamparelli repeated his round 11 performance, finishing sixth.

In Pro-Am1 Euan McKay continued his birthday celebrations by taking a second class victory, while in Pro-Am2 Mark Raddcliffe of Intersport Racing took the class win – battling hard to take it after stalling on the line. With just four rounds remaining the championship form is beginning to reveal itself, while virtuoso performances continue to excite and enthral. The next races will take place on 17 and 18 September at Silverstone's National circuit.



# Complete Suspension Packages

Build yours at [ElephantRacing.com](http://ElephantRacing.com) 3 clicks... Done!



+1 408.297.2789  
[ElephantRacing.com](http://ElephantRacing.com)  
Santa Clara, California, USA  
Fast Worldwide Shipping



# DISAPPOINTMENT FOR PORSCHE AT ROAD AMERICA

**Porsche narrowly missed out on a potential victory and podium result at Wisconsin's famous Road America track during Round Eight of the IMSA SportsCar Championship.**

**IMSA SPORTSCAR  
CHAMPIONSHIP**  
ROUND EIGHT  
ROAD AMERICA



During qualifying the factory 911 RSRs showed improved pace for round eight of the IMSA series at Road America. Nick Tandy and Patrick Pilet qualified the No.911 machine on the front row, with Earl Bamber and Frédéric Makowiecki starting their No.912 car in fifth spot. Pilet made an excellent start snatching the lead at the beginning of the race. He was joined at the front during the first hour by the No.912 car.

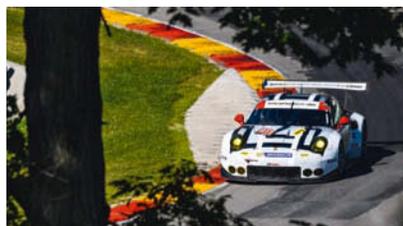
But it was a final yellow flag caution period that set the race up for a grandstand finish. Tandy went for it in an attempt to steal victory but ended up going off

the track relegating the No.911 car to seventh spot. "Obviously I'm disappointed to have lost an almost certain podium position shortly before the finish but the entire race was really tough with lots of contact," he said. "After the final caution phase, it would have been almost impossible to have fitted a piece of paper between the Ford, the Ferrari, and me. I was determined to use my chance to win, which proved a little too ambitious and ended with my spin."

In what is being touted as the closest race of the 2016 IMSA season so far, Bamber and Makowiecki also lost out on a potential podium finish in the

melee towards the end of the race, crossing the line in fourth place. Overall project manager for GT Works Motorsport, Marco Ujhasi, said: "We put the pressure on right from the start and we could turn consistently fast laps. Everything that we had planned actually worked. A podium result would definitely have been possible. All in all, this race was a ray of hope. We'll continue to fight."

After eight of eleven races both the Porsche drivers and teams sit outside the top three in the GTLM class points' standings. Porsche trails both Chevrolet and Ford in the Manufacturer standings.



## Points standings (GTLM – Drivers)

1. Gavin/Milner	Chevrolet Corvette	264 points
2. Briscoe/Westbrook	Ford GT	251 points
3. Garcia, Magnussen	Chevrolet Corvette	223 points
4. Bamber/Makowiecki	Porsche 911 RSR	219 points
7. Pilet/Tandy	Porsche 911 RSR	204 points

## Manufacturers

1. Chevrolet	262 points
2. Ford	249 points
3. Porsche	237 points

## Teams

1. Corvette Racing #4	264 points
2. Ford Chip Ganassi Racing #67	251 points
3. Corvette Racing #3	223 points
5. Porsche North America #912	219 points
7. Porsche North America #911	204 points

# CAIROLI AWARDED HOCKENHEIM WIN

Round six of the Porsche Mobil 1 Supercup proved a difficult one for championship leader, Sven Müller, who was handed a time penalty after the race, costing him a victory he'd achieved on the track.

## PORSCHE SUPERCUP

ROUND SIX  
HOCKENHEIM



Porsche junior, Müller, had started on pole with series rival and fellow Porsche junior Cairoli alongside. Cairoli got the better start off the line but Müller immediately reclaimed the top spot using the run-off at turn one to do so. Track limits are a hot topic in Formula One at present, and given that the Porsche Supercup supports F1 it was little surprise that the stewards looked carefully at the move. It was ultimately deemed unacceptable, and so Müller was handed a one-second time penalty which was enough to cost him his victory, promoting Cairoli.

Behind Müller and Cairoli two backmarkers collided during the race bringing out the safety car. At the restart Cairoli tried everything he could to get by Müller but to no avail. Behind Cairoli sat Jeffrey

Schmidt in third. Schmidt had overtaken Robert Lukas off the start. Lukas came home in fourth with Christian Engelhart in fifth. Series frontrunners Michael Ammermüller and Porsche junior Mathieu Jaminet took seventh and eighth positions respectively. Jaminet had been given a ten-place grid penalty following his antics during the previous round at the Hungaroring, meaning he started thirteenth; this meant finishing in the points was his main goal at Hockenheim. Despite the result Müller continues to lead championship, ahead of Cairoli by 16 points, but it's all to play for during the remainder of the season. Both Porsche juniors will be looking to emerge from F1's summer break with the momentum to clinch the 2016 Supercup title.

### Points standings:

1. Sven Müller	Lechner MSG Racing Team	101 points
2. Matteo Cairoli	FACH Auto Tech	85 points
3. Jeffrey Schmidt	Lechner Racing Middle East	78 points

# THE PENTHOUSE

RISING ABOVE THE COMPETITION



The Penthouse at Brewery Square now available: £1.375m



[brewerysquare.com](http://brewerysquare.com)

01305 757000



MARKETING SUITE OPEN: MONDAY to FRIDAY 10am – 5pm & SATURDAY 11am – 4pm

Brewery Square latest news on [Facebook](#) & [Twitter](#)





# Open and Shut Case?

In the past, opting for a 911 Targa over the classic Coupé was considered a suspect move. Today the Targa has grown in popularity, meaning a whole new audience is appreciating the model's benefits.

Story: Philip Raby Photography: Gus Gregory





I have a confession to make. Many, many years ago, as a rookie Porsche writer, I wrote an article in which I described the 911 Targa as 'ugly'. Oh dear, that was a baptism of fire; fresh-faced and naive, I'd no idea just how much heated discussion the written word could stir up. Targa owners put pen to paper (yes, it really was that long ago) in their droves complaining that I had the audacity to slag off their beloved 911s. On the other hand, others backed me up, agreeing that the Targa was, indeed, the ugly duckling of the 911 range.

I was writing then about the original roll hoop Targa – the all-new glass-roofed 993 Targa (a concept that would be carried over to the 996 and then the 997) was yet to make its debut – and, looking back, I can understand my thinking. One of the joys of the Porsche 911 shape – one of its signatures, in design-speak – is

that lovely dropping rear roofline and the accompanying semi-oval rear quarter windows. It gives the 911 one of the most recognisable side profiles in motoring history. Look how many Porsche specialists have a logo made from a few deft brush strokes that distinctly say '911'. I challenge you to achieve a similar effect with any other car, with the exception of the Volkswagen Beetle (which, of course, also came from the Porsche design stable).

With the 911 Targa, this side profile was changed considerably. Gone was the sweeping down roofline and curvaceous side windows, to be replaced by a large roll hoop, lift-out roof panel and (on all but the very first examples) a large, rotund rear window. It was undoubtedly a less cohesive design, which is why I didn't warm to it in my youth. Over the years, though, I have learned to appreciate the Targa and I realise now







that its roll hoop and rear window are design signatures in their own right. Indeed, hone in on the side of the roll hoop and its width, three vertical slats and its jaunty rear slant are enough to make it instantly recognisable. Add the curve of the rear window into the equation and, with a few strokes of a marker pen, you've created yourself a Porsche specialist's logo with a fresh twist. It really is that iconic.

I have to admit, then, that I have grown to love the 911 Targa. Sure, it doesn't have the gracefulness of the Coupé's lines, but it does have a retro-cool appearance. The rear window has more than a hint of the Jensen Interceptor (and you can't get much cooler than that), while the roll hoop looks purposeful and stylish, especially in the original brushed metal finish – this was a Butzi Porsche masterstroke which, sadly, was replaced by satin black in later cars.

Back in 1963, when the 911 was introduced, it was still thought by many that true sports cars

should have open roofs, so the fixed-head 911 Coupé was a radical move for Porsche, replacing as it did the 356 which had been offered in both open and closed forms. Porsche, therefore, wanted to introduce an open-top 911 but was concerned by unrest in the USA – a major market for the company – caused by the publication of a book called *Unsafe at Any Speed* by Ralph Nadar, which claimed that the motor cars of the day were basically death traps (which, to be fair, they were).

The American government took note of Nadar's comments and introduced the National Traffic and Motor Vehicle Safety Act, which led to the adoption of, among other things, headrests, energy-absorbing bumpers, seat belts and padded steering wheels. There were rumours at the time that the act would also ban open-top cars, which Ralph wasn't keen on, so Porsche's designers put their heads together and came up with an all-new concept – the Targa roof.

This, Porsche hoped, would get around any future draconian laws by incorporating a strong box-steel roll hoop, effectively protecting the occupants as well as, or perhaps even better than, a sheet steel roof. Open-air motoring could be enjoyed by removing the semi-rigid roof panel and storing it in the boot. It was a stroke of genius.

Actually, it is possible that Porsche pinched the idea from other manufacturers. As far back as 1961, you could get an optional hard-top kit for the Triumph TR4, which transformed the little roadster into a coupé with a fixed glass rear window, roll hoop and a lift-out roof panel, known as a Surrey top. Then, in 1964, Saab showed off its Catherina concept car with a roll hoop and lift-off roof. What's more, Toyota's first sports car, the diminutive 1965 Sports 800, also had a similar roof arrangement.

What Porsche certainly did do first, though, was coin the name Targa for this type of

*I challenge you to drive a 911 Targa with the roof off on a sunny day and not grin with happiness...*



roof. After the marque's many successes in the Sicilian Targa Florio road race during the 1950s and 1960s, it was a natural choice of moniker and one which has gone on to be synonymous with other lift-off roof panels. The original 911 Targa show car of 1965 came with a rigid roof panel which could be left at home in good weather, plus a lightweight fabric cover to stretch over the roof aperture in case of an unexpected downpour.

The trouble was, this had an unfortunate habit of ballooning up when the car was travelling at speed, so production Targas came with a folding roof panel that could be stored in the boot. These early Targas also had a retractable roof section with a plastic window behind the hoop. The combination of removable roof and folding rear section meant that the Targa roof could be used in four different ways; fully closed, top section out, rear section open, or top and rear both open together. Porsche gave these options

evocative names; Targa Hardtop, Targa Bel Air, Targa Voyage and Targa Spyder. Sadly, despite the exotic descriptions, the rear section was liable to leak so, in 1968, Porsche replaced it with the now iconic large glass window, although the folding window remained a rarely-taken option for some years after.

The new Targa became an instant hit with buyers eager to experience open-top Porsche driving: in 1996 a full 40 percent of 911 and 912 sales were of Targas. It remained a popular option until 1982, when Porsche introduced the 911 Cabriolet that all but killed off Targa sales, as people were tempted away by the fully open roof. Ironically, today, the classic Targa is more popular than the 911 Cabriolet, and it's easy to see why. The air-cooled Cabriolets don't have a fully resolved appearance, especially when the hood is folded, whereas the Targa has stood the test of time well. The roll hoop helps to ensure a more rigid bodyshell, too, and there's less wind

buffeting, thanks to the fixed rear window.

However, the king of the road in 911 terms remains the Coupé, which still commands a price premium, although Targas aren't far behind. The tin-top wins on the looks front, for the reasons we covered earlier; it's a thing of great beauty from every angle. In practical terms, too, the Coupé has the edge, as the Targa's roof seals can be problematic and, no matter how well fitted the roof is, you will inevitably get some wind noise at speed, plus the odd creak and squeak, and even some water ingress during heavy rain.

That noise can become tiring on a long drive but there is a simple solution to it (albeit one that only works in good weather) – just remove the roof, fold it up and stick it in the boot. Doing so transforms the Targa and makes it an absolute joy to drive. It gives you all the fun of open-top motoring but without the wind buffeting associated with a full Cabriolet. I challenge you to drive a 911 Targa with the roof





off on a sunny day and not grin with happiness.

By comparison, being stuck in a classic 911 Coupé on a hot day can be a frustrating experience, as most UK cars of this period didn't have air conditioning and the sunroof is small to say the least (it has to be because there isn't much roof for it to slide back into). Sure, you can open the side windows but doing so actually gives more wind noise and buffeting than you would get with the roof off a Targa.

Where the coupé does better, though, is with its rigidity. Despite its roll hoop, the Targa's bodyshell does suffer from some flexing and scuttle shake (get a rusty one which, thankfully, the 3.2 Carrera you see here isn't, and the lack of roof can cause the whole body to sag alarmingly). There's not a lot of movement, but enough to unsettle the car when pushing it hard through corners, especially on the sort of bumpy back roads we get in southern England. However, maybe that's missing the point of the Targa; perhaps it's not a car to push to the limits at every opportunity, but rather one in which to cruise sedately along tree-lined roads on a warm summer's day. Don't get me wrong; you can drive

a Targa fast but sometimes, trust me, it's more fun to slow down a bit and enjoy the sensations of sun on your face and the wind in your hair. The Coupé, on the other hand, is a pure driving machine which, with none of the flexing of the Targa thanks to its fixed roof, eggs you on to drive it hard and fast. Despite being over 30 years old, it feels solid and instils in you the confidence to push it to the limit. This is 911 driving in its purest form and I love it.

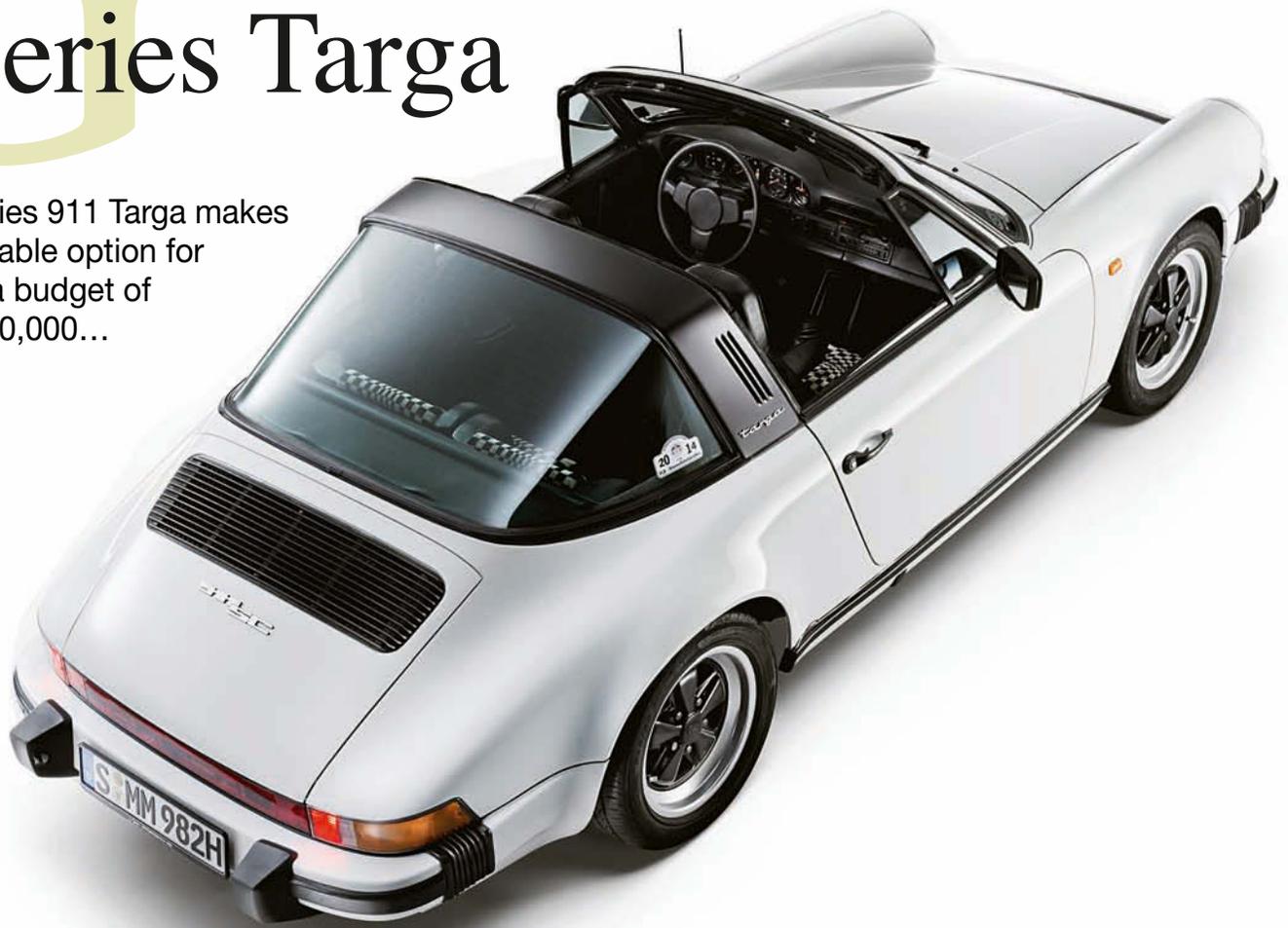
Increasingly, though, buyers of older 911s aren't getting them to drive fast but rather to enjoy at a more sedate pace. I'm not sure I agree with that sentiment but that seems to be the way it is. That does, though, lead to a strong case for opting for a Targa in favour of a coupé, especially as the same people aren't going to use the cars often; keeping them for the occasional drive out in nice weather. Not to mention the fact that Targas remain less expensive than equivalent Coupés, and the launch of the new 991 Targa has boosted interest in the classic version. Would I buy one? Well, do you know what, I think I would. I enjoy top-down driving (I don't have enough hair left to capitalise on the 'wind in the hair' notion) and not only in

the summer; there's nothing better than having the roof off on a crisp winter's day with the cockpit toastily warmed by the heat exchangers. I've grown to love the Targa's appearance, too, but for me the Coupé still has the edge, appearance-wise. In fact, the Coupé still has the edge for me in every way, apart from the open-air aspect, but the Targa does come a close second.

Now, to finish with another confession which may, once again, prove controversial – I don't like the new 991 Targa. The original 911 Targa was designed that way for a reason – a solid roll-bar for safety and a lift-out panel to create the convertible experience. In true Porsche engineering fashion, it was a case of form follows function. The new Targa, on the other hand, is the opposite – Porsche decided it wanted to re-create the appearance of the old Targa then went to great lengths to make it workable for 21st century drivers, who wouldn't want to be bothered with lifting off a roof. To my mind, the way the rear window lifts up to allow the roof to drop below it, is ridiculous and unnecessarily complicated, plus it's a potential financial time-bomb when it goes wrong. There, I've said it. Will I ever learn? ☹

# G Series Targa

The G Series 911 Targa makes for a desirable option for those on a budget of around £30,000...



From its inception in 1965 through to the 964 of the 1990s, the 911 Targa retained a unique style

The 911 Targa retained many of its aesthetic design cues from its inception in 1965 right through to the end of the 964's production cycle in 1993. Once the original soft window was replaced with a glass version in 1968, the Targa was gifted a clean-cut silhouette that was altered sympathetically upon the arrival of the G Series in 1974, and transferred to the 964 version in 1989. By the time the 993 rolled around a 911 Targa meant something completely different.

Today a modern 911 Targa's design harks back to those early days, which has in part given way to a rediscovery of the model by many Porsche fans. Of those earlier cars, pre-'73 variants are (like all early 911s) now rather expensive, but a G Series era car offers a similar prospect for less outlay.

Produced between 1974 and 1989, G Series Targas are both plentiful and vastly more affordable than their earlier counterparts. Gone is the iconic silver Targa bar associated with the original 911 version, replaced by a black section

that retains its forebear's style. The removable roof remains, so too the overall aesthetic and proportions of an early 911, making the G Series a wholly attractive prospect. If you have somewhere around £30,000 burning a hole in your pocket then getting into a 911 SC such as the car you see here, or a 3.2 Carrera as you've just seen in the preceding feature, is highly achievable ○



# 911virgin.com

01895 255 222



### Buying a car

Our stock of around 40 used cars including high quality photos of each vehicle. Updated several times daily. There are also tips on buying a Porsche which could save you money.



### Selling a car

Things to consider if you are selling a car, in particular, scams and potential pitfalls to avoid. Five minutes spent reading this could save you from disaster.



### Porsche contacts

Useful contacts - if you are looking for somewhere to get your car serviced, repaired or insured. There is even a section where you can read about our racing antics and general news.

**Cars wanted for immediate outright purchase**

## CCTV42

01895 233 311

Professional quality CCTV for self installation

[www.cctv42.co.uk](http://www.cctv42.co.uk)



Engine Rebuilds, all models & general repairs and servicing



Gear Box Rebuilds all models



Air Conditioning



Disc Re-facing



Tyre Supply & Fitting  
Wheel Alignment



Jig Repairs

## RGAINDEPENDENT

### LONDON'S MAJOR PORSCHE SPECIALIST

Units 32-34, Miles Street, Vauxhall, London SW8 1RY

[www.rgaindependentporsche.co.uk](http://www.rgaindependentporsche.co.uk)

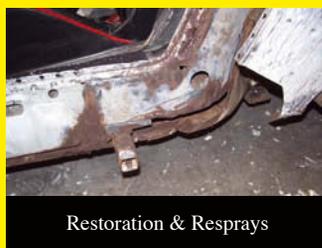
Tel: 0207 793 1447 Email: [bob@rgaporsche.co.uk](mailto:bob@rgaporsche.co.uk)

ALL WORK TO THE HIGHEST STANDARD  
AND CARRIED OUT IN HOUSE.

Mon-Fri: 7am-7pm Sat: 9am-6pm Sun: please call. Ask Bob for booking & advice.



Wheel Balancing, Wheel  
Straightening & Re-Furbishment



Restoration & Resprays



Damage Repair  
including for all insurance companies



Torque Tube Overhaul  
924, 944, 968, 928



## PORSCHE WANTED

If you are selling or about to part exchange  
your exceptionally cared for Porsche  
please call us for an enthusiastic response.

We collect anywhere and pay by  
electronic transfer of cleared funds

Please call Steve Coles on 07968 911 911  
or leave your details on our website @  
[Chappellsportscars.com](http://Chappellsportscars.com)

Just 3 miles West of Goodwood on the A27 bypass  
PORSCHE SPECIALISTS ©01243 531911

[www.chappellsportscars.com](http://www.chappellsportscars.com)



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

## Peter Morgan spends a few hours with Porsche's most underrated yet super-collectible race car: the 924 Carrera GTR.

Everyone has a story about the car they missed out on years ago that went on to be worth much, much more. One such Porsche I passed over about a decade ago was a 924 GTS. I recall it was about £20k and the seller was ready to do a deal. But I just didn't have the inclination. It was, after all, a 924, not a 911, so I couldn't see the attraction. How wrong could I be!

I knew all about Porsche's 924 race adventures in the early 1980s. The limited edition 210hp Carrera GT was a breathed-on 924 Turbo and enough were built to qualify for the FISA Group 3 class. 1980 was the year when Porsche motorsport ran three heavily modified 924 GTP prototypes at Le Mans and achieved a respectable, if not winning, result (the GTP was some 50mph slower than a good 935 on Le Mans' wide open stretches). The experience led to the Club Sport-oriented 245hp GTS and the ultimate 924 development, the GTR. Both cars were built by the racers in Weissach and only available directly from the factory. Some 50 GTS models were built to qualify the model in the FISA Group 4 class and could be described as a hot road, Tarmac rally or club race contender. The GTR was a small batch (just 17 cars) production of the earlier GTP and was a full-on endurance racer.

Nevertheless, history records that the adventures of the 924 in competition didn't work, not least because there were so many very hot 935s around for serious private teams to run. But history is a matter of interpretation and the GTR was, in fact, one of the finest examples of Porsche's command of motorsport engineering in the 1980s. This was as close as you could get to a totally modified silhouette racer and a brilliant example of what experienced race engineers can do to a reasonably priced street car.

So when Silverstone Auctions rang up in early July to ask if I would do a technical check on a GTR it was



offering at its July Classic Race Cars event, I didn't hesitate. You may even have seen some of the advance publicity for the Guards red car. The huge attraction of this one is that it appeared never to have been raced and, incredibly, only covered about 68 miles from new. And every mile had been documented by the principle Japanese keeper. Mint doesn't describe it.

The thing about the GTR was that it reflected the skills of arguably Porsche's two best ever race engineers at a time when they were at or near the peak of their skills. Hans Mezger was responsible for finding a reliable 375hp from the 2.0-litre Audi-based in-line four-cylinder – the same base engine as found in every bog standard 924. Before moving to this project, Mezger had produced not only a turbo flat-six Indy engine but also the stunning 750hp twin-turbo flat-six in the Moby Dick – the 935/78 – the ultimate incarnation of the fully modified 911 racer. The race engineer on Moby Dick was Norbert Singer and his development of the 935 chassis resulted in the car achieving 223mph

on Le Mans' long straights. And after the GTR, while Singer went on to lead the 956 prototype's domination of endurance racing in the 1980s, Mezger went on to design the triple F1 championship-winning TAG turbo for McLaren. Throw in a few other Porsche guys who had served their apprenticeships looking left at Le Mans (like Bott, Hensler, Barth, Kussmaul and, in the engine shop, Valentin Schaeffer) and you had Porsche's dream team that delivered so much race success some 30 years back.

With all their attention focused on the car, the GTR was a beautifully built racer. Sure, it looks like a 924 on steroids but every detail has been modified. The bodyshell was stripped, seam welded, strengthened and clothed in a new glassfibre skin. Nowhere is the detail more obvious than the gorgeous BBS wheels, with their handcrafted hot air extractors. Behind these sit massive 917/935 finned callipers and huge vented discs.

The engine bay is a work of techno artistry. The obscenely large turbocharger is mounted low on the nearside, and must have delivered a

*The GTR reflected the skills of Porsche's two best race engineers when they were at the peak of their skills*

throttle lag counted in seconds before its thrust kicked in. The inlet ducting recalls the Moby Dick and earlier 917/30 induction 'logs'. The whole engine bay is criss-crossed by countless braided hoses and linkages and is a feast for the eyes.

So a closer look at the 924 GTR reveals a fabulously well-put-together racing car and I was left wondering why we all had ignored this car for so long. After attracting significant interest at the auction, it was knocked down for a cool £495,000 before buyers' premium (another 12.5% + VAT). It would seem the GTR is ignored no longer! ○



**Your Porsche 993 is unique.  
So are its shock absorbers.**

Porsche Classic is pleased to announce that the original shock absorbers are now back in production. Give your 993 generation 911 back its original roadholding so you get back your original driving experience. For more information about Porsche Classic Genuine Parts visit [www.porsche.co.uk/classic](http://www.porsche.co.uk/classic)



**PORSCHE**



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

## Porsche racer, Dino Zamparelli, reflects on the Rio Olympics and a difficult few races but takes inspiration from the Go Inspire charity...

Sport can be a cruel game. With the Olympics on in the background as I type, I can see athletes who have spent years and years dedicated to hard training, all for their one moment to shine. That one moment to show off how skilful and talented they are; mixed with the blood, sweat and tears they've put in. A 100-metre sprinter makes a false start and is unceremoniously shown the exit. No chance to go again. Sport in general can be like that, motorsport too. There is no rewind button, there is no second chance. You're in the moment and everything needs to fall into place for you to deliver. Since my last column I've had two more rounds of racing in the Carrera Cup GB, my aim being to close in on championship leader Dan Cammish. With only four points between us and an equal share of podiums in the opening eight rounds, it was all to play for in the remaining eight races.

Snetterton and Knockhill came and went and unfortunately, I left the two rounds with few points or podiums, and felt, probably like that 100-metre sprinter, like I was never really in the races in the first place. For both events, despite the tracks being different, we couldn't dial a happy balance into my 911 GT3 Cup car – which is crucial for a good lap time.

You have to feel at one with the car, like there are going to be no surprises. Having bad balance in a Porsche is like a sprinter about to start a race with loose shoe laces. It's like a golfer having a slightly bent club, like a tennis player with a broken string. In all those situations the player can undoubtedly carry on, but with limited success. As a consequence my weekends resulted in no speed, no pace and no joy. Despite defending like an animal to keep my third place at Snetterton in race two, it was a sixth place in race one, and two further sixth places at Knockhill. My

rival Dan won all four races. There was nothing I could do to get closer to the pace unfortunately.

We know we're struggling right now as a team, and we know we've got an issue with our car – but getting to the bottom of that issue and identifying what we can do to rectify it, is the hard part. We have a balance problem, but usually when it's as bad as it is currently, it points to more of an issue with a mechanical component on the car. Frustrating times, certainly, but we'll keep pushing and we'll find our way back. We have a few weeks until the final few rounds at Silverstone first, then Brands Hatch.

Last year I joined my current team, GT Marques, at Silverstone where I won both races and set a lap record. So we're confident that with our issue resolved, we'll be back fighting for wins again. I'm not worried about the championship anymore; I'm more focused on ending the season on a

high and proving in the last two rounds that we have had issues that have hampered us.

On the Monday after Knockhill I went straight to Castle Combe for a charity track day with Go Inspire. Go Inspire was set up by a chap called Ben Conolly who, like me, loves cars, speed and racing. Unfortunately, Ben was diagnosed with cancer at a young age and despite making a full recovery became paralysed from the waist down. A few years on the cancer returned and again, Ben powered through to fight it off. Spending the best part of nine months in hospital this year is unthinkable, but Ben did it and he came out the other side smiling and laughing like he always does. He's strong and inspiring.

Listening to the inspirational stories of some of the paralysed guys involved in the charity really does put things into perspective. They are all so happy and just keep going. The charity is moving

from strength-to-strength and I'm honoured to be involved and to support where I can.

So we're out again at Silverstone and aiming to end the season in style. We're still second overall in the driver's championship and the big push will be to get the final four wins. No false starts or issues are allowed anymore. We must get ourselves back in the race and sprinting to victory... ○

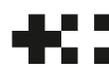
*Having bad balance in a Porsche is like a sprinter about to start a race with loose shoe laces*



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



A watch with a truly global perspective, the C8 UTC Worldtimer is able to tell the time in three timezones at once. Designed in England, and built at our atelier in Switzerland, its self-winding ETA 2893-2 movement also boasts a power reserve of 42 hours. Steel 44mm £899

 Swiss movement  
 English heart

**Christopher  
Ward**

Discover the new breed of watchmaker...  
[christopherward.co.uk](http://christopherward.co.uk)



**FIND  
MORE  
FREE  
MAGAZINES**

**[HTTP://SOEK.IN](http://soek.in)**



Simon has worked across several automotive publications over the past decade

## Simon seeks out some Porsche track driving tuition but wonders if a modern 911 is too good a tool for the job?

As a rule, when I get a chance to drive on track it's for a strict purpose, typically as the basis of a feature of some kind, which means my time and freedom is somewhat limited. I've been lucky enough to visit the Porsche Experience Centre (PEC) at Silverstone on a number of occasions now, and I always feel the tutorage of its driving consultants is hugely beneficial. Despite this I still most certainly do not count myself as experienced when it comes to track driving but I'm certainly a lot more confident than I used to be. Practice makes perfect, right?

The desire to improve further served as the catalyst for our feature with expert driving consultant Rob Colbourne

this month, p37. We'd already undertaken Rob's enlightening road driving course (*GT 06/15*) so the progression to his track package seemed a natural one. Porsche kindly loaned us a 991 Carrera 2 S with a few trick bits and pieces bolted on for the job. Indeed, if you were picking your ideal 911 for occasional track use I imagine you might gravitate towards a car such as this with PCCB carbon ceramic brakes and sports bucket seats. It offers a pretty good balance between road and track usability, although I have to say I prefer the adjustability of the dearer 918-style front chairs.

You can read how we got on with Rob further into this issue, but suffice to say it was a useful day and I'd urge

anyone who feels apprehensive about driving on track to seek out similar tuition. As passionate car folk, particular for men I think, it can be a little embarrassing to admit that you're not as comfortable as you'd like to be on a circuit, but there really is no shame in wishing to improve your abilities. After all, you'll be the one who gains.

Personally my most enjoyable track driving moments have been when I have had the circuit largely to myself, without the pressures of someone quicker breathing down my neck, or a slower car holding me up. Naturally this is a rarity, but during our shoot with Rob at Bruntingthorpe Proving Grounds I did get the chance to take the 911 off for a play all by myself with no other

cars around. Bliss. By this point it was tipping down with rain and the track soaked with standing water but, despite this, I felt confident enough to push to a point that would have easily been outside my comfort zone not so long ago. Here, when you're really on it, you can fully appreciate the truly stunning abilities of a modern 911.

Our second-generation 991 did nothing but impress me. Even when it's pushed to the edge, wagging its tail, it is hugely confidence-inspiring. So much so that I started to wonder if the car was too good for our purpose that day. Let me qualify that. Straight after several hot laps in the C2S I jumped into a BMW 1-Series we had kicking about for a few more tours. Okay, I know the BMW is not a sports car in the same sense as the 911, but its rear-drive nature should mimic some of the 911's traits for the purposes of perfecting your lines and controlling the car at speed you'd feel. It, or rather I, was completely at sea. It was breaking traction everywhere, proved very tricky to balance and ultimately began to eradicate the confidence I'd been building all day. Who was at fault here? The BWW? The Porsche? Or me?

Of course, much of the blame should lie at my own door but I did start to wonder if the modern 911 was too accomplished for my purpose of learning; was it too confidence-inspiring, too forgiving? Or could it be that I've reached a point whereby I now feel more assured behind the wheel of a 911, more tuned to its characteristics than in any other car? I think that's a possibility, but believe me when I say that does not mean I consider myself a track driving expert in a 911, far from it. One of the things I have absorbed from Rob is that no matter how experienced you are behind the wheel, there is always more to learn. I plan to keep plugging away at finessing my track driving skills, but I think I'll stick to practicing in a 911 wherever possible ○



*My most enjoyable track driving moments have been when I have had the circuit to myself*

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



# Drive It on the Other Side!

Experience the thrill of driving an American "Muscle Car" in Southwest USA! This 5-star luxury tour provides unique American experiences – including driving on the other side of the road!

Choose your American "Muscle Car" (Ford Mustang, Dodge Challenger or Chevy Camaro) and drive from Phoenix, Arizona to Denver, Colorado, seeing sights you'll remember forever:

- The Grand Canyon
- Navaho Indian Reservation
- Old West towns of Durango, Telluride, Steamboat Springs
- Red rock canyons and buttes
- Pueblo Indian cliff dwellings
- Rocky Mountains
- High desert country
- The Grand Mesa
- Working cattle ranch

*And so much more...*

**13 Days in Arizona and Colorado  
July 23 – August 4, 2017**

**£9,500 per person, land only**  
based on double occupancy

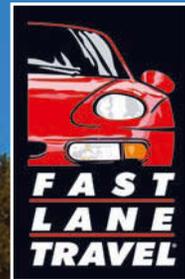
*Inclusions:*

- Luxury accommodations for 13 nights
- All meals and drinks
- "Muscle" car of your choice for 13 days including petrol and insurance
- Taxes, gratuities, entrance fees, transfers
- Guides connected to you via walkie-talkies

**For more information, go to  
[www.FastLaneTravel.com](http://www.FastLaneTravel.com),  
call +1 813 343 3001**

*Located in Tampa Bay, Florida*

**or contact us at [Info@FastLaneTravel.com](mailto:Info@FastLaneTravel.com)**



Fast Lane Travel, Inc. is the official  
PORSCHE Club of America endorsed tour company



*Now accepting credit  
cards for your deposit.*



# Fast Track

Advanced driving consultant, Rob Colbourn, can teach you how to better your driving technique on track with a Performance Driving Course. It worked for us...

Story: Simon Jackson Photography: Malcolm Griffiths



Around this time last year we undertook a full course of driving tuition with advanced driving consultant, Rob Colbourn (*GT 06/15*). Our experience was limited to the road as that is where we spend the majority of our time behind the wheel. The syllabus focused largely around improving our general attitude to driving, whilst sharpening our observation and anticipation skills. It provided us with an arsenal of useful techniques and commonsense hints useable in practically every road-going scenario.

Rob's courses are tailored to each individual, no

matter their skill or confidence level, and his methods explore the idea that there is an art to driving well, a road craft if you will. His approach showcases that once equipped to practice it there is a whole extra dimension to driving, one so obvious it has been staring you in the face. You'd be lying if you claim that doesn't sound appealing.

Rob's background is rather unlikely, which makes his tutorage even more significant in our eyes: he was once a 'white van man'. Charging up and down the country delivering parcels, Rob was typically the guy in the nondescript van sat three inches off your back

bumper, headlights ablaze, chewing the steering wheel in anticipation of getting ahead of you. Since becoming a driving instructor and then an advanced consultant, those aggressive days are long gone as Rob has gone through what he terms a "shift in attitude". However, Rob's past gives him a real world insight and pragmatic level of understanding that sets him apart from many driving experts we've encountered. Rob's understanding of driving psychology ensures he is able to both relate to, and eradicate, any long-formed habits hampering your driving. When it comes to driving on the road, erasing



bad habits is a very useful undertaking; translate it to the track and it might just save your life.

Despite spending much of his professional working life tutoring on track at Porsche's Experience Centre at Silverstone, Rob would be the first to admit that he's not a 'racing driver'. There's a distinct difference between someone who can drive quickly, intelligently and safely on a circuit and an individual who can exhume the last few tenths of a second in competitive motorsport. But if you have any level of desire to improve your track driving skill set, as we did, then Rob's teachings are most useful and the ideal basis from which to move from merely enthusiastic to

competent on track. Interestingly much of the craft Rob teaches on his road course can be translated, perhaps in an amplified fashion, to the circuit-specific driving techniques he promotes. Driving psychology features heavily once more. Although each of us may respond differently when we are behind the wheel of a car, many of the reactions caused by our actions will have the same (unwelcome) outcome. Just like on the road, first and foremost using our vision becomes key to mastering an effective track driving technique. Changing the way we observe situations can aid our ability to predict, understand and subsequently react. During road driving we're taught to anticipate

potentially hazardous situations, using a mixture of our experience and what the surrounding environment can communicate to us. This enables a driver to predict a possible course of events and act to minimise a problem which may arise in advance of it occurring. The principle is the same on track – if you know what might be ahead you can plan for it in advance. One of Rob's mantras is to look through a corner, flick your eyes ahead through the turn, then draw them back to the apex to build a picture of where you're going ahead of your arrival. Rob lets you build speed gradually, pushing on as and when you feel comfortable, and should your enthusiasm

Rob works with drivers to extract their potential, drawing on the positives and helping eradicate any negative habits



overtake adhesion, he'll encourage you to reel it in, taking a step back before moving forward again and potentially back out of your comfort zone. As you push the envelope of your perceived comfort level, your skill set grows commensurately.

Vehicle dynamics play an important part in the process of Rob's teachings. Understanding what a car is doing underneath you, and what it might do as you feed it various inputs, is vital. For example, Rob ensures you possess a level of knowledge about the physical reaction your steering inputs have – drilling into you that as you turn the wheel you should be considering the angle of your car's



tyres, exactly what you're asking of them, and the relationship between road surface, tyre and car attitude. "Many clients are perfectly familiar with the terms 'oversteer' and 'understeer' but are not necessarily confident of giving an accurate definition or explanation of how they're caused, identified, corrected or, most importantly, prevented," Rob explains.

Likewise most modern cars feature an abundance of electronic safety aids (ESP, DSC, PSM) but do you as the driver really know how they all operate? Are you aware to what extent they influence the vehicle? Or how best to use them to good effect? Through

Rob's tuition, you'll soon learn just how clever these systems are and whether or not you really need them or, rather, why you should never rely on them! It's the same with braking techniques. Rob likens emergency braking to bankruptcy. "We all understand the basic premise but spend years, quite rightly, employing other skills to try and avoid facing it for real," he says. "If we do have to face it, we are likely to find ourselves lacking the necessary skills to overcome it. Paradoxically, practicing these skills to a high competency level reinforces the point that you should not allow yourself to need them."

Sir Jackie Stewart is clearly a big influence on the track driving techniques that Rob endorses, not for his ultimate speed but for his smoothness. Stewart was famed for his chauffeur-like driving style and it's this smooth, calculated and considered approach that Rob presses home. He teaches a driver to roll off the brake pedal, not jump off it, to balance the car through a corner, in the case of a 911 often with a small input of throttle mid-turn. Using all of the available road, letting the car gently run wide out of a corner, your task is then to gradually feed the power back in as the steering lock is wound off.

*If you have any level of desire to improve your track driving skill set then Rob's teachings are most useful*

Opening up the 991 Carrera S served to highlight its beautiful balance and ability



"Imagine there is a piece of string between the accelerator pedal and the steering wheel," he says. "That throttle pedal cannot go down until the wheel is fully straightened."

Each and every input is designed to not upset the car; you should not overdrive it but rather make considered smooth adjustments to retain a certain level of balance. Coming out of corners this often feels like the old Martin Brundle adage of "hurry up and wait" before you're able to get on with things (and apply the throttle) but it ensures the cleanest exit and, believe it or not, will prove faster than letting

the car slide from apex to curb.

We've already stated that much of what you will learn will serve you well on the circuit but, conversely, that works both ways. Employing a smooth and flowing approach on the track can also work effectively on the road, with a focus on using and extending your vision to your own advantage.

I wouldn't consider myself a wholly confident track driver prior to spending time with Rob yet with his help I've certainly learnt both a greater understanding of what a vehicle is doing in a track environment and, perhaps more importantly, how my perceptions have

altered towards my own limitations. I've learned that I can gradually push to improve my level of comfort on track and, as a consequence, my skill levels improves with it. Rob's talent is not a dark art; rather his approach and the methods he uses enthuse and inspire drivers to believe in themselves, to hone their existing abilities almost without the realisation of what they're achieving. Indeed, far from schooling his clients in an entirely new method of driving, Rob expertly extracts the better driver that lies within us all, and he does so in a relaxed and informed manner that guarantees success ○



[www.robertcolbourn.co.uk](http://www.robertcolbourn.co.uk)

## TRACK REGULAR, SAM PRESTON, SHARES HIS EXPERIENCE OF ROB'S COURSE...

Although I have been on a good number of track days now, these often over-subscribed events haven't always allowed me to find the true limits of a car. At the Nürburging Nordschleife, for example, on occasions I've found myself seemingly spending more time checking my rear-view mirror for the likes of GT3 RSs to appear out of nowhere than gaining the confidence needed to instead begin focusing on improving my own talents. With Rob sat beside me, however, and an empty track complete with nerve-settling amounts of runoff to play with, the rate of learning is naturally far quicker here, especially once I'd realised that Rob wasn't there to criticise my current level of driving. Instead he was genuinely

interested in helping me work on what I'd already learnt to become a better, faster driver.

Rob soon determined that smoothness in and out of corners was something that I could certainly use some help with. First up, he assisted me in honing the art of trailing off the brakes gradually into slower-speed corners. Known by the pros as 'trail braking', the technique is something of a mirror to the 'piece of string' theory mentioned earlier; where the brakes are hit hard as you'd expect before turning but then let off gradually as you begin to turn the steering wheel. As well as allowing you a later braking time, this technique perhaps more importantly helps keep the weight distribution of the car balanced for optimum grip and tyre usage throughout the turn. Easier said than done,

for sure, but with some practice it's soon simple to understand why this is one of most effective weapons a racing driver can keep up their sleeve.

Other small nuggets of invaluable wisdom Rob helped me pick up on included keeping your vision focused on where you're aiming as well as where you are ("don't just live in the moment – you don't know what's around the corner unless you look") and maintaining good positioning on the steering wheel ("those spokes are put in the ten-to-two position for a reason") with a relaxed grip to ensure you pick up on as much feedback from the car as possible. All techniques I don't know if I'd ever manage to teach myself, regardless on how much track time I was exposed to ○

# COYS

FOUNDED 1919

8th October 2016

ENTRIES ARE INVITED

Important Motor Cars at  
Mondial De L'Automobile

# Paris



Join Coys at the remarkable Mondial De L'Automobile in Paris for our inaugural auction of important classic motor cars of all ages and eras. The Paris motor show is not only the oldest motor show of its type, starting in 1898, and the most well attended international show, with over 1.2 million visitors in 2014. An opportunity available only once every two years to offer your classic car for sale to the largest possible audience on Earth. Please contact any of the Coys offices below for enquiries and consignment information.

**MONDIAL DE  
L'AUTOMOBILE**  
— PARIS —  
**1-16 OCTOBRE 2016**

**COYS LONDON**  
Manor Court, Lower  
Mortlake Road, Richmond,  
TW9 2LL, United Kingdom  
Tel. +44 (0) 208 614 7888  
Fax +44 (0) 208 614 7889  
auctions@coys.co.uk  
www.coys.co.uk

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

**COYS ITALIA**  
Giuliano Fazi  
+39 335 148 8303  
giuliano.fazi@coys.co.uk

# COYS

FOUNDED 1919



# Joint

## VENTURE

---

Classic 911s are growing in popularity on the historic racing scene and none are more competitive than the early short-wheelbase cars. We follow the fortunes of Paul Stephens driving Historika's 901 at Le Mans Classic.

Story: Johnny Tipler Photography: Antony Fraser

Of the ever-expanding catalogue of major historic events on the competition calendar, Classic Le Mans is the must-do, must-see occasion for many Porsche buffs. There's the kudos of racing at La Sarthe in cars that did so in period, as well as soaking up the unique vibe with less of the intensity of the modern event.

The FIA-sanctioned historic meeting is no less rigorously policed in terms of eligibility and it's a grand opportunity to see the old-school Group Five and Six cars in action, like the 906, 908, 910 and 917. The entry list is divided into plateaux, with cut offs at years rather than categories, ensuring a broad spread of cars that competed against one another back in the day. So while 934s



The 901 testing at Snetterton (right) prior to the Le Mans Classic weekend, and (below) at full chat on the famous French circuit



and 935s from the 1970s vie with Matras, Alpines and Z1s, the very first 911s squeeze into the '62-'65 'grid four' bracket with a cut off at 1965.

One week ahead of the upcoming French classic we hooked up with Porsche specialist Paul Stephens at Snetterton as its main man, Paul Stephens, and co-pilot, Neil Shinner (who campaigns historic Formula Fords, an Elan 26R and is a current Caterham champion) acclimatised themselves to their mount for Classic Le Mans.

The car in question was Suffolk-based Porsche restoration and race preparation guru Historika's 901 (as the earliest 911s are designated). Classic Le Mans is open to experienced racers holding a full FIA international licence, although the organisers will only accept certain cars. Fortuitously, both driver and car qualified for entry. Paul had raced at international level previously in a Marcos, as well as 911s and Caterhams on the domestic scene. "I established that I could renew my FIA International licence, providing I was medically fit," Paul said. As for the car, that was more tricky. "With my experience of Marcos, I knew that only one Mini

Marcos had raced at Le Mans in period, which is crucial according to their selection process. So, when I attended in 2012 and saw two Mini Marcoses, I thought there could be a chance of gaining an entry with a 911 built to an appropriate spec." This was something that Paul's company could achieve in-house, so he discussed a provisional entry with the organisers, who were disinclined to accept his proposal since Porsche 911s have long been the car-of-choice for privateers and there were already cars competing that boasted period history. Undeterred, and wanting to race a Porsche, Paul began casting around for a car that would be eligible and acceptable at La Sarthe. This led him to Historika Racing to see about running its 901. A deal was struck, and the organisers accepted Historika's entry. The stage was set as Historika's mechanics fine-tuned the 901's setup at Snetterton.

The car's provenance was sufficiently beguiling to the Le Mans Classic organisers partly because it had run in the Masters series and Peter Auto events during Historika's tenure over the last eight years. This included a two-hour endurance race series, high profile events at Spa, Dijon, Paul



The Historika team worked its socks off all weekend to get the car back on track following mechanical issues





Ricard, Monza, Vallelunga and Imola. Last year Historika did every race, ending up second in the overall standings behind a Cobra, and it was the first 2.0-litre car home. At the wheel was flying Dutchman Pascal Pandelaar, who's one of the leading exponents in the successful Duel 2.0-litre SWB 911s. Earlier this year Andrew Smith helmed the 901, doing two Goodwood races and gaining a podium in the Fordwater Trophy, while Andrew Jordan (son of 911 legend Mike Jordan) won the SWB-Porsche 'John Aldington' race at the Member's Meeting.

Fifty years on, it's a remarkable survivor, since it seems to have been used in competition from its earliest years. We're told it was a race car from 1964, when it was delivered to Porsche agent Fleischauer in Cologne and then sold to Belgian concessionaire D'Ieteren. We've not been able to research that because in the very early days it was doing hillclimbs and the records are not based on chassis numbers, though it may be able to be proved with registration numbers. Then a little bit later it was bought by Fritz Leineweber, a big German collector of 906s and 904s. He had it prepared for the German

Historic Rally Championship in the '70s and '80s. It was used in that for a considerable time. Another collector and racer, Friedrich Fritz Kozka, bought the car in the early 1990s and had it fully restored. It was set up for Tarmac rallying by none other than Walter Röhrli and then used by Fritz in the German Historic Rally Championship. Then David Clark purchased the car and did the Tour Auto a few times, with Rowan Atkinson and Robert Barrie also driving. It was then bought at auction by JD Classics who sold it to Historika.

Since then it's been completely rebuilt. Looking at the stance of the 901, it's the narrowest of shells, and the tyres are right at the very edge of the bodywork. They are Avon radials, 185/70 R15s all-round, which have remarkably tall, bulbous sidewalls, as racing 911s did in the mid-'60s. In the cabin is a full cage, which is welded in, and there's a passenger bucket seat with a plumbed-in fire extinguisher behind it. You'll also find Schroth race harnesses, a Piloti wheel and an ignition cut-out on the dash and under the front lid. The door furniture is a lot more period with chromed window frames,

three-quarter-lights and door-pulls. Leather thongs support the windows when raised or lowered. There's a grille in the front panel and the two apertures are open for cooling the brakes. Spotlights are mounted on the horn grilles and the bonnet is fastened with rubber bungee clips.

When developing the car Historika was not especially looking at how race teams would have run a 911 R in period. "Everything's moved on so much, and we don't have a lot of flexibility in tyres because we're restricted to either the period Dunlops or, in some series, you can run Avons. You can't run any modern rubber," Kevin told us. "With these short-wheelbase cars you literally have to tick every box: its engine, its gearbox, its suspension, body stiffness, and its driver.

"The big difficulty we have with these cars is they're homologated at 1002kg, which is heavy. We could run a car at 950kg without even trying to strip weight off it, so we have to balance the car a lot. It's heavy for a realistic power-to-weight ratio, and there are many lighter cars out there."

Historika is restricted on what it can do with the engine, too. "It has to be 2.0-litres, and you have to keep within the realms of what the suspension can cope with," Kevin continues. "The problem is people are always catching up. In their day the engines were 130-135hp but most people are getting 180-190hp now." This is

mostly achieved through lightening components, blueprinting and fine-tuning the details. According to Paul Stephens: "A 901 is very similar to other short-wheelbase 911s though there are a few idiosyncrasies and details of the car that make it slightly different. It's also much rarer and more valuable than the renamed 911s that followed and I think that's why it was allowed to enter, because it's a very early car. It's got to be the authentic thing."

The 901 was trucked to La Sarthe for the big weekend with a little help from Brittany Ferries. There are six plateaux, or grids, at Classic Le Mans, defined according to era, and each comprising as many as 70 cars, from the 1920s to 1970s, plus Group C from the 1980s this year. Each plateau does three races over the course of the 24 hours, enabling participants to experience the circuit by day and night. Though Paul has driven the Bugatti circuit, this was his debut on the full Sarthe circuit. "You can only drive it for the 24 Hours or the Classic because the majority of it is on public roads," he says. "There wasn't any testing, so my first drive around the Le Mans circuit was on a qualifying lap. It was a baptism of fire, really. We were never going to be contenders for overall victory in our class as we were competing with 7.0-litre GT40s and Cobras but our aim was to mix it with the 2.0 911s. If I'm



*"A 901 is much rarer and more valuable than the renamed 911s that followed"*





## 901

When is a 911 not a 911? When it's a 901 (apart from a 930, 964 or 993, of course). The earliest '911s' to emerge from Zuffenhausen during 1964 were given the type number 901 – 232 cars including prototypes – till Peugeot muscled in and pointed out that it owned the type numbers with '0' at the centre. No problem for Porsche: the 901 became the 911 overnight. How's a 901 different to a 911? There are some detail changes, such as a smooth rear slam-panel, but fundamentally it's an early 911. The prototype 911 – defined as the 901 – was unveiled at the Frankfurt Show in September 1963, and 13 prototypes followed. At least 232 cars were built during 1964 designated with the 901 chassis number until, on 10 November 1964, Porsche bowed to Peugeot's threat of litigation.

Paul (below) had always dreamed of racing at Le Mans, so the Classic event was an opportunity not to be missed

at a circuit where there's very little testing and I don't know where I'm going, my next thought is who could I tag onto that's going to go fairly well to take me round at a decent pace. I was informed that out of the 901s and 911s, of which there were eight, the brothers Yves and Philippe Scemama were probably the two quickest. My green flag lap was my first ever sighting of the circuit and I latched onto the Scemama car for my first flying lap, though I got baulked approaching Tertre Rouge and lost time there. After one complete lap I was going down the Mulsanne Straight to start my second lap when the car started losing power, so I coasted to a standstill at Mulsanne Corner. Unfortunately it had actually cooked a piston. A combination of an open exhaust system and a lighter throttle made it go lean. That's what burnt the piston. It

happened to three cars in qualifying."

So that was one engine down, and Paul had done one lap of qualifying, posting a 6min 17sec time which meant 70th on the road. Neil hadn't had a drive at all. There ought to have been an opportunity for a night practice but a flywheel issue with the replacement engine meant they missed that, too. The Historika team worked tirelessly through the night to get the car back up and running, with a second engine fitted. It's testament to Historika's work ethic.

With a new flywheel fitted the car ran well. In the first race Paul and Neil brought it from 70th to 60th on the road. Their second race started at 4am. "We were facing the dark one minute and then dawn the other side, depending on where you were on the circuit," Paul said. "During the race a Ferrari caught fire and the stewards



*"All the highs and lows were very dramatic"*



red-flagged the race and there was some chaos in the pit lane. After the restart I made up a lot of time by overtaking other cars under braking and we moved up to 42nd. I had found another nine seconds a lap. Race three began with the traditional Le Mans start, where the drivers sprint across the circuit before driving off – having fastened their harnesses, of course – and again Neil took the start, with Paul doing the second stint to finish 23rd overall. I ended up doing a 5min 28sec lap, so I'd found another two seconds a lap. We ended up being the third quickest 911 on the road behind the Swiss and Columbian cars that I'd started off trying to follow in qualifying, which was fantastic after such a dismal start. All the highs and lows were very dramatic."

Paul has a positive take on the weekend: "For me Le Mans is an emotional experience because I've been going for years as a spectator, first as a kid with my dad. I've dreamed about driving there for years and to finally achieve that has been fantastic. There are parts of the circuit where you can relax and check oil pressure etc, like the Mulsanne, but the circuit also has a technical side and I can now appreciate how big accidents can happen with a momentary lapse of concentration in a long race. I think the most difficult part of the circuit for me was the Porsche Curves; to get those absolutely pieced together is quite an achievement and I don't think I ever did get those right if I'm honest."

Certainly the prospect of another crack at the Classic in the Historika 901 is an attractive one, and both Porsche specialists are keen to work together again. There's nothing quite like it; Classic Le Mans is phenomenal, and certainly it had its moments in this 901 ○

THANKS TO

Historika - [www.historika.co.uk](http://www.historika.co.uk)  
and Paul Stephens - [www.paul-stephens.com](http://www.paul-stephens.com)





**Wanted** – quality classic and modern 911s for stock

**For Sale** – 996 GT2 Mk2 Club Sport - 14,000 miles



Classic Sales



Modern Sales



PS Autoart Bespoke Builds



Performance Upgrades



Servicing



PS Autoart Restoration

**Paul Stephens. Specialist in original and bespoke Porsche**

Sudbury Road  
Little Maplestead  
Halstead  
Essex, CO9 2SE

View our current stock at  
[paul-stephens.com](http://paul-stephens.com)

**01440 714884**

Come and visit us at  
Goodwood Revival



**PAUL STEPHENS**  
EST 1994

WORTH  
£1100



# WIN A KENWOOD HEAD UNIT

Kenwood's new DNX8160DABS boasts a wealth of useful features such as Apple CarPlay, Android Auto, Garmin European navigation and DAB. Here's how you can win one for your Porsche...

Contemporary Porsches boast a wealth of convenience features that are hard to knock, amongst them Porsche's sophisticated PCM system. As time passes, though, these OEM systems show their age and their functions fall behind the curve of advances in technology. That's where fitting an up-to-date aftermarket head unit starts to make sense, and Kenwood is a leading name in the game.

The new DNX8160DABS multimedia system is a game changer for Porsche models that can accept a two-DIN system. This new model allows you to bring your Porsche up-to-date with the latest Apple CarPlay or Android Auto technology, so you can simply plug your phone into the unit and control all of your favourite functions via the on-screen apps. Check your messages on the move, get guidance from Apple Maps or listen to Spotify. The unit also boasts full Siri voice control.

For Android users Google maps will display perfectly on the screen via your smartphone. Bluetooth hands-free tech is included in the spec sheet, too. The DNX8160DABS boasts a seven-inch capacitive touch-screen, playback of almost every type of media via Bluetooth, USB and HDMI. There's built-in FM, AM, DAB and DAB+ radio. Its digital signal processing includes a 13-band EQ, 4x50w of power with a 5v pre-out and time alignment functions. It is also Hi Res Audio ready. Full European Garmin navigation features, too, with free map updates for three years and free access to traffic information for two years. Front and rear camera integration can also be activated allowing you to add cameras to the unit.

To find out more about the DNX8160DABS, or to find your nearest stockist, visit [www.kenwood-electronics.co.uk](http://www.kenwood-electronics.co.uk)

## How to win

Simply answer the question below (for which the Kenwood website will be of help) and send your entry via email to [gtporsche@unity-media.com](mailto:gtporsche@unity-media.com) with 'Kenwood Competition' in the subject line. The closing date for entries is 10th November 2016.

**Q: What is the variant and model of Porsche in Kenwood's short video showcasing its Apple CarPlay head units hosted on its website?**

## Terms and conditions

No employees of Unity Media, Kenwood any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules.

# EVERY PART FOR every PORSCHE

Call our Sales Team on  
**+44 (0) 20 8500 8811**

Visit our Online Catalogue at  
**www.design911.com**

E-mail us on  
**sales@design911.com**

## DESIGN 911 Centre for Porsche

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



### WAYS TO BUY



IN PERSON



PHONE



MOBILE SHOP



WWW



E-MAIL



We are stockists of major brands including: Akrapovic, Bilstein, BMC Air Filter, Boge, Brembo, Continental, Contitech, Dansk, DesignTek, Eibach, EBC Brakes, Fabspeed, GiroDisc, H&R, IPD, K&N, Milltek, Ohlins, Pagid, PFC Brakes, Powerflex, Recaro, Remus, Rennline, RSS, Sachs, SmartTop, Spax and more ...



**PARTS FOR:** 356, 924, 944, 914, 928, 968, 964, 993, 912 & 911's from 1965 to 2015, Boxster, Cayman, Cayenne, Panamera & Macan

# RESTORATION

*Design* EUROPE



**QUALITY PORSCHE  
AUTOMOBILE PANELS**

**[www.restoration-design.eu](http://www.restoration-design.eu)**

A. Plesmanlaan 24, 9615TH Kolham, Netherlands  
Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104  
Email: [info@rescue-911.nl](mailto:info@rescue-911.nl)

A low mileage 944, an affordable 928 and a stunning genuine flatnose 930 garner our attention this month, alongside a fantastically rare 924 race car...

## 1985 944

Hammer price:  
**£10,304**

**Auction House:** H&H Classics  
**Auction:** Donnington Park  
**Location:** Castle Donnington  
**Date:** 28 July 2016  
**Estimate:** £9,000-£11,000

This 2479cc Guards red 944 automatic has covered a very low 24,500 miles, and had been owned by the same family until 2015 when the current vendor acquired it. The story goes that it was purchased new in 1985 as a gift for the buyer's wife and was placed in storage on her death before being passing to various family members. When it was sold in 2015 the purchaser had intended to use it daily, but his conscience got the better of him given the car's condition and so it was offered for sale in July. Complete with its service book and handbook, assorted MoTs and invoices together with a V5 registration document, new tyres and a fresh MoT, this 944 with a cream/tan interior achieved a good price.



## 1987 928 S4

Hammer price:  
**£4520**

**Auction House:** H&H Classics  
**Auction:** Donnington Park  
**Location:** Castle Donnington  
**Date:** 28 July 2016  
**Estimate:** £5500-£6500



This 928 was said to be in fair to good overall condition, and unfortunately its service history was lost due to bereavement. Even so it represented a bargain for someone – a 5.0-litre V8 Porsche for £4500? Yes please. With 150,000-miles on its clocks it has an automatic transmission and features black leather upholstery. It is MoT'd until May next year, and had its rear spoiler present but not fitted. The vendor stated that the bodywork, engine and electrical system were all in 'good' condition, so too the gearbox and interior trim, with the paintwork in 'fair' condition. Unlike 911s and some of the other transaxle Porsches, 928s have yet to inflate in price drastically, how much longer that may last is anyone's guess...

## 1986 930 Turbo SE flatnose

Hammer price:  
**£94,500**

**Auction House:** Silverstone Auctions  
**Auction:** Silverstone Classic Sale 2016  
**Location:** Silverstone  
**Date:** 30 July 2016  
**Estimate:** £90,000-£110,000

This 930 Turbo is a genuine right-hand drive, factory flatnose built in October 1986 under the 'Sonderwunschprogramm' (Special Wishes Programme). From the 948 cars produced between 1983-1989, this is one of the 49 RHD examples manufactured. Ordered via a dealer in Switzerland in 1986 bound for a client in South Africa, the car was shipped to the UK during its lifetime and was maintained by Swinford Motors, then Wildcat Racing and, subsequently, Porscheshop. Having covered just 69,700 miles, the car had recently had over £10,000 spent on its engine with new camshafts, oil feed tubes, and a new ignition system fitted. Coming complete with its Porsche Certificate of Authenticity confirming its status as a genuine flatnose, this car was always going to attract interest, selling for within its estimate.



## 1981 Porsche 924 Carrera GTR

Hammer price:  
**£495,000**

**Auction House:** Silverstone Auctions  
**Auction:** Silverstone Classic Race Car Sale 2016  
**Location:** Silverstone  
**Date:** 28 July 2016  
**Estimate:** £475,000-£575,000



We've featured this car in *Auction Watch* before, but it didn't sell. This time it has for £495,000. The rare 924 had been hidden in Japan for the last 30 years and had only covered 109km on track at Suzuka and Fuji Speedway. Imported to Japan when new, it spent its life in the hands of just two private owners. Laid up since 2006, the car has been started and run regularly to keep the oily bits in good order and fluids circulated. Offered with its Japanese title document and records of its minimal usage and extensive maintenance, Silverstone Auctions described it as 'by far and away the most original, untouched and completely unmolested example of any Porsche we have ever seen'. That the winning bid was just shy of half a million pounds surprised nobody.

# FROM BEGINNING

Few Porsche owners can lay claim to a 47-year ownership experience. We drive a special 356 in South Africa that belongs to such an owner.

Story: Wilhelm Lutjeharms Photography: Charles Russell



A Porsche 356 A Super 1600 and a 991 GT3 RS. If you could only own two Porsches, isn't this the perfect combination to have in your garage? However, the story of this owner and his life-long affinity for Porsche started decades before the very first GT3 was even a twinkle in a Porsche engineer's eye. A few years ago I heard a rumour about a wine farmer who stored his 356 in his office and, at times, would drive it on the gravel roads surrounding his farm, mostly to travel to and from the closest town. I found the lore hard to believe, but when I eventually connected all the dots, I discovered there was truth to the rumour.

South Africa's Western Cape has some majestic roads, including several mountain passes of tarred, as well as gravel, varieties. One of the most picturesque gravel roads – Highlands Road – is situated approximately 50 miles from Cape Town in the Elgin valley's region called the Highlands, an area best known for its fruit and wine farms. It's what Andrew Gunn has called home since the mid-'90s, when he sold his business in Johannesburg and moved to the Cape. He brought his very first car, a Porsche 356, with him. He had bought it second-hand back in 1969 but he is not a collector, he's always used his cars and has turned down many good offers for it because it was, after all, his very first car.

Andrew's long-time fascination with Porsche includes ownership of some of the best 911s to have left the Stuttgart factory. This includes a 2.7 S, an SC, a 1970 2.2 S, a 930 Turbo and even a 1975 2.7 G-Series Carrera. That's an impressive back catalogue! So what two models stood out for him? "I would say the 2.2 S and the 964 RS has impressed me the most over the years".

However, although he has owned many illustrious cars, it's the 356 that he's kept — partly owing to the fact that he has promised the car to his son when the latter was at a very young age. When he bought the 356 for R675 (around £400 at the time), he realised (after researching the car's history) that the vehicle was originally finished in silver, not the ivory colour it was when he purchased it. Years later he would find out that the first owner painted it this off-white colour to make it more visible on the road (compared to silver). Andrew explains the original owner's reasoning for changing the colour: "Back then you need to remember that cars were relatively huge and long, while the 356 was tiny and low to the ground – fellow road users sometimes didn't see it on the road!" However, in time, Andrew had the car returned to its original colour, while the engine also needed some attention.

When he purchased the car, it had already clocked up 130,000 miles (he estimates), as the previous

TO END >



owner often drove the 356 between Johannesburg and Cape Town – a distance of nearly 1000 miles. Andrew duly had the engine overhauled, but that was the only time in the 47 years he has owned it. Otherwise, this 356 is in a near-perfect condition, and it only shows its age in the areas that you would expect.

On a crisp, early morning in the Cape, the soft lines of this early 356 look perfectly harmonious amid the aged vineyards. Outside the confines of built-up areas, where there is only the landscape to appreciate, you have time to take in the simplistic lines of a motoring icon of the 20th century. It is, after all, the car that put Porsche on the map; the car that several of its first race cars were based on. Andrew opens the front luggage compartment. Here the spare wheel is positioned at an angle, fastened by a period leather strap. The rear engine compartment lid has the single, vertical vent, and it is here that you gain access to a clean example of the 1.6-litre, flat-four that produces a claimed 75hp. That is admittedly a modest number, but bear in mind that these 356s only tipped the scales at around 820kg. As we leave the main gate of the farm, the sight of a 356 traversing a gravel road seems a trifle unusual – I (and probably most of you reading this) often browse classifieds and upcoming auctions, and the 356 is a car that is usually seen parked in a pristine environment; on a showroom floor or soft grass. But five to six decades ago, at least in South Africa, 356s experienced their fair share of gravel roads — unsealed road surfaces were the norm, so you could say that Andrew is simply continuing that illustrious history.

So what did make the car stand out in its heyday, and what was it about the car that initially



*"The elements of this car that stood out for me were the handling, balance, speed and design"*



appealed to Andrew? "The elements of this car that stood out for me at the time were the handling, balance, speed and design," he answers. "And all of those aspects still hold up today. I've owned plenty of other marques of car during my time as well as Porsches, vehicles with similar-sized engines and shapes, but they can't compete with the 356. Also, you need to remember that the original shape was designed as early as the late-1940s, which makes it so much more classic and special."

With the first rays of sunlight creeping over the peaks of the Hottentots-Holland Mountains, it is time for me to climb behind the wheel. My maiden 356 experience was in an 1958 Speedster (GTP 03/15) and to say that I enjoyed my time with it is an understatement, so it is with much excitement that I twist the key to allow this flat-four engine to turn with a little help from the throttle pedal. My head just misses the roof lining, but other than that there is enough space in the cabin for me to find a relaxed position behind the wheel. Rounded shapes are visible everywhere, most notably when you look through the windscreen and appreciate the curved wings that lead out from the relatively flat luggage compartment lid towards the wheels. The huge steering wheel allows for decent leverage at slow speeds, while three circular dials relay the speed, revs, fuel level and oil temperature. To the left of the steering wheel is the original Becker Safari radio and, below the dashboard, the sense of space continues. There is only a small divider between the driver and front passenger's footwells, while the



*"This RS is in another league... at least the older 911s give you plenty of warning when you approach the limit..."*



ample space around the floor-mounted pedals and gear lever must have been perfect for racers at the time. As I pull away I change into second gear and slowly increase my speed, before shifting into third and eventually fourth (top) gear. The gearbox does have long, and rather loose, shifts, but after a number of times of going up and down the 'box, you do become familiar with it. Interestingly, each gear has a specific feel to the engagement process. The engine is more than happy to potter around the 2000-2500rpm mark, but with the redline starting at 5000rpm, I felt obliged to not push much beyond 4000rpm. As I select second gear, I put my foot down and the revs built to 3000rpm, and then it picks up speed as the needle brushes past 4000rpm. Third gear, and again, with a surprisingly honest level of enthusiasm, the needle passes 4000rpm. The engine and exhaust ends emit a rough but recognisable flat-four sound. You can't help but smile at the pace of this very basic sports car from the late-'50s. There is some play in the steering wheel (like most cars from the era), but once you acknowledge this initial sensation, the 356 reacts convincingly to inputs. I keep my speeds low on the gravel road, although Andrew admits that at higher speeds the 356 is especially fun to drive as the grip levels are so low, partly owing to those narrow tyres.

As we subsequently make our way on the (tarred) main road leading to Hermanus (a coastal town that's well-known by the whale-watching fraternity), the 356 easily keeps to the national speed limit of 75mph, and there is still some margin left to accelerate. The car absorbs joints and bumps in the road with aplomb by virtue of its softly-sprung suspension and high profile tyres. There is no doubt in my mind that I could undertake a long journey in this car any day... but, saying that, the 356 would probably provide plenty of thrills on a mountain pass too. Just imagine how different the 356 must have felt all these years ago compared to cars from across the Atlantic. It's the polar opposite to the luxurious barges offered by some of its contemporaries.

As we arrive in Hermanus to check out Andrew's other pride and joy, his 991 GT3 RS, the contrasts between these cars start to surface. Andrew climbs behind the wheel of the RS, and as I drive behind him to the suggested spot overlooking the Atlantic Ocean, the size, raw intensity and focused stance of the latest RS momentarily dwarf the 356. But at the same time, the 356 looks compact, elegant and timeless. "This RS is in another league, as you'd expect, and the limits of this car are simply stratospheric..." Andrew remarks. "But at least the older 911s give you plenty of warning as and when you approach the limit..."

I drove a 991 RS only a few weeks before this outing, and there is no correlation between its and 356's driving experience. What these two cars have in common, however, is that they have those rounded wings over the front wheels. They are faultless sports cars of their respective eras that grabbed





headlines in numerous motoring publications and were eagerly discussed in pubs around the globe.

Andrew's story is an unusual tale of a life with Porsches. Being able to share anecdotes from the late-'60s, through the next four decades up to the advent of the latest RS makes for fascinating conversation. As his history with his cars illustrates, he believes a car should be driven, enjoyed and then passed on. A prime example is when he took delivery of his new RS and immediately did a 1600-mile jaunt through South Africa's Western and Eastern Cape provinces. And he didn't stick to the highways, either. He allowed those cambered 265/35 ZR tyres on 9.5x20-inch front wheels to sniff out some of the best mountain passes in the country. That's how it should be done!

The modest 356 started the Porsche story not only for Andrew, but for countless enthusiasts all over the world. Even after roughly 70 years, it still surprises with its honest approach to driving fun. It's truly refreshing to drive a car which has low limits and where everything can be measured in seconds, not milliseconds, where you, the driver, execute every action and there's no nannying from some sophisticated electronic system. It's no wonder Andrew has kept the 356 all these years ○

*"I've owned plenty of cars with similar-sized engines and shapes but they can't compete with the 356"*



THE ULTIMATE IN  
PERFORMANCE UPGRADES  
AT DMS AUTOMOTIVE  
WE'VE BEEN UNLEASHING  
AUTOMOTIVE PERFORMANCE  
FOR OVER 19 YEARS



- DMS CLS63 AMG (EVO AUGUST '14)** "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"
- DMS 1M (EVO MARCH 12)** "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"
- DMS SL65 BLACK SERIES (EVO OCTOBER '10)** "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"
- DMS 135i (BMW CAR MAY '09)** "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"
- DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)** "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"
- DMS 997 TURBO 3.8 PDK (EVO JUNE '11)** "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO UNLEASH PERFORMANCE FROM SMALL FOUR CYLINDER DIESEL ENGINES UP TO V12 SUPERCARS.

**AUDI**

- AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
- AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
- AUDI R8 V10 » 592+BHP (+DE-LIMIT)
- AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
- AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
- AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
- AUDI 3.0TDi (ALL MODELS) » 315+ BHP
- AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
- AUDI Q7/A8 4.2 TDi » 400+ BHP

**BMW**

- M5 V10 » 548+ BHP (205 MPH)
- X5M / X6M » 618+ BHP
- 1M » 411+ BHP
- M3 E90/92 » 445 BHP (+DE-LIMIT)
- M135i/ M235i » 402 BHP
- M4/M3 3.0T » 520+ BHP
- M5 F10/M6 (STAGE 1) » 680 BHP
- M5 F10/M6 (STAGE 2) » 730 BHP
- F10 520D » 240 BHP
- F10 530D » 305 BHP
- 335i/135i/X6 » 370+ BHP (+DE-LIMIT)
- 123D » 252 BHP

- 316D/216D/116D » 160 BHP
- 318D/218D/118D » 225 BHP
- 330D E90 » 296+ BHP
- 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
- SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
- CL600 Bi-TURBO » 580+ BHP
- SLK55 AMG » 420+ BHP (+DELIMIT)
- 320 CDi V6 » 274 BHP
- 350 CDi V6 » 312 BHP
- 420 /450 CDi V8 » 358 BHP

**ALL 2015 RANGE ROVERS AVAILABLE**

- R ROVER SC 5.0 » 580+ BHP
- R ROVER 4.4 SDV8 » 395+ BHP
- R ROVER 3.0 TDV6 » 315+ BHP
- R ROVER 3.0 SDV6 » 345+ BHP
- EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

**PORSCHE**

- 997 TURBO/S 3.8 INC PDK » 611 BHP
- 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/QPORT » 438 BHP
- MASERATI GT S / MC » 479+ BHP
- BENTLEY 4.0 T V8 » 690 BHP
- BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
- BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
- BENTLEY SUPERSPORT » 720+ BHP

FOR ALL OTHER MAKES AND MODELS, PLEASE CALL US.

SALES@DMSAUTOMOTIVE

WWW.DMSAUTOMOTIVE.COM

WORLDWIDE OFFICES AND INSTALLATION

UK: 0800 030 5555 INT: +44 800 030 5555

f /DMSAUTOMOTIVE  
FOLLOW US FOR OUR LATEST NEWS



**MORE BHP  
EQUALS  
LESS RPM  
EQUALS  
MORE MPG**



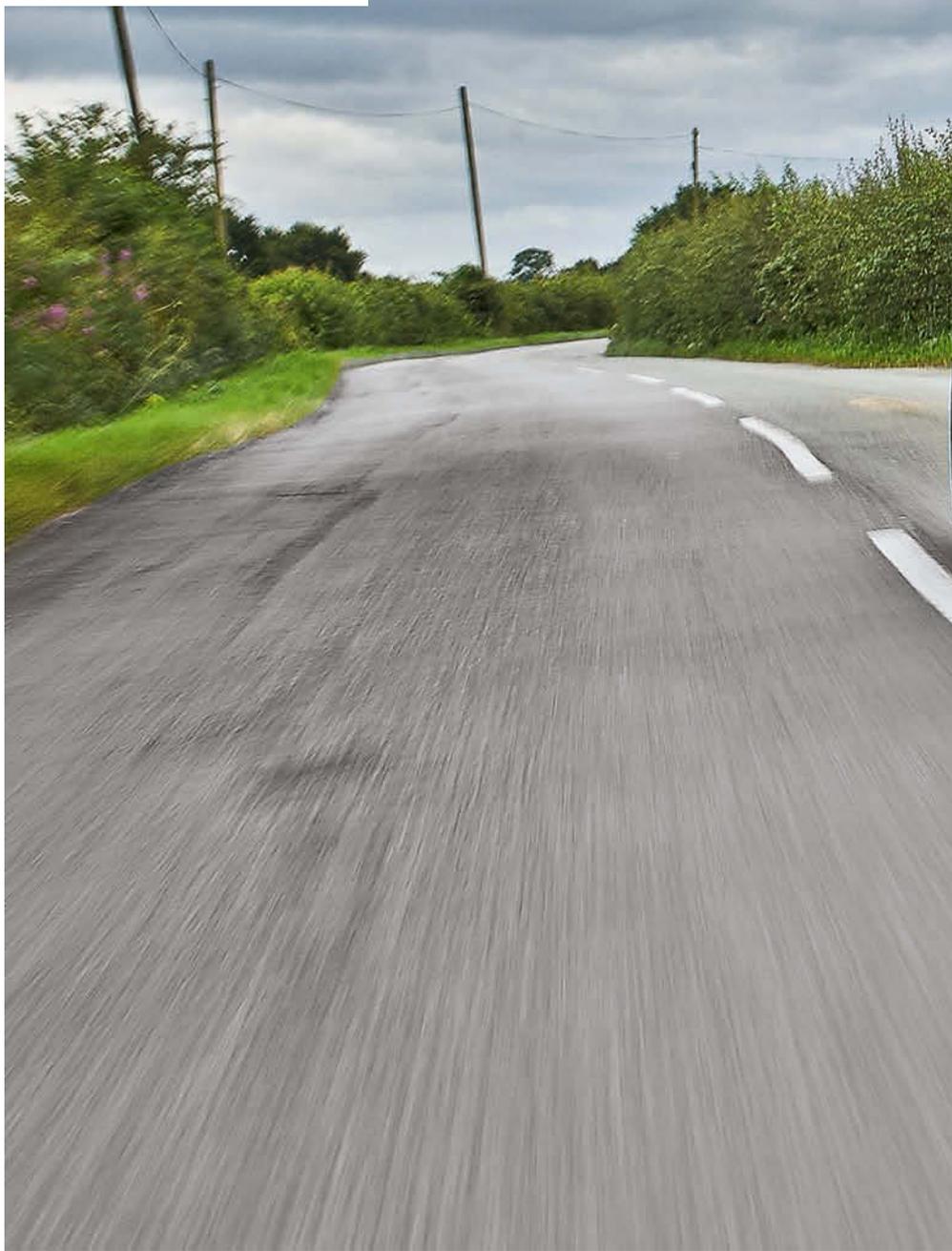
# Customer Service

Based on a 964 Carrera 4, this 9m64ST from Porsche specialist Ninemeister is a custom fabricated 911 that blends old with new in a unique way...

Story: Simon Jackson  
Photography: Gus Gregory

In a roundabout sort of way we can thank a Porsche OPC and Aston Martin for the custom creation you see here. How so? Clearly it is not the work of the Porsche factory. Neither was it built and buffed by anyone employed by the firm. Likewise, it was not faithfully offered for sale at an Aston Martin dealership. Nor does it take any form of inspiration from the British brand's automotive offerings. However, had its owner not deemed the level of service he received from one particular Porsche Centre as unacceptable, he may never have walked across the street in disgust to spend his money on a brand-new Aston Martin DB9 instead of a new 911 as planned. Subsequently the said owner (who wishes to retain some anonymity so we'll not mention him by name) suffered eye-watering six-figure depreciation on his DB9 over just a handful of years. This led him in search of a car slightly more immune to such financially disastrous behaviour...

Fingers burnt from his Porsche main dealer experience, the chap had a pretty clear picture in his mind about what he wanted from his next car, and it wasn't something he could preview via any online model configurator hosted by either Porsche or Aston. The order of the day was a 'retro' 911 but with all the convenience of a contemporary car; read ABS, PAS, and a useable torquey modern engine. Naturally Singer's reimagined Porsche-based creations were on his radar but he did not have the budget to travel down that path. Rather his answer was to turn to Warrington-based Porsche specialist, Ninemeister, who he charged with the construction of a bespoke 911 unique to him. Ninemeister's MD





*"The customer mainly wanted something that handled really well – his DB9 just couldn't give him that"*



Colin Belton picks up the story: "The customer's daily car is an Aston Martin DB9, and he only bought it because Porsche was being a bit funny with him about the trade-in value of his 997. But he realised that over the time he's owned the car it has depreciated something like £100,000. When it came to his next 911 he had a budget of around £120,000-£150,000."

The customer initiated the process of working closely with Ninemeister to develop and finesse his concept for a 911 that tipped a hat to Porsche history, determining the correct plan of attack. It quickly became apparent that his wishes precluded a 'run-of-the-mill' backdate project and outlawed Ninemeister from starting with a truly classic 911 as a basis for the project. In fact, the modern

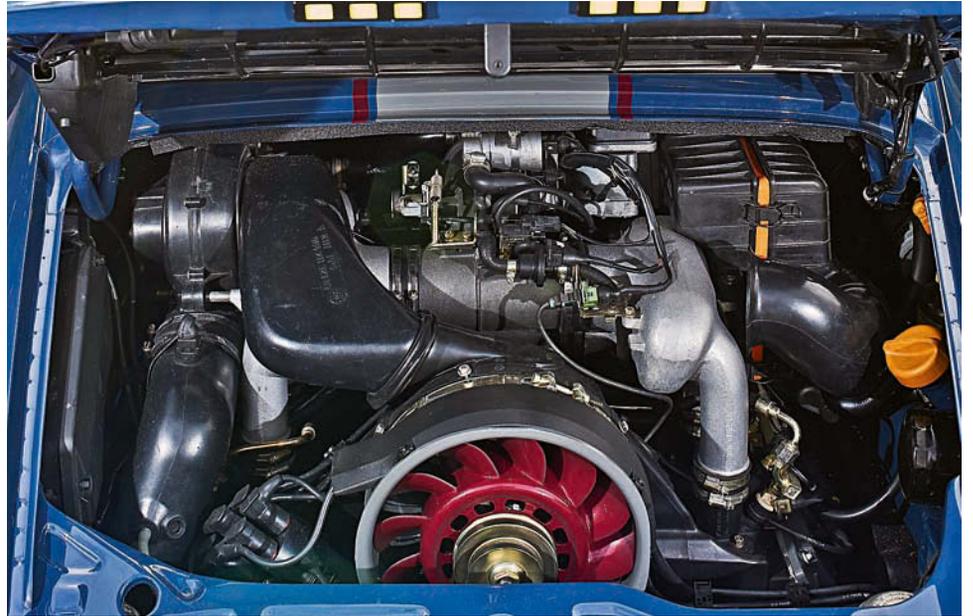
advents that the customer required were already fitted to a classically styled 911 from the factory.

"We had to start with a 964," Colin recalls. "He wanted a standard car that he could get in and drive. He wanted it to look and feel like an early car. He wanted a six-speed gearbox, so we bought a 993 gearbox from America – an easy solution – and we converted the donor car he supplied to us, a 1991 964 Carrera 4, to Carrera 2 specification, which is also very easy."

Colin's definition of 'easy' might differ from yours or mine but one thing is certain: this man knows his Porsches inside-out and back-to-front. Hailing from an engineering background, Colin sees the world as an exploded diagram, taking an analytical approach to each and every situation in

his life. We had a 30-minute conversation with him about O-rings – it was more interesting and enlightening than it sounds. When it comes to working with a customer to build their dream machine Colin likes to take what he calls a 'top down' approach. This means looking at the project as a whole and working backwards in detail to end up with a complete end-to-end solution, turning the customer's concept into a reality with his vision and guidance. If it is possible to be the 'architect' of a car build then Colin most certainly comes RIBA endorsed.

Each and every Ninemeister car is unique but despite having various elements altered, the focus of this one is its bodywork. This car is so much more than a backdate and has a few tricks up its



The engine and interior, though refreshed, remain largely standard 964 issue. They really are, however, the only parts of the car not to have been touched with Ninemeister's custom hand



sleeve which you may or may not have noticed. "The beauty of the early 911s is the delicacy and balance of their design," Colin explains. "Singer changes the look of its 911s by running 17-inch wheels with arches that are a little bigger than you'd expect. It deepens the sills and bumpers so that everything is in proportion. With all the other cars around people seem to cheat by fitting a bigger front bumper and it all looks out of proportion – that's where Singer has got it so right."

Far from creating copycat cars paying homage to the Californian specialist, though, Ninemeister does its own thing. And it does it very well without resorting to the almost cartoon aesthetics some backdates tend to sport. "The key with this car is its subtle front end," Colin continues.

"The front bumper is actually the correct depth for an early car. You can't usually do that on a 964 because the front panel is a lot deeper; it isn't on this one. We've actually raised the boot floor and refabricated the entire front end to fit the correct front panel. It was a labour of love."

This all-steel affair is more than just a labour of love, actually, it's a rolling piece of artistry. A sunroof delete, steel bonnet and new early steel rear quarter panels might be enough for some, but Ninemeister has gone further with flared steel arches grafted onto each corner, too. Fitting enlarged arches was always the plan with this car; quite which ones was the real question. The owner was undecided about which way to go, so Ninemeister mocked the car up with three

different options to physically show him how it would look. The customer was shown RS, 2.3 and 2.4 ST arches taped to the car's body and he opted for the 2.3-litre versions. "We ended up with the 2.3 ST arches because the customer didn't want to go bonkers on it in terms of width. But despite being good quality single pressing items they didn't really fit the car," Colin says. "The hardest job we've ever done in terms of bodywork is making those arches fit this car. Typically if we build an RS-style 911, seam welded with a sunroof delete, the fabrication time might be in the order of 100 hours. If we do a Clubsport 911, with a full weld-in roll-cage, you might be looking at 150 hours. This car took 300 hours..."

Of course, getting the car to look

## 9m64ST

**ENGINE:** 3.6-litre engine rebuilt with: new pistons, cylinders, valves, springs, retainers, camshafts, timing chains, new tinware, powdercoated, detailed fan, housing, shroud, replated fasteners, brackets, fixings, rebuilt distributor, new leads, caps, rotors, 9m Live remap, '88 930 Turbo front oil cooler, fan assisted

**TRANSMISSION:** 993 G50/20 six-speed gearbox, RS lightweight flywheel and clutch assembly, 964RS driveshafts

**BRAKES:** 993 front brake callipers and discs, 993 rear callipers with 964 RS discs

**CHASSIS:** 7x15 and 8x15-inch Group4 Campagnolo wheels with 205/55 and 225/50 Toyo Proxes tyres

**SUSPENSION:** 993 front uprights, steering arms, lower ball joints, KW Variant 3 coilovers, 9mRS front wishbone and rear trailing arm bushes, 964 Carrera 2 anti-roll bars. Seam welded and reinforced

**EXTERIOR:** Ninemeister all-steel body, sunroof delete, SC quarter panels, '73 front wings, 2.3 ST steel arches, '73 long bonnet, '73 front boot panel (964 chassis legs extended, boot floor raised, battery relocated), 2.3 ST Epoxy bumpers front and rear, 1972-1989 spec rear lights, '73 chrome headlights and front indicators, polished and anodised 964 door frames, '73 windscreen and rear screen, anodised trim, chrome door handles, chrome Talbot mirror

**INTERIOR:** 993-style Southbound black carpet set, '73 perforated vinyl cream headlining, full black leather retrim, RS lightweight door panels, 1973-style 964 instruments, Momo Prototipo steering wheel



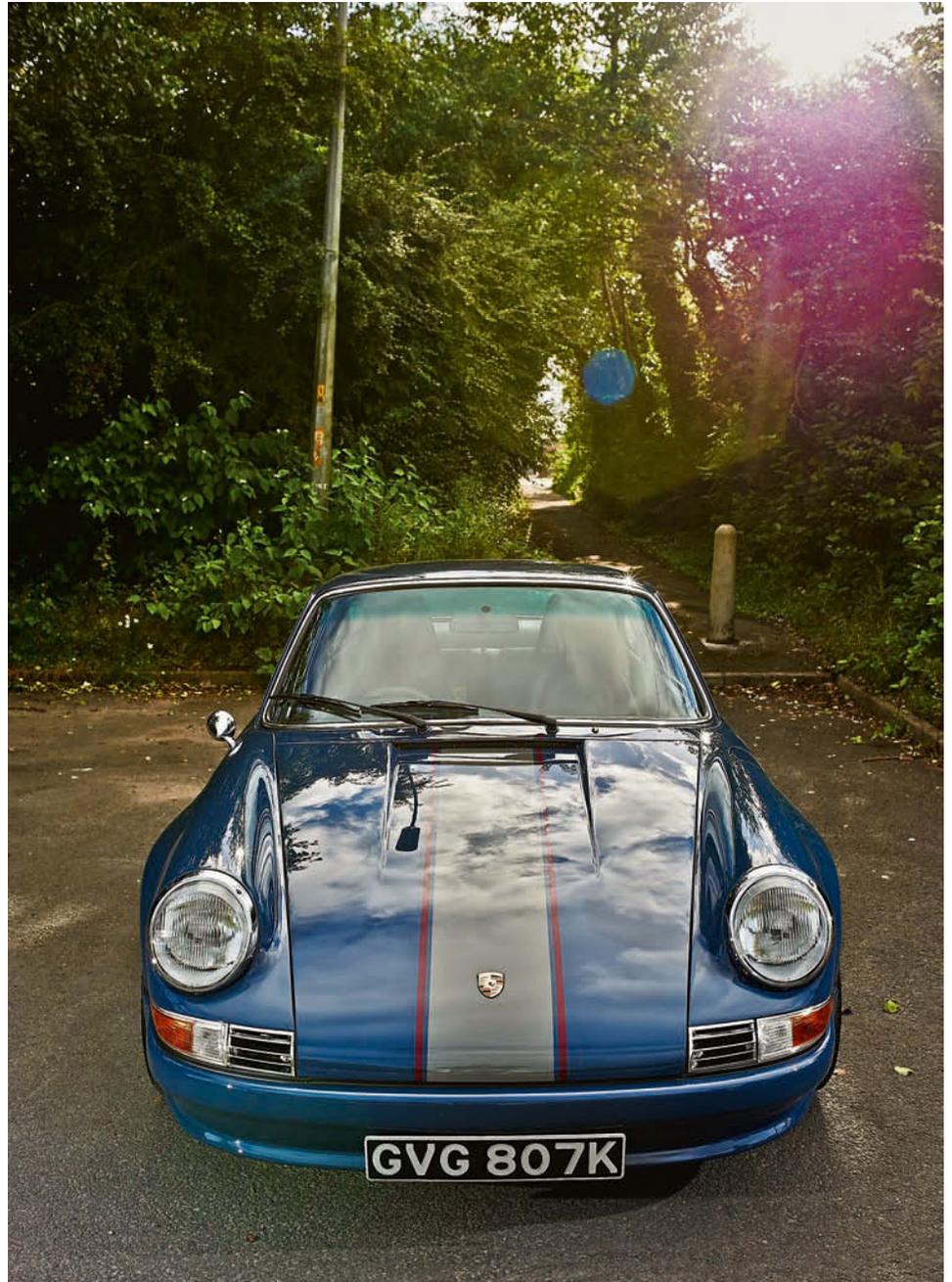
proportionally correct was not just reliant on its bodywork; the relationship between its body and the rolling stock was also critical. Ninemeister always knew the car would sit on 15-inch wheels, which helped shape its thinking, but the style and width of those wheels was open to debate. "Wheel choice was always going to be a bit of a problem because the customer wanted retro-style wheels," Colin says. "With it being a 964 it runs a hub offset 33mm wider than that of an early 911, both front and rear. So if you fit a Fuchs wheel to a 964 immediately it sits 33mm further out than a standard rim."

Fortunately previous experience with a Turbo-bodied 964 project and a set of period Fuchs wheels meant Ninemeister had a good idea of what would work on its customer's car. It shopped around for a set of aftermarket wheels that would fit over the standard brake callipers. The team ended up purchasing the beautiful 15-inch Group4 Campagnolo wheels you see here in varying widths (six, seven, eight and nine inches) to enable some experimentation in the workshop. It proved a fruitful approach.

But Ninemeister had another trick up its sleeve: fitting 993 front uprights, steering arms and lower ball joints to the car. "Converting the front hubs from 964 to 993 items is relatively easy as they're an aluminium hub with a radial bolt calliper rather than an axial bolt calliper. They have a larger calliper with similar sized discs [to the originals] so it's a nice upgrade for a 964," Colin explains. As well as ensuring great feel on turn-in, the modification has the added bonus of providing a nice braking upgrade package for a 964. The customer had always worked on the assumption that he didn't want any more than 300hp, so the swap provided suitable braking performance.

The rest of the chassis work was tailored to fit with the customer's wish for a car with good steering feel yet one that also wasn't too stiff. Colin describes what Ninemeister did to achieve this as being a little counter intuitive. The entire car was seam welded to stiffen its shell even beyond the level typical of an RS 911. This allowed the team to run a softer suspension setup in the form of fully adjustable KW coilovers. In combination with those 15-inch single piece wheels with high profile tyres, the design was intended to ensure a sharp steering response without compromising the overall driveability of the car. "The customer wanted a compliant car but mainly he wanted something that handled really well – his DB9 just couldn't give him that," Colin says.

In order to exploit the reworked chassis you might presume that this car has come in for extensive engine work. You'd be wrong. While everything under the rear decklid has been renewed, it remains largely standard, and we really don't see a problem with that. Fully rebuilt pistons, cylinders, bearings, chains, guides, valves, springs, and cams all feature. Plus, of



course, there's that new 993 six-speed 'box grafted in with an RS gear lever set. Otherwise it's all pretty tame – just as the customer wanted.

What it is not, however, is quiet. We can thank the custom exhaust setup for that. "We wanted to achieve the look of a banana box across the back of the car," Colin explains, "but with that engine there wasn't enough room so the silencer is half the width it should be." The exhaust and silencer custom fabrication work cost £1500 alone and Colin admits he and the car's owner are still in the process of finessing the system; quietening its throaty roar currently remains on the 'to do' list.

Last, but by no means least, we have to mention the paintwork, for it is an incredible job and showcases the standard of work that Ninemeister's in-house paint shop can produce. For the colour the customer rattled through

hoards of Porsche and VW shades to find the right overall blue hue to shoot the car with. He performed the same process to track down a suitable contrasting grey and burgundy combination for the car's stripes, which are painted on, not created using vinyl as you might assume: "We did spray-out after spray-out and played with various tints to try and find the right colour combination," Colin recalls. "What's more, typically we would put two coats of primer on a car, bake it and then leave it for a month to fully harden off to allow for any shrinkage. Then we flat that off. This car had a third coat of primer and it was all blocked-out by hand each time." A labour intensive layering process was employed to build depth around the stripes allowing room for Ninemeister's talented paint professionals to flat it all back, eliminating the high spots for a

*"The hardest job we've ever done in terms of bodywork is making those arches fit this car"*



deep yet fully flush finish. Run your finger across the stripe on this car and it feels like one fluid layer of paint, like highly polished glass. It's simply stunning workmanship.

All that was left to do after this were the electrics which for the most part are standard issue save for work to upgrade the 964's traditionally feeble headlight system and a few tweaks to the interior, which the customer looked after himself. Again, inside it's predominantly standard 964 fare as the customer wanted to use this car, chucking his kids in the back on weekends without a care and ensuring maximum levels of ease and comfort – so why change it? "The customer wasn't looking for the ultimate 911," Colin explains. "He wanted something that was nice to drive." There is, therefore, only question remaining: how does it drive?

We're always grateful when people allow us to drive their Porsches, it lends a feature a welcome

extra dimension. We're even more appreciative when those cars are entirely bespoke creations. So it's with a certain level of trepidation and excitement that we set off into the Cheshire countryside to test this 911 that Ninemeister calls a '9m64ST'. Our first impression is that it's impossible to escape the noise it makes; we can see why its owner is working with Colin to dampen the roar it creates from upwards of 2500rpm. But that aside, the overwhelming impression is just how easy this car is to drive. While its 964 roots remain apparent, moving through that slick six-speed 993 G50 gearbox is a delight, aiding positive and reassuring shifts. The acceleration from the rebuilt 3.6-litre motor out back feels far brisker than 300hp; in fact, we suspect Ninemeister's 'live remap' process delivers more power than its official dyno figures suggest. But the chassis setup is the real plus point here. It's exactly as Colin described: stable

with great turn-in feel and grip. While you're undoubtedly aware that the car is running coilovers, there's none of that crashing and banging you sometimes get on bump and rebound. The rest of the car's chassis, shell and rolling stock is clearly taking some of the strain and it promotes a smooth and enjoyable driving experience. You really feel like you could make some impressive progress in this car, and all the while you'd be doing so in a 911 that is entirely unique. It should not depreciate like a modern Aston Martin, either.

Typically we might be loath to report someone's bad experience with a Porsche main dealer as it's relative to them and therefore open to interpretation. In this instance, though, we're glad this car's owner was disgruntled by his OPC, as that set in motion a sequence of events that gave birth to this latest Ninemeister creation. Let's face it, how can that be a bad thing? ○



## ***NINEMEISTER***

Dedicated to creating the very best in servicing, performance, engine and vehicle builds.



**6k 12k 24k Servicing**

**Body Shop**

**Wheel Alignment**

**Engine Rebuilds**

**Dyno Testing**

**Restorations**

**Car Storage**

**9m Model Range**

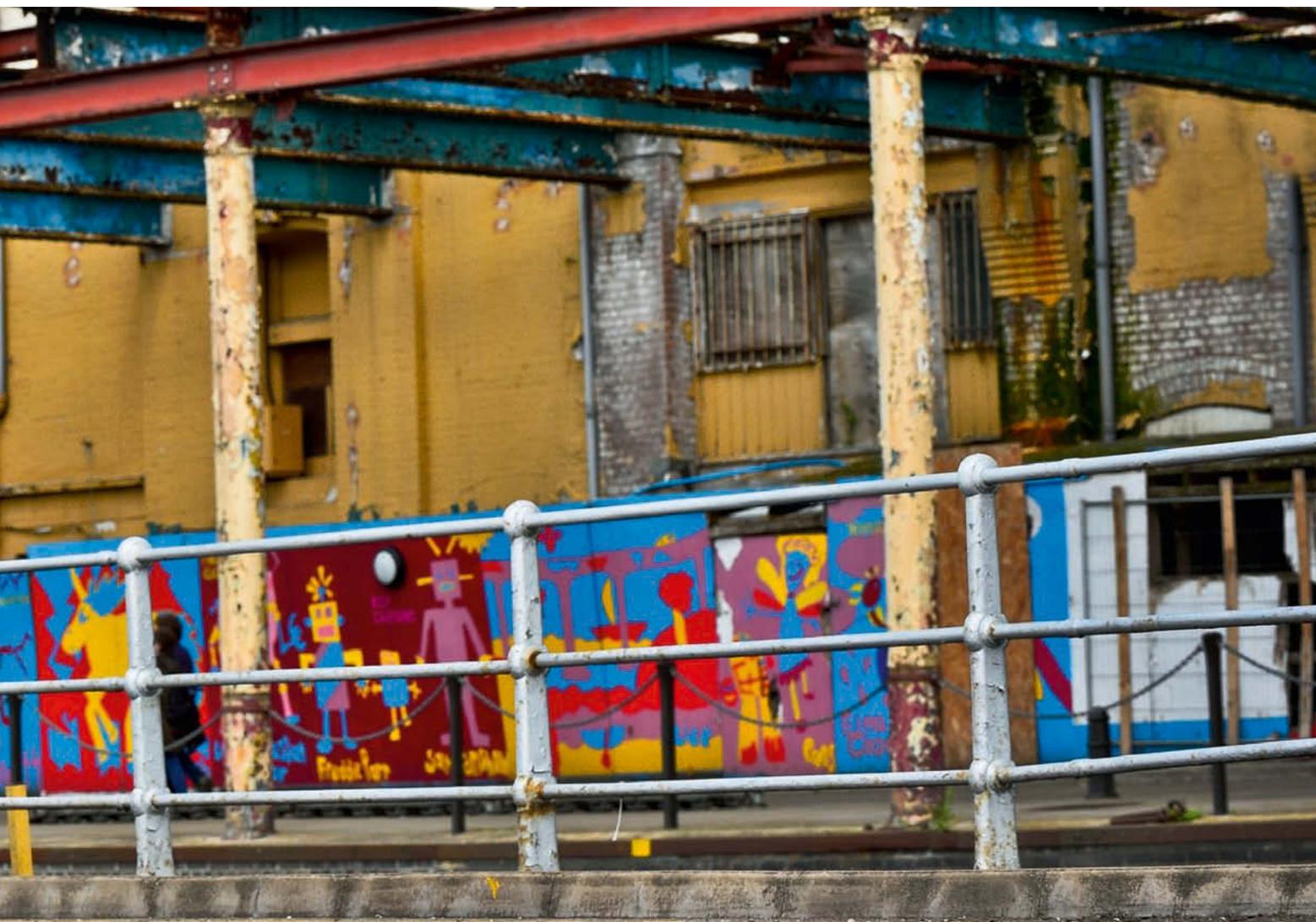


**CALL US ON**  
01925 242342  
[ask@ninemeister.com](mailto:ask@ninemeister.com)  
[www.ninemeister.com](http://www.ninemeister.com)



# Self Improvement

The 944 remains an affordable Porsche and of the transaxle era cars it is one of the most receptive to performance-enhancing upgrades, too. Jamie Slee's updated 1989 S2 shows what is possible. Story: Simon Jackson Photography: Matt Woods



Transaxle Porsches are a hot topic this year as they're currently celebrating 40 years of rich automotive history. Of those cars that fall under the definition (924, 944, 968 and 928), there is one particular type that has long been a happy hunting ground for those looking to perform certain performance-enhancing upgrades. Today this variant of Porsche successfully balances affordability with practicality, performance and potential (for improvement and to appreciate in value), much as it did when it first arrived in the company's line-up in the early 1980s. We're talking, of course, about the 944 – a car that can be purchased for as little as £3000 which can also be readily uprated without spoiling its original characteristics. There might be those who'll tell you that altering a Porsche from its original specification is unwise in this day and age, but let's not forget that in many respects the 944 was all but an uprated 924, albeit a car evolved by Porsche itself.

In simple terms, Porsche based the majority of the 944's makeup around the architecture of the 924. The 944's 2.5-litre engine might have been all-new but its chassis setup was lifted directly from the 924 Turbo, which at its heart ran the 924's familiar Audi-sourced transaxle arrangement. This comprised a rigid tube between the engine mounted up front, and the gearbox located at the back. Admittedly it was the 924's 2.0-litre four-cylinder power unit itself that had forced Porsche to consider the development of a new engine for its front-engined coupé. The deal struck with VW and Audi when Porsche inherited the 924 was good only for 100,000 engine units. Realistically Porsche knew it would need a greater number during the car's life cycle, and an all-new option would be possible under the terms of its agreement once that initial quota had been exhausted. The criteria for this new engine was pretty simple; it should be of a larger capacity than the 924's existing mill, plus it should provide more power and better economy. Importantly it should also fit into the car's existing framework without requiring drastic alterations, lastly it should provide the option for easily achievable performance updates going forward. At this stage Porsche was considering this work as an upgrade to the 924 model, not necessarily as the basis of a new standalone car with an



Jamie has mildly uprated the engine of his 944 to improve its performance and driveability. The chassis has also been touched with a full coilover setup

entirely fresh designation. Every engine option was given consideration, from six-cylinder to inline vee. Indeed the 928's V8 lump was on the table at one point, but although the 944 and 928 shared some commonalities at a manufacturing level, Porsche decided it best to differentiate the two cars as much as possible when it came to their powertrains. What Porsche ended up with was the 2.5-litre four-cylinder 163hp motor we now know, which dropped straight into the nose of the 924 as it stood. After several twists and turns Porsche also decided that this new engine should be available in a freshly revised bodystyle to highlight the changes made to the original 924 prospect – the 944 was born. Boasting its new, more powerful engine, a revised chassis and wider aesthetics, the 944 was a hit both when it was first unveiled at the Frankfurt motor show in September 1981, and the following month during its first press road tests. Porsche would run the car alongside the 924 in its model line-up, but in many respects the 944 was the car the 924 should have always been.

As you'd expect, the 944 evolved from its early specification as time passed but in 1985 it received its first set of major updates. These predominantly included new interior, exterior and chassis parts. Porsche also introduced a Turbo model that same year too, but that's a story for another day. In 1987 the 944S (S standing for 'Super') entered the range. This new version of the car boasted a performance-orientated 2.5-litre, 16-valve, twin-cam engine producing 190hp and borrowing its gearbox and driveshafts from the aforementioned Turbo. Its 170lb ft torque was also a hike compared with the 151lb ft of old, playing its part in shaving half a second off the 944's 0-60mph time, which now stood at 7.9 seconds down from 8.4 seconds. Just prior to the launch of a significantly revised 944, the S2, Porsche gave the entry-level 944 a 2.7-litre engine with 165hp and 166lb ft torque achieved via a larger bore and a new block. But really this was a precursor to the arrival of the S2 in 1989, a car that would be produced until 1991, yet which boasted a larger 2990cc engine capable of producing 211hp and 207lb ft torque, dispatching 0-60mph in just 6.9 seconds.

The single-cam 944 engine had done much for the entry-level Porsche, but for some the arrival of the twin-cam, 16-valve engine in the 944 S2 marked a real departure point in terms of performance; for many this was the right engine for this car. The 3.0-litre, four-cylinder was an improvement as far as numbers went, and while some road testers in period criticised its driveability, no-one contested its improved handling characteristics. In a way this last set of changes for the 944, as they would become, gave birth to the quintessence of the model – for after this point the 944 would evolve no more. In much the same way as the 924 had become the 944, the 944 became the 968 when Porsche's planned '944 S3' was deemed to be so far removed from its predecessor that it should benefit from a new name. The 968, a crowning achievement of the transaxle era was, however, a model not long for this world.





*"This is my version of an iconic, old-skool sports car with a few modern twists"*

Today the 944 in all of its guises is a realistically affordable option for virtually anyone seeking to enter into Porsche ownership. There are those who prefer what it has to offer in comparison with a 911, but for anyone on a budget it might just be the ticket if a 911 is out of reach. Where the 944 wins out, however, is that it is eminently tuneable, and those wishing to improve one, be it a 2.5, 2.7- or 3.0-litre example, have options and aftermarket support at their disposal. All of this is not news to Ipswich-based Jamie Slee, whose passion for this particular model goes back a way: "My love affair with the 944 started in 1989 when I got my first a black 2.5-litre car," Jamie explained. "Over the years I have also had a Baltic blue 2.5 S, a Guards red 2.7, and now I have this 1989 Guards red S2."

Like many 944 owners, Jamie has seen fit to uprate various aspects of his car, a route well-travelled over the years by a group of owners who seem receptive to improving the capabilities of their cars, and less hung up on originality and provenance. "My car is not standard and I drive it like it should be driven," Jamie boldly told us. "I have updated it with some modern technology to make it a bit more fun to drive, even though these cars are engineered to a very high standard. Personally I think 944s are very underrated cars, I love the way they handle and drive."

Jamie's appreciation of Porsche's original recipe has, refreshingly, not stopped him from adding his own twist: "Overall this is my version of an iconic, old-skool sports car with a few modern twists to my tastes, it is still always a pleasure to drive. I also have all the original parts to put this back to a standard car."

Jamie's alterations are pretty comprehensive, and he hasn't been afraid to experiment with its makeup even when it comes to elements he holds in high regard. Jamie's day job with a long established motor trader means he's been entirely hands-on with tweaking this car, but he's also enlisted the help of local Porsche specialist, Pie Performance from time-to-time, too. A full adjustable coilover suspension setup has been fitted to each corner, complemented by polybushes and a front



strut brace to firm up the ride and responsiveness. The chassis setup has been further tweaked with a set of genuine 18-inch Porsche Anniversary wheels, driven by an engine which itself now breathes easier. Jamie has offered a ProMAX Performance Chip into the car as it is said to alleviate flat spots in the rev range and provide a five-to-ten percent gain in overall power, which translates in numbers to a potential rise of 16hp and 18lb ft torque over standard. In conjunction with these, Jamie's car runs Magnacor leads, performance spark plugs, a K&N panel filter plus a de-cat exhaust system with a 944 Turbo rear silencer. But Jamie's changes are not limited to the engine bay or suspension turrets. Aiding his ability to hustle this car is a short shifter gear change kit and a Momo steering wheel, ensuring his actions in the cockpit are translated in a decisive and swift fashion.

Jamie's touch has reached further still with this car, in fact it has been the subject of a full bare metal body restoration, not due to rust issues but rather because of a couple of panels displaying unsatisfactory shades of red – Jamie wanted them to match perfectly. You might also spot a set of clear indicators and bespoke rear lights, all of which were hand-made in Germany, and yet despite this car having been pampered and preened, Jamie is philosophical about using it. We'd go so far as to saying that Jamie is down right relaxed about his approach to driving this car with gusto in fact – and we admire that utterly: "I believe in driving a car like this rather than just having it sit there like an ornament," he confirms. "Over the last 28 years I have been working for a sports car dealership and have been lucky enough to drive a lot of fantastic sports cars, but overall my favourite is still Porsche."

Look back through the history of the 944 and it quickly becomes apparent that the model was systematically and gradually uprated throughout its evolutionary life cycle by Porsche. In a way what Jamie has undertaken with his car has continued that theme. His 944 S2 is a cut above the factory offerings for it boasts a bunch of upgrades that make it better to drive than the car he started out with. Jamie's approach has not been one of spoiling Porsche's original intentions, for if that were the case he would not have ensured that all of his modifications were reversible. Rather he has taken an affordable Porsche and dragged it into the modern era, tailoring it to his tastes and yet retaining everything about it served to make these cars so popular. With the way Porsche prices have been accelerating of late, there are not many models left that allow a freedom of experimentation to this level without a fear of severely devaluing an investment. Thankfully the 944 remains an affordable older Porsche which you can put a subtle personal mark on without your conscience crying foul ○



A full respray in its original Guards red ensures the S2 looks like new. Fresher lighting and those large 18-inch wheels aesthetically modernise the car too...



Inside refurbished 944 Turbo seats are joined by a Momo steering wheel and a short-shift kit to improve the car's touch points...

## 944 S2

**ENGINE:** 3.0-litre, four-cylinder, K&N panel filter, ProMAX Performance Chip, stainless steel de-cat exhaust with 944 Turbo rear silencer, Magnecor plug leads, Beru four-pin spark plugs

**CHASSIS:** Genuine Porsche 18-inch anniversary wheels, Spax coilover suspension, polybushes all-round, front strut brace, short shift kit

**EXTERIOR:** Full bare metal body restoration and respray in Guards red, new clear indicator lenses and rear lights, rear wiper deleted, bootlid with later Turbo bridge spoiler

**INTERIOR:** Restored 944 Turbo Recaro seats, Momo steering wheel



# PORSCHE QUALITY THAT YOU EXPECT



MattWoodsPhotography.com



**PIE**PERFORMANCE.

T: 01787 249924

E: [info@pieperformance.co.uk](mailto:info@pieperformance.co.uk)

[www.pieperformance.co.uk](http://www.pieperformance.co.uk)

Unit 9 Hill Farm, Lavenham Road, Brent Eleigh CO10 9PB

The world's biggest Porsche magazine

# GTPORSCHE

**TRACK DAY 2016 – MONDAY 24 OCTOBER**

*Following the success of our summer track evening, Brands Hatch in Kent will play host to the GT Porsche track day 2016 – a full day of Porsche-only action...*



**ONLY  
£169!**

**TIMETABLE:**

07:30 - Sign On  
08:30 - Briefing  
09:00 - Track Time Starts  
13:00 - Lunch Time  
14:00 - Track Time Resumes  
17:00 - Track Time Ends

**PRICES:**

- The day – £169
- Additional drivers – £25
- Tuition – £25
- Garage – £25
- Helmet hire – £10
- Passengers – £10

Open Pit Lane - Brands Hatch Indy Circuit  
NOISE LIMITS: Static: 105 dB, Drive-by: 92 dB



**SPECIAL GUEST:** *GT Porsche contributor and Carrera Cup GB driver* **DINO ZAMPARELLI**

*To book your slot visit*

**WWW.MSVTRACKDAYS.COM/GTPORSCHE**

**OR CALL 0843 453 3000**



# BIG BUSINESS

Andrew Frankel drives the all-new Panamera to see how Porsche has equipped its executive express for the future...

Story: Andrew Frankel Photography: James Lipman



This is odd. The most remarkable thing about driving the new Porsche Panamera Turbo at 165mph is not the fact that you're driving at 165mph. Do that in anything else and you're so aware of the sheer speed at which you're travelling it blocks or at least suppresses everything else. In fact, in the Panamera, the thought uppermost in your mind is how quiet and comfortable life remains inside the Panamera Turbo at 165mph. The distinction may be subtle, but so too is it important.

Indeed all cars have a natural gait, a speed at which they're happiest. It occurs when they're humming along but not being strained, doing their thing. In my 1958 Citroën 2CV with its 12hp engine, that speed is precisely 42mph. In a 2016 Porsche Panamera Turbo, that speed is

165mph. Given the space, the roads and a suitably enlightened legal system, it's a speed it would maintain without apparent effort all day long or at least until the tank ran dry.

I mention this now because this ability to make the unusual seem so very normal is one of the most revealing aspects of Porsche's all-new super saloon.

Saloon? I've never known quite what to call the Panamera. It's not a coupé because it has four doors and a hatchback, but I can't call it a hatchback because it's so clearly not. 'Saloon' seems the term that best fits what turns out to be a quite dramatically reformed character.

Then again, after seven years of actually quite modest sales (Porsche shifted more SUVs last year alone than all the Panameras it has ever

built), perhaps we should not be too surprised that Porsche has taken the opportunity presented by this genuinely all-new car to vary the script a little. Think of the original as the pilot: good enough to be picked up for a second series but not without dramatic change. Think of the first series of *Blackadder* compared to the second.

Most of all, however, think about how different this Panamera is to its predecessor, how much more different it is even than that suggested by its new 911-mimicking silhouette.

Underneath you'll find a brand-new platform, built up around a hybrid aluminium and steel architecture. Regardless of which Panamera you buy it will have a new engine under its bonnet, either a 2.9-litre twin-turbo V6 (which I am assured has nothing to do with the similarly



*Rarely has any car put so wide a space  
between real and perceived speed*

sized and configured engine in the Macan S), a 4.0-litre V8 diesel sourced from Audi or, as in the case of this Turbo, a 4.0-litre twin-turbo V8 unrelated to the 4.8-litre, eight-cylinder motor from the old Panamera. This engine places its turbos inside the vee, where they heat up and respond faster. The new engine is not merely lighter than the old one, it's more powerful to the tune of 30hp, with 542hp now to its name, not to mention more torque lower down the range. This is all achieved with better fuel consumption, though that might also have something to do with the similarly new eight-speed gearbox that'll feature in every Panamera.

Being both a Turbo and a press car, the example I drove came with the full arsenal of technological wizardry: four-wheel drive, four-wheel steering, active suspension, anti-roll control, torque vectoring, carbon ceramic brakes and, judging by the rate at which it acquires speed, a warp drive under the bonnet.

But none of this is initially obvious, because your first few moments in the Panamera are going to be spent goggling at its interior, for this is not just a new level for Porsche, but any rival manufacturer. Your eye is drawn first to the jet

black fascia, devoid of almost all buttons courtesy of its touch-sensitive surfaces. Some of you will have seen this approach before because you own a 918 Spyder, but even you may not be prepared for the clarity in which information is imparted via three ultra high definition screens. It's a stunning interior, and one with just enough confidence to retain a big central tachometer as its only analogue dial. It is a lovely touch.

Even so, we can't sit here all day, looking at a cabin sufficiently spacious and sumptuous to accommodate four adults of over six foot and carry their luggage. There is much to find out and we need the open road to do it.

Perhaps fittingly for a car like this, a stretch of unrestricted autobahn is what hoves first into sight. As is usually the case, the dream of such roads fail to live up to the reality and there is too much traffic to find out how conservative Porsche is being with its claimed 190mph top speed, but there was space to rocket up to 165mph and the idea it has a mere 25mph to go was frankly laughable. Even at this speed the car was hauling hard with gears and power in hand: on the right day and right stretch of track I'd bet plenty it would get closer to 200mph.

This is important only insofar as it shines a light on to how understated this new Panamera is. The old car in general and the Turbo in particular was quite vocal and immediate in its actions and interactions. This car is not like that at all. The engine is quiet and while it makes a nice noise, it's not going to stir any souls. The ride on the air suspension that's standard on the Turbo but optional on all other Panameras coming to market, is very grown up, mature and sophisticated and one symptom of this is that rarely has any car put so wide a space between real and perceived speed. You could even escape with the idea that the Turbo is not that quick, and might have difficulty believing it has performance commensurate with its claimed 3.6sec sprint to 60mph until, that is, you look at the rate at which the numbers on the digital speedometer change. I know it shouldn't amount to a defence, but 100mph in here feels like 80mph in almost anything else. Or less.

A picture is beginning to emerge of a different kind of Panamera, a car whose priorities appear to be comfort, space and ease of use. For all its undoubted speed, it's not a very Porsche manifesto.

But it doesn't take long on a fast open road for

The new Panamera is larger in every way, it will happily accommodate four adults over six-foot in utter luxury...



New technology, new style and a new confidence, the Panamera has seemingly found an extra gear



the Panamera to make you modify your view quite considerably if not change it altogether. For all its new found sense of sophistication, and despite a kerb weight that is worryingly just 5kg short of two tonnes, here you will find it still able to do things no other true luxury car could even imagine, let alone emulate.

Give it the space it needs its point-to-point speed nigh on beggars belief. Ultimately the speed of any car through a corner is limited by the amount of adhesion its tyres can develop, but the way Porsche has marshalled all its support systems to ensure every last ounce of performance is wrung out of its enormous Pirellis seems to defy logic. We found a quiet corner suitable for photography and on my first pass I went through at what seemed to be a quick but sensible speed. The car didn't flinch. So every time thereafter I went a little quicker, and I was still getting quicker when the photographer called time, images safely in the bag.

Later that day I did discover it would eventually concede front end grip and allow some gentle understeer to creep in but believe this: if you want a two tonne car that corners faster than this, you'll need to buy a Bugatti Veyron. You cannot fail to be impressed by such pace, such poise and such precision. In a less than obvious way, Porsche is breaking new ground with the Panamera's chassis by bringing Porsche levels of composure to a class traditionally populated by cars that either fall over or want to run away at the first sign of a quick corner.

But all this comes at a price: you will admire to your boots the way the Panamera devours a fast open road, but you may find it rather harder to fall in love with the way it handles. For a start the car is big – bigger in every direction than the hardly compact original Panamera. Indeed this car is styled like a coupé and is, in fact, just less than 5cm shorter than a BMW 7 Series limo and almost 4cm wider. And the tighter and twistier the road, the more you feel that width, so I would expect it to be even more noticeable in leafy English lanes than the wide open spaces of southern Germany.

It may be that with greater time in the car it will do that trick of shrinking around you, allowing you that confidence to go for gaps barely wider than the car. But the second issue that militates against that is the Panamera's steering which, while ideally weighted, geared and faultlessly accurate, lacks the feel of even cars like the Cayenne and Macan, let alone Porsche's more pure bred sports cars.

Even so, we need to put this in the correct perspective and judge the Panamera on the job it set out to do, the brief for which went far beyond doing the same as the old Panamera to a higher standard. Indeed, Porsche appears to have repositioned the car even further away from its traditional turf and closer than ever to the jealously guarded territories of Audi, Mercedes-Benz and BMW's luxury flagships.

In many ways it shows how confident Porsche now is of its brand, that it can withstand being stretched so far in this direction, and I am sure

such courage will be rewarded with sales that will make the Panamera a mainstream operator in the Porsche line-up rather than a niche player. Why? Because just as the Cayenne and Macan's runaway success was rooted in fact that those who bought them needed a SUV but wanted a Porsche, so the Panamera will attract the attention of all those in the luxury end of the market who'd be only too pleased to drive, be driven and host their clients in a car with the shield of Stuttgart on its prow. And they won't be fussed at all by the fact it's not as engaging to drive as a 911 or a Cayman, because there's a very strong chance they'll have one of those too ○

## PANAMERA TURBO

**ENGINE:** 3996cc, eight-cylinder, V8, twin-turbo

**TRANSMISSION:** Eight-speed PDK

**BRAKES:** Six-piston (front) and four-piston (rear) callipers with 410mm and 380mm discs respectively, ten-piston PCCB callipers optional

**CHASSIS:** Adaptive air suspension with PASM, rear-wheel steering (optional), PSM 4D electromechanical roll stability

**WEIGHT:** 1995kg

**PERFORMANCE:**

**Power:** 550hp

**Torque:** 568lb ft

**Top Speed:** 190mph

**0-62mph:** 3.6 secs (with Launch Control)

**Fuel Consumption:** 30.1mpg

**Co<sub>2</sub>:** 214g/km

**ON THE ROAD PRICE:** From £113,075



# RSJ SPORTS CARS

Specialising in Porsche Cars

 <p><b>911 (991) Turbo 3.8 pdk (63 - 2013)</b> Basalt black with black leather 8,000 miles.....<b>£104,000</b></p>	 <p><b>911 (997) "2S" 3.8 pdk (59 - 2009)</b> Basalt black with red leather 30,000 miles.....<b>£46,000</b></p>	 <p><b>911 (997) "4S" 3.8 pdk (09 - 2009)</b> Meteor grey with black leather 41,000 miles.....<b>£46,000</b></p>	 <p><b>911 (997) "2S" 3.8 pdk (09 - 2009)</b> White with black leather 34,000 miles.....<b>£46,000</b></p>	 <p><b>911 (997) "2S" 3.8 pdk cab (10 - 2010)</b> White with black leather 37,000 miles.....<b>£45,000</b></p>
 <p><b>911 (997) "2S" 3.8 pdk (58 - 2008)</b> GT Silver with red leather 31,000 miles.....<b>£43,000</b></p>	 <p><b>911 (997) "2S" 3.8 pdk (58 - 2008)</b> Silver with ocean blue leather 37,000 miles.....<b>£43,000</b></p>	 <p><b>911 (997) "C2" 3.6 pdk (09 - 2009)</b> Silver with black leather 34,000 miles.....<b>£40,000</b></p>	 <p><b>911 (997) "4S" 3.8 (57 - 2007)</b> Basalt black with black leather 43,000 miles.....<b>£35,000</b></p>	 <p><b>911 (997) "2S" 3.8 (08 - 2008)</b> Silver with black leather 41,000 miles.....<b>£34,000</b></p>
 <p><b>911 (997) "2S" 3.8 (07 - 2007)</b> Basalt black with black leather 30,000 miles.....<b>£34,000</b></p>	 <p><b>911 (997) "4S" 3.8 tip (57 - 2007)</b> Silver with black leather 40,000 miles.....<b>£34,000</b></p>	 <p><b>911 (997) "2S" 3.8 tip (57 - 2007)</b> Atlas grey with grey leather 51,000 miles.....<b>£33,000</b></p>	 <p><b>911 (997) "4S" cab 3.8 (06 - 2006)</b> Basalt black with black leather 44,000 miles.....<b>£33,000</b></p>	 <p><b>911 (997) "2S" 3.8 (07 - 2007)</b> Basalt black with black leather 54,000 miles.....<b>£33,000</b></p>
 <p><b>911 (997) "4S" 3.8 tip (56 - 2006)</b> Silver with ocean blue leather 44,000 miles.....<b>£33,000</b></p>	 <p><b>911 (997) "2S" 3.8 (07 - 2007)</b> Basalt black with grey leather 44,000 miles.....<b>£33,000</b></p>	 <p><b>911 (997) "2S" 3.8 (56 - 2007)</b> Silver with black leather 55,000 miles.....<b>£31,000</b></p>	 <p><b>911 (997) "2S" 3.8 (06 - 2006)</b> Slate grey with grey leather 45,000 miles.....<b>£31,000</b></p>	 <p><b>911 (997) "2S" 3.8 tip cab (06 - 2006)</b> Basalt black with black leather 50,000 miles.....<b>£31,000</b></p>
 <p><b>911 (997) "4S" 3.8 tip (06 - 2006)</b> Seal grey with grey leather 55,000 miles.....<b>£30,000</b></p>	 <p><b>911 (997) "2S" 3.8 tip (55 - 2005)</b> Silver with black leather 59,000 miles.....<b>£27,000</b></p>	 <p><b>Cayman "S" 3.4 pdk (63 - 2013)</b> Red with black leather 21,000 miles.....<b>£46,000</b></p>	 <p><b>Cayman 2.7 pdk (64 - 2014)</b> Rhodium Silver with black leather 14,000 miles.....<b>£44,000</b></p>	 <p><b>Cayman 2.7 pdk (64 - 2014)</b> White with black leather 11,000 miles.....<b>£44,000</b></p>
 <p><b>Cayman 2.7 pdk (64 - 2014)</b> Red with black leather/alcantara 13,000 miles.....<b>£43,000</b></p>	 <p><b>Cayman 2.7 pdk (14 - 2014)</b> GT Silver with black leather 6,000 miles.....<b>£42,000</b></p>	 <p><b>Cayman 2.7 pdk (14 - 2014)</b> White with black leather 10,000 miles.....<b>£42,000</b></p>	 <p><b>Cayman 2.7 pdk (14 - 2014)</b> Red with black leather 16,000 miles.....<b>£41,000</b></p>	 <p><b>Cayman 2.9 "Gen 2" pdk (12 - 2012)</b> Basalt black with black leather 22,000 miles.....<b>£31,000</b></p>
 <p><b>Cayman 2.9 "Gen 2" pdk (12 - 2012)</b> Basalt black with black leather 39,000 miles.....<b>£30,000</b></p>	 <p><b>Cayman 2.9 "Gen 2" pdk (61 - 2011)</b> Platinum silver with black leather 41,000 miles.....<b>£29,000</b></p>	 <p><b>Boxster "S" 3.4 pdk (63 - 2013)</b> Basalt black with black leather 12,000 miles.....<b>£42,000</b></p>	 <p><b>Boxster "S" 3.4 pdk (63 - 2013)</b> Rhodium Silver with black leather 21,000 miles.....<b>£40,000</b></p>	 <p><b>Boxster "S" 3.4 pdk (12 - 2012)</b> Basalt black with black leather 18,000 miles.....<b>£37,000</b></p>
 <p><b>Boxster "S" 3.4 "Gen 2" (09 - 2009)</b> White with black leather 38,000 miles.....<b>£23,000</b></p>	 <p><b>Cayenne 4.8 Turbo (12 - 2012)</b> White with black leather 22,000 miles.....<b>£55,000</b></p>	 <p><b>Cayenne 3.0 Diesel tip (12 - 2012)</b> Basalt black with black leather 44,000 miles.....<b>£37,000</b></p>	 <p><b>Cayenne "GTS" 4.8 tip (09 - 2009)</b> Silver with black leather 55,000 miles.....<b>£27,000</b></p>	 <p><b>Cayenne "GTS" 4.8 tip (09 - 2009)</b> Basalt black with black leather 53,000 miles.....<b>£27,000</b></p>

STS House, Bristol Way, Slough, Berkshire, SL1 3QE | T: 01753 553 969 | [www.rsjsportscars.com](http://www.rsjsportscars.com)

**PORSCHE WANTED (2003 TO 2014)**

**CAN'T FIND GT**  
Find your nearest stockist now  
<http://seymour.magzene.com>

# 911T

We meet a 911 upgraded for the modern era by PS Works



**NOVEMBER 2016 ISSUE ON SALE 13 OCTOBER 2016**

Available to download from [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) from 10 October 2016



If you can't always find a copy of this magazine, help is at hand! Complete this form, hand it in at your local store, and they will arrange for a copy of each issue to be reserved for you. Some stores may even be able to arrange for it to be delivered to your home. Just ask!\*

**\*Subject to availability**

Please reserve/deliver my copy of *GT Porsche* magazine on a regular basis, starting with issue: .....

Title..... First name .....

Surname .....

Address .....

Postcode .....

Tel .....

**If you don't want to miss an issue of GT Purely Porsche**





**Porsche Club**  
Great Britain



## From £600 to 600 hp, we are here for you

Founded in 1961, our mission is to enhance the Porsche-owning experience of our membership, now in excess of 14,000 enthusiasts. We do this by embracing all models of the marque, from the earliest 356 to the very latest supercar. Whether it's £600 or 600 hp, Porsche Club Great Britain is here for you. **Patron: Dr Wolfgang Porsche**

### Porsche Club GB benefits

Porsche certificate of authenticity	Regions & Registers
High quality monthly magazine	Race Championship
Comprehensive events calendar	Valuation service
Club insurance scheme	Factory visits
Members' discounts	Trackdays

### Join Us

We are proud to be the only officially Porsche AG recognised Porsche Club in the UK and we'd love to welcome you as a member.

For a free, no obligation enquiry pack visit [www.porscheclubgb.com](http://www.porscheclubgb.com) or call Cornbury House on **01608 652911**

[porscheclubgb](https://www.facebook.com/porscheclubgb) [@pcgb](https://twitter.com/pcgb)





## M&A COACHWORKS

# London's only Porsche Recommended Repair Centre

Established in 1973, specialising in Prestige Body Repairs and restoration.  
A reputation built on quality, fine detail and integrity. London's only  
recommended Porsche Repair Centre. Officially approved, recommended  
and trusted by the leading motor manufacturers of the world.



Porsche Restoration Day  
The Fan's Choice winner



M&A Coachworks  
135 Highgate Road  
London NW5 1LE

Call 020 7267 6538  
Email [customerservice@macoachworks.co.uk](mailto:customerservice@macoachworks.co.uk)  
[www.macoachworks.co.uk](http://www.macoachworks.co.uk)





# FAMOUS FIVE

Thrusting into Group 5 in 1976 with a super turbo, Porsche created one of the most exciting racing cars in its history. It was the result of a commitment by company chief Ernst Fuhrmann to rely on 911-based cars for competition success.

Story: Karl Ludvigsen Photography: Porsche

Porsche thrust a three-pronged turbocharged fork into the racing world after a year of preparation in 1975. One tine was the 934, which qualified for Group 4, Grand Touring, by virtue of the production level achieved by the Type 930 Turbo. The other two tines were the Types 935 and 936, each number indicating the FIA Group in which it competed.

Group 5 was the Special Production Car category, open to cars from Groups 1 through 4 that could be further modified, within limits. In

this Group a more extreme version of the basic Type 930 coupé was entered: the Type 935.

The Type 936 was altogether different. An open roadster with a mid-placed engine and tubular space frame, it raced in Group 6 for two-seater racing cars. Only the latter two models, the 935 and 936, were raced by the Martini-backed Porsche factory team.

As Porsche was quick to point out, the racing 934 Turbo was not all that different from the production model. The same statement could not be made about Porsche's 1976 Group 5

racer, the Type 935. This was as much a Weissach 'funny car' as the racing coupé that had set the pattern for it: the Carrera RSR Turbo 2.1 of 1974.

The 935 was based on the production 930 Turbo, to be sure, but heavily modified in every aspect that would add speed. Although Porsche built only two 935s for the 1976 season, the factory made kits of parts available that allowed the conversion of the 934 into a 934/5, known to some of its users as a '934½'. By the end of 1976 three cars of this type were racing.

Racing experience with the silver Martini RSR



Above: The 935 at the Nürburgring 1000km in 1976, drivers Rolf Stommelen and Manfred Schurti retired after nine laps

coups in 1974 contributed directly to the design of the Type 935. Its suspension, completely converted to coil springs instead of torsion bars, was the same as that of the 1974 car. The only difference was that the new one had the production aluminium rear-suspension arms instead of the welded-aluminium parts of two years earlier.

A subtle improvement on the 935 was the addition of a cockpit control for the stiffness of its rear anti-roll bar. A large range of stiffness was made available through the use of blade-section lever arms at both ends of the anti-roll bar. This arrangement was similar to that used on the 917/30 Can-Am car at the end of 1973. To vary their inherent stiffness these lever arms were rotated by Bowden cables connected to a control lever on the floor on the driver's right.

The 935 used the same basic brakes as the 934, although they were better cooled by the addition of flexible ducts taking air directly to the surfaces of the cross-drilled discs. "In February 1976," Norbert Singer related, "I pulled off quite a coup when I persuaded four tyre companies to test with us at Paul Ricard: Michelin, Goodyear, Dunlop and Pirelli. The testing was quite tricky. No one tyre company wanted the others to know what they had, so there were a lot of cloaks and a lot of daggers. Dunlop and Goodyear had cross-ply tyres while Michelin and Pirelli had radials, which were not up to speed in terms of laps times but better in terms of safety."

After six days of testing the cross-plys prevailed over the radials, which were two to four seconds slower. Dunlop was the chosen tyre supplier for the 935. To meet the tyre-width limitations imposed by Group 5, Dunlop produced a new tyre of extremely low profile that required the use of a 19-inch wheel. This radical design presented a flatter face to the road and cooled well enough to allow the use of softer tread compounds with a better road grip. With rims 15 inches wide, the new tyres were adopted at the rear just after the beginning of the 1976 season.

Front tyres were more conventional, on 16-inch rims that were 10.5-inches wide. Both BBS and Porsche wheels were used during 1976. Midway through the year front-brake cooling was improved by the addition to the front wheels of air-centrifuging inserts, like those used on the 917/30 and the Peter Gregg Carrera RSR.

Drive to the rear wheels was through titanium halfshafts fitted with both Hooke-type universal joints and shock-dissipating rubber couplings. For the 935, the transaxle (the weak link in the 1974 racing coupé) was replaced by the much more rugged Type 930 unit with full competition kit, normally with a solid titanium spool in place of a differential. Overcoming the limitation of only four speeds forward was a new high ratio for first gear that was as fast as second gear in the Type 915 transaxle.

That the gearbox was stronger was fortunate



Here: a 935 (left) and 936 (right)  
 Right to left: Ickx, Mass, Jantke, Stommelen and  
 Schurti. Behind, second from right, Jörn Pugmeister



because the 935 carried by far the most powerful engine yet installed in the basic 911. "Everybody at the factory loved the 935," said Manfred Jantke, "because it's an incredible car. It's enormously powerful."

Porsche had to consult the Group 5 rules to determine just how powerful it could be. A sliding scale between capacity and minimum weight placed limits on the equivalent engine displacement that could prudently be used. A 4.0-litre size was chosen, requiring a minimum weight of 970kg (2139lb). With the application of the FIA's supercharging factor this meant that the basic engine could be no larger than 2857cc.

Porsche chose the normal 70.4mm stroke and fitted cylinders with a 92mm bore to give 2808cc. This engine was fully equipped for racing without the limitations of Group 4. It had titanium connecting rods, a flat cooling fan, dual ignition and Bosch plunger-type timed fuel injection. Pressure and scavenge pumps from the 908 took care of lubrication.

The compression ratio remained moderate at 6.5:1 but the boost pressure that could be used consistently was stepped up slightly to 21psi from the KKK turbocharger. The official Porsche power rating was 590hp at 7800rpm; in tests at Weissach figures in excess of 600hp were consistently obtained. At a boost pressure of 23psi, usable only for short periods, output was 630hp.

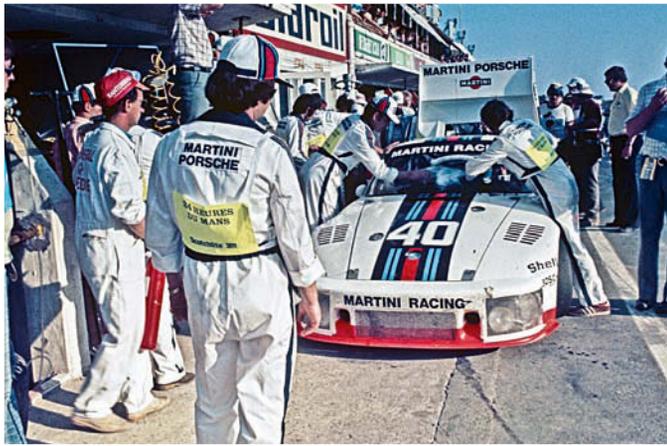
Naturally the compressed air entering the engine was lowered in temperature by an intercooler. How this was done, however, differed throughout the 1976 season, often much against the wishes of the Porsche engineers. Another part of the 935 was forced to change during 1976 in a manner linked with its intercooler alterations. This was the body.

When the first experimental Type 935 went to Paul Ricard for two weeks of tests in December 1975, its white body shell clearly showed its derivation from the winged wonder of 1974. It was built much more lightly than the 934. Side and back windows were Plexiglas and fibreglass was used for every visible surface of the car except its roof. At the front both fenders and the spoiler-nosepiece were combined in a single body part that lifted off for total and unimpeded access to the suspension, tanks and oil cooler.

Integral with the tail was a glorious wing, an aerofoil even bigger than the one used in 1974. It was mounted on a box above the engine that contained the intercooler. Like the one used in 1974, this was an air-to-air heat exchanger.

*"Everybody at the factory loved the 935 because it's an incredible car. It's enormously powerful"*

Right: Schurti and Stommelen finished fourth overall (first in Group 5) in a 935 at Le Mans in 1976  
 Below: Norbert Singer on the right



Extending across the back of the car, its wide core was open at the top to the cooling air that flowed down through it. It was beautifully made with a light alloy rear cover into which the traditional Porsche lettering was cast. It was also effective as it was larger than the one used two years before. But it was destined to be short-lived.

In its December tests at Paul Ricard the white Porsche with the number five on its flanks showed breathtaking speed. Jacky Ickx and Jochen Mass, who had been signed to drive for Porsche in 1976, were stunned by its power. In side-by-side tests it proved to have a higher top speed than the six-wheeled Grand Prix Tyrrell that was being run there at the same time. On Paul Ricard's mile-long Mistral Straight the 935 reached an incredible 194mph.

The car's design had to be changed, though, when final rules for the new Group 5 were promulgated. They made clear that while rear spoiler and wing design was relatively free, those items had to fit within the outline of the basic car as it was viewed from the front. That ruled out the use of the wing originally developed.

In January Norbert Singer, in charge of the 935's development, sent his men back to the wind tunnel. They returned with a narrower but higher empennage that consisted of an adjustable wing mounted on stabilising side fins above a flat base that was described as serving a spoiler-like function.

Their reading of the Group 5 rules showed Singer and company that they might improve their car in another way. Although one part of the rule book said, "the original outside shape of the bodywork should be retained," another part said, "the material and shape of the wings should be free."

The Porsche engineers seized on the specific permission granted in the second sentence to cut off the tops of the front fenders completely, headlamps and all. This reduced aerodynamic drag slightly while also improving stability by reducing the area of the front of the car in profile. Vents in the fender surfaces relieved upward pressure in the wheel wells. Headlamps hid behind transparent covers in the front spoiler of the new nose, which cut 0.4 of a second from the best lap time at Paul Ricard.

This was the basic trim of the Type 935 as it opened its 1976 season in a six-hour race at Mugello in Italy on 21 March. Porsche made the basic car so light that it had to be ballasted to bring it up to the minimum weight. The ballast took the form of 150lb of lead in the nose, to help steady the car, and 20lb on the right-hand floor to counterbalance against the driver.

The 935's track widths were 59.1 inches in front and 61.3 inches in the rear on a wheelbase of 89.4 inches. It was 15.4 inches longer than the production Turbo, at 184.3 inches, and 77.6 inches wide. Its nose-mounted fuel tank held 42.2 US gallons.

At Mugello and in the next race at Vallelunga, near Rome, the Ickx/Mass 935 was



Hockenheim, 1976

all-conquering. Thus it drew the immediate attention of the officials of the CSI. At first they objected to the reshaping of its front fenders. Only after the team threatened complete withdrawal was the Works Porsche allowed to start at Mugello. Ultimately Singer's interpretation of the fender rule was accepted.

Next the CSI officials turned their attention to the shape of the rear of the car. There, they decided, the rules meant that the original rear decklid and spoiler, that of the 930 Turbo, should be able to be mounted on the 935.

Rejecting Porsche's argument that the box over the intercooler was part of the aerodynamic equipment which they had only taken advantage of to house the

intercooler, they decreed on 9 April that by the race at the Nürburgring on 30 May Porsche would have to meet that criterion. And there was no way in the world that the production Turbo's rear deck could be made to fit over the 935's bulky intercooler.

The engineers had one possible solution at hand: the water-cooled heat exchangers that

were part of the 934 specification. They had to be adapted to a completely different inlet system and airflow level, however. The two water-cooled cores were installed above the inlet ram tubes and the system's cooling radiators placed behind openings in the front surfaces of the rear fenders. Water flowed through them in series from the left cooler to the right.

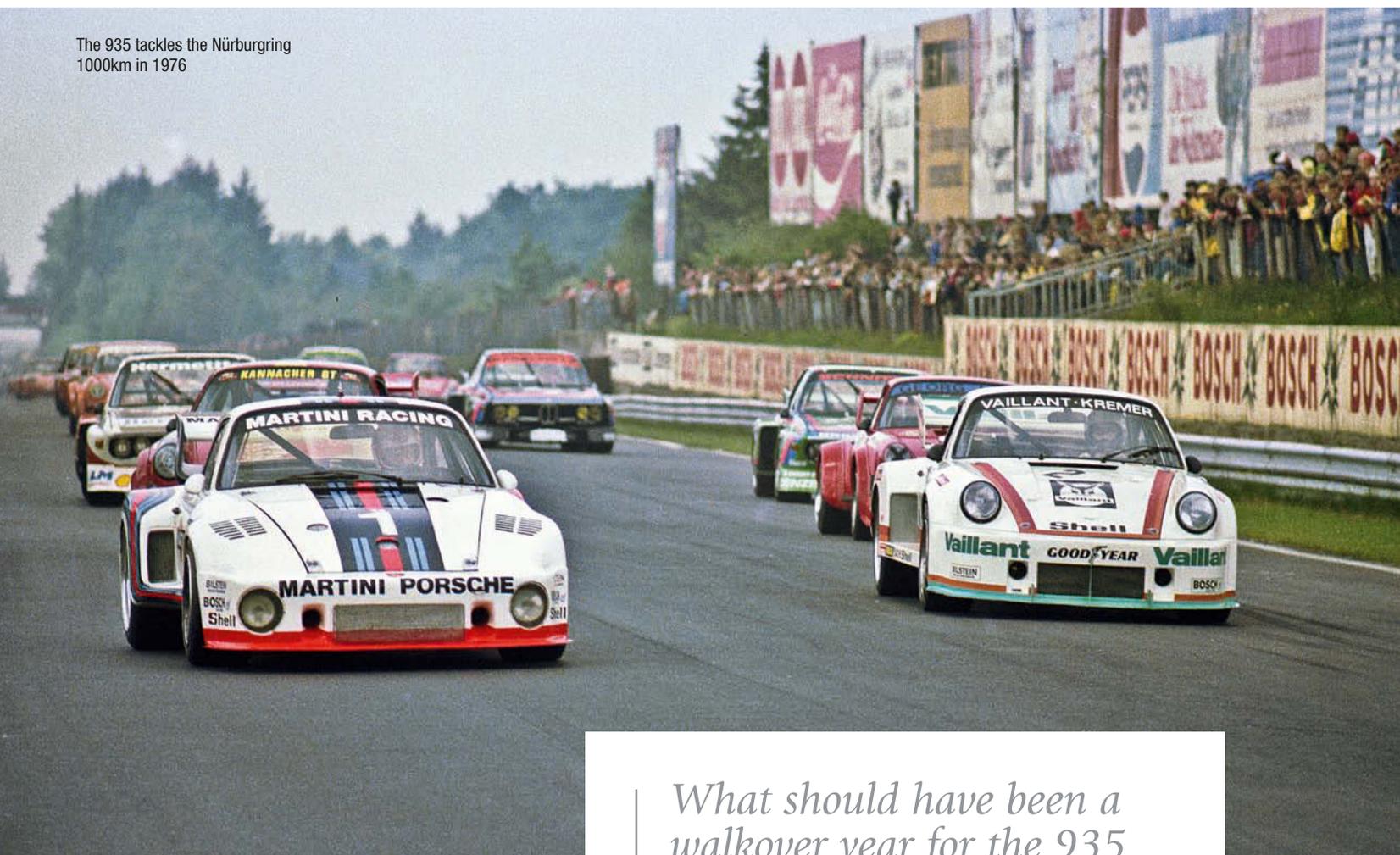
With completely different flow characteristics, the new system's cooling cores demanded the complete retuning of the induction and injection systems. This work began when the revised turbo began dyno testing in mid-May, only two weeks before the all-important race on the Nürburgring. While this was being done the lone 935 entry in the Silverstone race lost all chance of victory when Ickx fried its clutch on the starting line. Although it was restored to life it could only place tenth after setting a new lap record in the hands of Jochen Mass.

BMW won at Silverstone and the next two races also while Porsche struggled with its revised engine. "At the Nürburgring," said Helmuth Bott, "the engine, which was not completely developed, vibrated sharply in part-load operation." Under acceleration it shuddered or stuttered, almost as if it were missing. This, said Bott, "led to wear of the distributor drive, of the distributor arms, and finally to retirement."

Causing this behaviour was a space cam

*"At the Nürburgring the engine, which was not completely developed, vibrated sharply in part-load operation"*

The 935 tackles the Nürburgring  
1000km in 1976



*What should have been a walkover year for the 935 had been turned into a cliffhanger*

controlling the fuel injection's response to speed and power demands. It had not yet been adapted to the new intercooling system because the task of obtaining the necessary data and transferring it to the three-dimensional cam was a lengthy and exacting operation that couldn't be completed in time.

For the race on the Österreichring at Zeltweg on 27 June Porsche prepared a new intercooling manifold that was the same in principle as the one used at the 'Ring but larger in every dimension. Its water-cooled cores were much bigger. Each was fed from a huge cylindrical plenum chamber, a portion of which was trimmed away at the rear so it would fit under the rear deck.

These plenum chambers were fed by huge circular ducts that displaced twice the previous volume and were linked by a substantial crossover pipe. Porsche's distinctive throttle-operated pressure-relief valves were mounted at

the front ends of the plenum chambers on these engines, not on the pipe feeding them as was the case with the 930 and 934 engines.

Three such engines, one for a Works car and two for customer 934/5s, were prepared for Zeltweg. "Because of the short time available," Bott reported later, "the throttle-linkage components had to be makeshift and were installed without testing. At Zeltweg the provisional throttle-valve shafts broke." The coup de grâce was delivered by a spate of rocker-arm failures that led to the retirement of all the cars. BMW won a third race and took the lead in the championship standings. What should have been a walkover year for the 935 had been turned into a cliffhanger by the CSI's indecision over the wings and intercoolers.

Only an all-out effort would give Porsche a chance to win the World Manufacturers' Championship. For Watkins Glen on 11 July the factory prepared both its 935s. Rolf Stommelen

and Manfred Schurti piloted the extra car. A reworked throttle linkage was installed on a modified 934 and thrashed at Weissach for more than 1100 miles in a test that was still under way while the two cars were being flown to America.

In spite of an intensified attack by BMW with a steadily improving turbocharged car of its own, the extra push by Porsche produced the desired results. Both 935s were entered at Watkins Glen and in the championship-deciding final race at Dijon in September. In both events they placed first and third.

This brought the World Manufacturers' Cup to Porsche for the fourth time. The 935's success also marked the first time this championship had been won by a forced-induction car. Porsche made good use of the lead it established in turbocharging technology to succeed with the 935, a fabulous car that in various guises would go on winning for Porsche and its customers well into the 1980s ○

A complete range of Porsche classic & modern day replacement exhaust and body panels

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels



Design911 are proud partners with Dansk & SSi Exhausts.

Manufacturers of high quality exhaust systems, catalysts, heat exchangers, body panels, chassis repair panels, oil pipes, engine heat shields, service products and lighting.

**5% OFF**

use online code  
**GTDANSK9**  
at checkout

Retail & Trade enquiries welcome

**DESIGN 911**  
Centre for Porsche

+44 (0) 20 8500 8811

WWW.DESIGN911.COM

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG

# gt porsche retrospective

ONE  
YEAR  
AGO  
OCT  
2015



We celebrated 30-years of the iconic 959 this time last year. "Even now it seems complex: 30 years ago it was the stuff of science fiction," we concluded. Also in this issue we pitched the 996 GT3 RS against its 997 counterpart, spoke with Porsche motorsport legend Olaf Manthey, and put two Autofarm 911s, a 2.2S and 2.4S, head-to-head. RPM Technik's 996 CSR Retro also impressed us. "It's a refined package that performs admirably, transforming the 3.4-litre 996 into a firecracker," we wrote. We also took a GT4 to Gmünd, testing it on the alpine passes used for the development of the 356, and we met Aussie Carrera Cup driver Steve Richards to see what Porsche racing is like Down Under.

FIVE  
YEARS  
AGO  
OCT  
2011



We met the 991 for the first time in our October 2011 issue; naturally the new 911 graced our cover as a result. We took a detailed look at Porsche's original pin-up, the 930 Turbo, and delved into the makeup of the 964 and 993 Turbos. We guided you through buying a 996 Turbo and drove the 997 Turbo, saying: "The 911 Turbo isn't about Nürburgring lap times. It has more strings to its bow than that." Further into the issue we got up close and personal with the Porsche 961, a project borne out of a 959 road car. Andrew Frankel reported: "The idea of driving it for hour after hour... well it's one more illustration of the fact that those who did were just different from us mere mortals."

TEN  
YEARS  
AGO  
OCT  
2006



A decade ago we celebrated the tenth birthday of the Boxster, uniting a trio of 2.5-, 2.7- and 3.2-litre cars representing the model's evolution. "Its unrivalled pedigree, unimpeachable dynamics and relative accessibility have made it the best sports car in the world," we wrote. We also drove Parr Motorsport's track-focused 996 GT3 RS, let Chris Harris loose in the new 911 Turbo, and spent 24-hours at Spa as Porsche debuted the new 997 GT3 RSRs. Two 911 Carrera 4s also took our fancy, we pitted the 996 version against its 997 contemporary. "It comes down to this: driving a 911 Carrera 4 not once do you find yourself wishing you had foregone the propshaft and front axle," we concluded.

# MAN FOR THE JOB

Story: Johnny Topor  
Photography: James Lipton and Porsche



Manthey is a name that has become inextricably linked with modern Porsche motorsport. Johnny Topor met up with the man himself, Olaf Manthey, at the recent Goodwood Festival of Speed...

On an individual Porsche specialist has entered into a much more active international competition as CEO Manthey to the extent that Manthey being a racing driver is no longer a side activity but a full-time job. Manthey was named as CEO in 2007, and since then the company has continued to rise over the years. Manthey also won the 1996 24 Hours of Le Mans with Porsche Carrera GT in Germany, winning the Le Mans 24 Hours in 1997-2000. Manthey also won the 24 Hours of Le Mans with Porsche Carrera GT in 1997-2000. Manthey also won the 24 Hours of Le Mans with Porsche Carrera GT in 1997-2000. Manthey also won the 24 Hours of Le Mans with Porsche Carrera GT in 1997-2000.



996 CSR Retro

# Retro Revolution

Does RPM Technik's latest build, the 996 CSR Retro, signal the start of an impending revolution for the first water-cooled 911? We were first in the queue to drive it...

Story: Brian Jackson  
Photography: Gus Degey

Issue 2016 88

# Role Reversal

Porsche's most successful Le Mans cars have always been out and out race cars, but in 1986 it embarked on a Le Mans project born out of the 959 road car. This is the story of the 961.

Story: Andrew Frosak  
Photography: James Lipton

The last time the Porsche 961 was driven in anger it has to be said all got quite a bit more interesting in 1986. The 961 was built for the 24 Hours of Le Mans, but it was also built to be a road car. The 961 was built to be a road car, but it was also built to be a race car. The 961 was built to be a road car, but it was also built to be a race car. The 961 was built to be a road car, but it was also built to be a race car.

Le Mans 961

# PORSCHE'S PIN-UP

The original poster boy and an icon for a generation, the 930 Turbo set a trend that Porsche still adheres to today. We take a look back at how it came to be.

Story: Brian Jackson  
Photography: Olaf Manthey

930 Turbo



In the poster group for a generation of car fans and possibly even of the more conservative, the 930 Turbo set a trend that Porsche still adheres to today. We take a look back at how it came to be. The 930 Turbo was the first Porsche to feature a turbocharger, and it was a success. The 930 Turbo was the first Porsche to feature a turbocharger, and it was a success. The 930 Turbo was the first Porsche to feature a turbocharger, and it was a success.

October 2015 33

10 years of the Boxster

# The life and times OF A MODERN MOTORING ICON

The Boxster is 10 years old. We look back at the rise and rise of the World's Best Roadster.

Words: Dominic Nottan  
Photography: Max Evey



# FOUR PLAY

Four different models, but also the same spirit. The new 911 Carrera is bringing something new to the party!

It helps to have had some (minor) setbacks in the 911 Carrera's 10-year history. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful.

These are the four 911 Carrera models that are available in the UK. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful.

1998 accompanied by some minor setbacks in the 911 Carrera's 10-year history. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful.

1998 accompanied by some minor setbacks in the 911 Carrera's 10-year history. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful. The 911 Carrera is a car that has been around for a long time, and it has been successful.



**IMSSOLUTION**

**IMS  
RETROFIT**

# WHAT DO YOU KNOW ABOUT IMS BEARINGS?

**FACT 1**  The M96 and M97 Engine is wet sump – the IMS is submerged in oil.

**FACT 2**  Ceramic hybrid bearings only need 1cc of oil per minute.

**FACT 3**  The dual row bearings used in the Single Row Pro and Classic Dual IMS Retrofit have load ratings equal to similarly sized roller bearings.

**FACT 4**  The IMS Solution, US PATENT 8,992,089 B2, is the only permanent solution that backdates your IMS to work like in an aircooled flat 6 engine.

**FACT 5**  With over 20,000 installations since 2008, the IMS Retrofit and Solution are trusted worldwide as the first and best.



**NICKIES**  
PERFORMANCE AIR-COOLED CYLINDERS AND SLEEVES

**STRONGER AND COOLER.  
RUN FASTER AND LAST LONGER.**



**PRECISION  
PERFORMANCE  
SINCE 2002**

**EXCLUSIVE DISTRIBUTOR:**

**FAST FORWARD**   
**AUTOMOTIVE**

Burscheider Str. 75, D-51381 Leverkusen, Germany  
Phone: + 49 2171 3416980 | info@fastforward-automotive.com



+44 (0)1420 479909  
www.4starclassics.com  
sales@4starclassics.com



**Porsche 964 Turbo 3.6**  
£199,995 German-supplied, just 28k miles.



**Porsche 964 Carrera RS RCT**  
£139,995 RUF Turbo, just 36k miles.



**Porsche 930 Turbo 3.0**  
£74,995 Sienna metallic, just 76k miles.



**Porsche 911T 2.4 MFI**  
£64,995 Factory 5-speed, just 90k miles.



**Porsche 997 Carrera 2 3.6**  
£22,995 Full Porsche history, 65k miles.



**Porsche 944 Lux**  
£8,495 Incredible history, 103k miles.

**OVER 30 PREMIUM AND CLASSIC SPORTS  
CARS AVAILABLE ON OUR WEBSITE.**




**Carrera**  
ENGINEERING & MOTORSPORT

Unit 7 Middlebrook Ind. Estate, Hoe Lane, Nazeing EN9 2RJ

**DEALER QUALITY SERVICE**  
at highly competitive rates

- Fixed Price Servicing
- MOT's
- Repairs
- Diagnostics
- Air Conditioning
- Auto Electrical
- Four Wheel Alignment
- Pre Purchase Inspections

All work carried out to manufacturer's specification  
Work fully guaranteed very competitive rates  
Over 35 years experience with manufacturer training

t: 01992 892333  
w: carreraengineering.co.uk  
e: Tony@carreraengineering.co.uk



**Lakewell.com**  
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993  
TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS  
KLEIN HEIDESTRAAT 71  
B - 3370 BOUTERSEM

WEB: WWW.LAKEWELL.COM  
EMAIL: INFO@LAKEWELL.COM  
PHONE: +32 (0) 475 53 56 22

# long-term fleet

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

Philip Raby  
2009 Cayenne Diesel

[@RabyPorsche](#)



Jack Wood  
2015 981 Cayman GT4, 2004 996 GT3 and 2010 997 GTS

[@Jackkwood](#)



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

[@PawnSacrifice](#)



Andrew Frankel  
1994 968 Sport

[@Andrew\\_Frankel](#)



Ryan Stewart  
2007 987 Cayman S

[@RyanStewart](#)



Martin Spain  
2002 996 Turbo

[@MartinSpain](#)



Rich Duisberg  
1994 968 Sport

[@TheDuisbergKid](#)



Martyn Morgan-Jones  
1986 924 S

[@MartynMJones1](#)



Rob Richardson  
1978 911 SC

[@Racereightysix](#)





## 2007 987 CAYMAN S

There are only so many UK mountain passes and track events you can attend before the mind wanders further afield, and there is only one place it will end up... the Nürburgring. Anyone with a passing interest in cars will recognise the 'N' word. No other race track is steeped in as much history and for a Porsche enthusiast it's a very special place indeed. Without question the Nürburgring is one of the most challenging circuits on earth and even the greatest drivers pay the price

for mistakes. Niki Lauda's fiery accident at the 1979 German grand prix is perhaps the most famous but the internet is brimming with crash videos and stories of Nürburgring woe. But car enthusiasts from around the world still flock to the place to put both their own driving skills and vehicles to the test.

Sadly, the dream of piecing together a perfect lap on the Nordschleife is seldom possible. As its popularity grows so does the frequency of accidents and closures. The

Nürburgring is technically a public toll road so anyone can come and drive on it after paying a fee. This means you can encounter coaches, motorbikes, transit vans or whatever else fancies a drive on there. These normal days are referred to as 'tourist days' and are intended as just that, a scenic drive around a famous race circuit, not an all-out attack at lap times. In addition to this you must enter and exit the circuit before completing a lap; frustrating for the enthusiastic driver. Being that I have

never experienced the huge occasion of driving the 'Ring for the first time, I was determined for it not to be spoiled

Thankfully Destination Nürburgring allows you to avoid all of this. On a DN day the tourist barriers are removed and drivers are able to complete flying laps with little traffic on the circuit as only registered DN drivers are able to drive on the circuit. These events have become popular with UK Nürburgring veterans who crave the full race experience and the well organised 'DN' days regularly sell out well in advance.



Reading up online I knew this was the perfect way to experience the famous circuit first time round. Since its inception there have been 15 successful DN events, all of which have been proudly supported by Bilstein suspension. "It's a great way for Bilstein customers to explore the capabilities of their new suspension," explains Aaron Quilter, aftermarket manager of Bilstein UK. "Our performance dampers are developed at the Nürburgring so it's a perfect opportunity."

Arriving for my DM day, I couldn't

Destination Nürburgring allowed Ryan to experience the famous circuit in the perfect fashion...

# long-term fleet

believe there were so many different UK cars in attendance it really shows how serious people are about enjoying their cars on circuit. The paddock area spans three separate car parks, which were all packed to the brim with specialist machinery of all types and ages, and there was a genuine 'anyone is welcome' vibe with a huge camaraderie between DN attendees.

But Porsche models reigned supreme. I've never seen so many 991 GT3 RS in one place at the same time in so many different colours. Aside from road cars and specialist track machines, Bilstein suspension had the Black Falcon race team along to offer passenger rides at DN15. I was lucky enough to have the opportunity to strap myself into a VLN-spec 981 Cayman and I don't think I have quite recovered. The speed at which these VLN veterans can commit to corners coupled with the capability of the Bilstein-equipped race car are enough to scramble your circuits. Jumping back into my own 987 felt like slow motion in comparison.

The standard of driving at the event

is very high, to the point I wasn't sure if I had bitten off more than I would chew during my first few tentative laps. However as the day drew on I found solace in drivers with a similar pace and experience level, it's honestly the best fun I've ever had behind the wheel of the Cayman. I can see why people come back year-on-year.

Many people that I spoke to during breathers between laps sometimes do two or three DN events every year. The entire experience was certainly memorable, without a single hiccup all day. I'm raring to make another trip out, so much so that I'm already booked on DN16 – watch out Green Hell, I'm coming back!

*Ryan Stewart*  
**Cayman S**

 @RyanStewart



The 'Ring proved the perfect testing ground for all of the alterations Ryan has made to the car so far...





# Your Porsche.

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

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



Independent servicing and repair specialists for classic and modern Porsche.

**Call 020 8903 1118 or 01727 866 075 or visit [www.jazweb.co.uk](http://www.jazweb.co.uk)**

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

CLASSIC  
ADDITIONS

• Established in 1989 •

From only  
£135 inc.

Introducing our incredible  
**Super Soft Stretch**  
Indoor car covers,  
now available  
in 5 colours



10% OFF  
with code  
GTP

Order online at: [www.classicadditions.com](http://www.classicadditions.com)

Or call 01938 561717 to enquire about our personalisation options

# long-term fleet

## 1981 911 SC

I'll be upfront, this month I have been experimenting with snake oil. At least, I figure if I call it snake oil from the start it should take the wind from the sails of anyone that might potentially get a little excited by what I am about to report.

Having started with that, I feel I should take a step back and tell you exactly what I am referring to; the problem that let me down this path. When the SC is up to full operating temperature, or possibly even running on the hot side, there is a problem with the engine. It's nothing dramatic, just a slight stutter at full throttle, something I originally noticed on a track day last year. Under part acceleration the engine works perfectly and it is also well behaved when cold, although I cannot be entirely sure of that as a gentleman does not give his automobile the full beans until such time as the oil is sufficiently warmed...

My initial thought was that the cause of the stutter lay somewhere in the electrical system, the HT leads or rotor arm rev limiter; inside the rotor arm on the SC there is a spring that compresses and breaks contact at a certain rpm and cuts the fuel momentarily. I replaced the rotor for good measure but that yielded no benefit. I was beginning to worry about a bent, damage exhaust valve. I didn't have too much reason to think that, but I might get the engine in somewhere for a strip down and overhaul as it's going to need doing at some point, anyway. Regardless, it was not the time for anything so dramatic as I had other expenses. Besides, the car is still driveable.

Now, whenever I am researching my mechanical tasks, be they repairs

or upgrades, I often end up on the American forums, typically Pelican Parts or Rennlist. On these forums, if there is ever a report of an engine fault, short of something being thrown through the side of the engine, you can almost guarantee that someone on the board will recommend something called Sea Foam, an engine treatment. Yep, the snake oil. Having heard so much about it I decided to get some ordered online as it is not something that you can buy from part outlets.

There are a number of ways that you can use Sea Foam; add to oil, add to fuel, or feed in to the engine through a vacuum line. With an oil change planned, I thought the car was about due one so I decided it would be as good an idea as any to put the cleaner into the engine oil. I used a little over half a bottle, ordinarily you would use half, but with the 911 being air-cooled there is a whole load of extra oil in there. Added to the oil it is meant to hush up noisy lifters, remove any engine oil sludge and de-varnish the insides. I will be running this for a few hundred miles, up to 500 before changing the oil, to give it the best chance of working.

As something of a late spring clean I also decided to clean out the fuel lines and injectors while I was at it. Not with Sea Foam, though, I had a bottle of Redex Petrol Injector Cleaner that I added to the fuel tank the last time I filled up; to make the portions easier I put in 55 litres as a dose is designed to treat a full tank and I couldn't be bothered to work out what was needed for the SC's capacious 80 litres from empty. I made sure I took a slight detour to the Shell station for some V-Power as I know that the car prefers it over regular petrol, but I am often in

the wrong place when it's time to refuel. Better planning is needed.

No sooner was I pulling out of the petrol station than I could feel the benefit to the engine. Over the next 200 miles or so, before I went back for some more V-Power, there was a noted improvement in the drive from the engine at full throttle.

It did take a little while (at least 100 miles) before there was a demonstrable improvement though; there is a hill on the way home from work, a dual carriageway that's a prime overtaking spot and I was able to go harder for longer before the lumpiness came in. It is not entirely cured, yet, but it's a massive improvement.

There is a problem with all of this, though. Which product improved performance and which, if any, wins the Snake Oil Wooden Spoon Award? I have an idea, but running the two products at once makes it impossible to say for sure. If I had to put money on it, I think it is Redex that's done the work, giving better fuel flow. I'll see what state the oil is when it's removed and report back.

A final note, if you are inclined to use any of these internal cleaners, especially on modern catted cars, check to make sure there will be no negative side effects as they can cause problems. Then again, a new car should be clean on the inside I'd hope.

Matt Biggs  
911 SC

 @PawnSacrifice





Matt has been using a couple of treatments on the SC this month in a bid to cure lumpy running...

# REMUS

## SPORT EXHAUST

Porsche Macan



## SETTING THE TONE

Europe's number one exhaust manufacturer. High quality, TÜV approved systems for a wide range of performance applications. Set your tone with a range of tailpipe options.

# REMUS

## powerizer

## PLUG & PLAY PERFORMANCE TUNING

- Easy installation and removal (Plug & Play)
- Significant increase of power and torque
- Multi-map technology
- Auto-calibration
- Available for over 3000 petrol and diesel powered cars.



Find out more at  
[WWW.REMUSUK.COM](http://WWW.REMUSUK.COM)



**EXCLUSIVE DISTRIBUTOR**

T: 01933 685 840  
E: [mail@theperformance.co](mailto:mail@theperformance.co)  
[www.theperformance.co](http://www.theperformance.co)

[www.clubautosport.co.uk](http://www.clubautosport.co.uk)

Porsche Specialists since 1971



### • WORKSHOP FACILITIES

Servicing, repairs, diagnostics, inspection engine & gearbox rebuilds, MOT work



### • LIGHTWEIGHT COMPOSITE PANELS

Manufactured in house panels and styling conversions. All models from early SWB 911's to 997 RSR supplied in fibreglass, kevlar or carbon doors, roofs, bonnets. The list is endless.



### • FULL BODYSHOP & REPAIR FACILITIES

### • NEW AND USED PARTS

Singer style conversions now available



Next day delivery or collection

**Tel: 01384 410879**

email: [richard@911porsche.co.uk](mailto:richard@911porsche.co.uk)

Park Lane, Halesowen, West Midlands, B63 2RA



### WE ARE GANTSPEED

We service Porsches new and old.

We are a small, highly productive team with great enthusiasm for the Marque, and are totally committed to all things Porsche.

- RESTORATION
- PROJECT WORK
- MOTORSPORT
- TRANSMISSION AND ENGINE REBUILD
- ENGINEERING
- SERVICING
- SALES



### PORSCHE SPECIALISTS SINCE 1975.

Chapel Lane, Mareham-le-Fen, Boston, Lincolnshire PE22 7PZ England

+44 (0)1507 568474 +44 (0)1507 568664 [info@gantspeed.co.uk](mailto:info@gantspeed.co.uk)

[www.gantspeed.co.uk](http://www.gantspeed.co.uk)

## 2005 987 BOXSTER S

After a roaringly good trip up through the highlands the Boxster and I are now firm friends, despite the problem with the parking brake. The trip did leave me more convinced that the rear shocks were in need of replacement, though. They were by no means as bad as the fronts were the previous year, but there was definitely a feeling of not quite settling in some of the lumpy corners. So I duly booked

the car in with Northway.

Between my booking the car in and the actual appointment I saw a carefully choreographed light show; the temperature gauge dropped (a gentle feint to the left), a red light flashed (danger) and a beeping noise chimed. But then the melodrama passed and everything went back to normal. It did this a few times, not every trip, but it seemed to happen when the temperature hit 50°. The fans were

cutting in and the temperature wasn't rising, I checked with Northway and was told that if everything was working fine then it would just be a sender, but to keep an eye on it.

The other outstanding problem was the roof still not working. It had been broken for a little while following water ingress. The problem left the roof stuck in the closed position, which in turn meant that there was going to be a problem when it came to Northway

fixing the other bits with the car that necessitated the roof being lowered to the service position.

It transpired that the problem with the roof was the rear control module. This is good, in one way, as it is simply a plug and play job, and therefore not hugely labour-intensive. The easy fix also meant the roof, and more importantly, the clamshell could open, allowing access to change the rear shock absorbers. The problem with the temperature gauge warning system was a faulty sender.

The other minor problem I asked them to look at was a noise from the front left. However, it is something that only I seem to notice, Mike, who was working on my car, wasn't able to replicate it. I think it is safe to say that it's just one of those rogue noises.

Despite having been forced to drive the SC while the Boxster was with Northway I have to say there was a certain pleasure in firing up the roadster's water-cooled 3.2 as I really do like it. The noise too. A lot of people tell me to fit a sports exhaust, but, for me, it's quiet when pootling and wonderfully sonorous when I get right on it. Of course I wasn't able to put the roof down as it was very drab out. Typical!

The car reached and passed the 50° mark without the dramatic remonstrations. I had to wait a while longer before the engine reached a point where I could really start pressing on and test the new shocks. Along an unsettling stretch of fast B-road the car was very composed through the sweeping bends and felt hunkered down again. If you have a car that's approaching the 100k miles mark I would recommend a shock refresh if you have the funds available, assuming that you are as sensitive to these things as I am.

Matt can finally drop the roof on his Boxster thanks to talents of Porsche specialist Northway ...

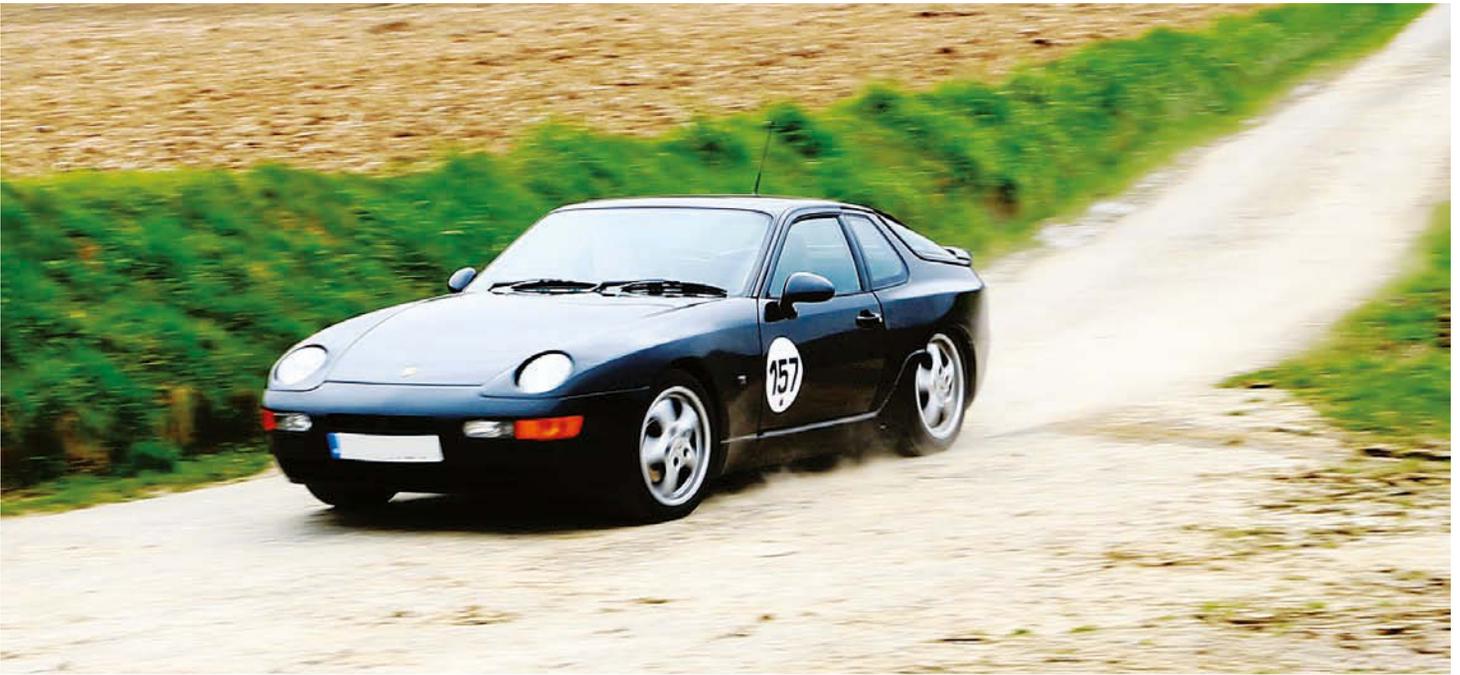


Matt Biggs  
Boxster S

[@PawnSacrifice](#)



# long-term fleet



Photos: Claudia Duisberg, Rich Duisberg

## 1994 968 SPORT

“It’s an educational trip,” I explained, when my wife asked why I was “buggering off abroad again” in the 968 for the Rallye de Jonquilles with my youngest daughter as co-driver. Junior’s French and maths are good, but would be even better after a weekend of rallying in France. All the rally notes are in written in French and distances are expressed in metres, not miles. French and maths, see?

The ‘rally of the daffodils’ starts in the main square of the pretty town of Béthune in Northern France. There are three groups, my car being one of the newer ones there was lumped with its late ‘80s to early ‘90s Coupé

contemporaries, like the Alpine A610, Ferrari 328 and Audi Quattro. There was also a large group of TVRs. The rally is three-stage navigational event over 75 miles in distance with a few ‘I spy’ type challenges thrown in to prevent cheating. Participants range from experienced MGB owners to amateurs wanting to give their modern classic a bit of a weekend workout, like me. The language barrier wasn’t an issue, entrants and the crowd mingled enthusiastically in the spring sunshine as 160 cars made ready.

My preparations consisted of applying our allotted number on to magnetic roundels for the doors, checking the ‘best before’ date on my can of tyre

weld and packing a DMF relay.

Béthune is a busy town and there was quite a crowd to greet us. Setting off at intervals I was given a rude reminder of how little grip wet cobbles offer, and a further rude reminder from my co-driver that I was already going the wrong way. Tacking our way out of town we found that the route took us along narrow, sandy B-roads and open fields where it was possible to bomb along at quite a speed. Some maths was needed to spot the right turn, at the right time. The biggest challenges lay in the many hamlets where tight turns through gateways and farm yards meant junior needed to calculate with great accuracy. We quickly established a

system of shouting and gesticulating and were happy to be one of the first at the end of stage one at a beautiful manor house where we got our papers stamped.

Over a quick refreshment we had time to look at some of the other Porsches that had joined us. Most were French or Belgian registered. The quickest of which was a white 997 GT3 and it’s easy to imagine his front splitter needing repairs after skimming the weeds growing through the broken Tarmac we’d traversed. A pair of 993s had come from Belgium, and I spent a few miles tucked behind a tidy 964 and wishing my water-cooled four was its air-cooled six. It’s my only bugbear,



Rich headed abroad to the Rallye de Jonquilles in his 968 Sport – it wasn’t the only Porsche taking part



The 968 held its own against a selection of different cars, promoting its useable nature



really, because as accomplished as the 968 is, that engine sounds a bit humdrum. As a tourer, and track car, it really excels, but I wouldn't want to throw it around a French farm yard too often. Drivers of transaxle cars will be familiar with the sensation of feeling as if you are almost sitting on the rear axle, having to turn in early and neatly because, although the car is 10cm shorter than a contemporary 911, from behind the wheel it seems like that gorgeous snout goes on forever. The busy Parc fermé was brightened by a Sunflower yellow 914 and a French lad and dad team in a 924S. No 944s here, surprisingly, but nearly every other sporting Porsche, new and old, was represented. So, refreshed, we hit stage two. And a problem.

After barely a kilometre into stage two I noticed my co-driver had nodded off. This surprised me. The 968 on this suspension gives a rock-hard ride and the road surface was scabby at best. Driving, reading notes and marking off way points was more than I could comfortably multi-task, so sat nav found the end of stage two, which was a great restaurant called Catherinette.

Only on an event like this would you find such diverse classics being driven so enthusiastically; an Alfa-Romeo Montreal, looking tall on its suspension. Fulvias, GT Juniors and every kind of Alpine. A Lamborghini

Espada was popular, a car where the individual lines all swoop the wrong way, yet manage to combine to make the most elegant silhouette.

The third and final stage was a 25-mile zig-zag back to Béthune. Thankfully we'd filled up before departure as 75 miles of hard-driving soon drains the tank. Much of the stage was spent in second or third gear and we really focused on our performance. We squeezed past a befuddled Elise driver, briefly held up a very enthusiastic Alpine A110, and had great fun trying to accurately stay on the pace. Smiles all round as we returned. What a day! We didn't win, but junior now knows a 997 from a 996 and that a 924 is a sort of skinny old 968. She's broadened her French vocabulary with important phrases as 'ralentissez' and 'Parc fermé'. She also learned that navigators should avoid mid-morning champagne, especially when they have school in the morning. It really was an educational trip.

*Rich Duisberg*  
**968 Sport**

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





Where Racing Drivers  
and Teams buy  
their Model Cars



[www.racingmodels.com](http://www.racingmodels.com)

Quote POR 010 to get 10% off

## 2004 996 GT3

Well, the time has come. 3FAB has gone to a new home... Don't panic though. The new home is just a result of the Wood family having relocated a whole 0.8 miles to a house that has an actual garage and 3FAB has been brought home to live under the same roof as its owner.

This is the first time I've ever used a garage for the purpose it was designed for and it's great to be able to step out of the house, pull up to the admittedly very rusty door, and see the GT3 just sat there, hunkered down, with its cover pulled over it. In fact in the few short weeks since we moved here I've had the GT3 out more times than I had in the previous six months!

Of course though, when it comes to 3FAB nothing is as straightforward as it should be. The plot that the new house stands on is billiard table flat. The road outside has been resurfaced and

wouldn't look out of place on an F1 circuit. But trust me, that does not mean 3FAB is free and clear of imminent de-splitterment. In fact turning into the drive for the first time the imperceptible dip barely more than a divot on a golf course caused the nose to dip just enough to ensure the splitter hit the drive, dug in, tore itself free and the front wheels rolled over it. After a barrage of expletives I performed the ritual penitence to the mighty splitter gods and extricated the deformed piece of plastic from under the car and took the skin off my knuckles for the umpteenth time trying to force the plastic clips back into place.

Having learnt my lesson I've taken to reversing on to the drive now which seems to do the trick. And now having broken that psychological 50,000-mile barrier I feel slightly less precious about putting miles on the clock. That the values of 996 GT3s seem to have softened slightly due to an influx of

cars on the market is also helping. It certainly looks like the GT4 has had an influence on the market. One can only assume that all those 996 owners had been waiting for something like the GT4 to come along.

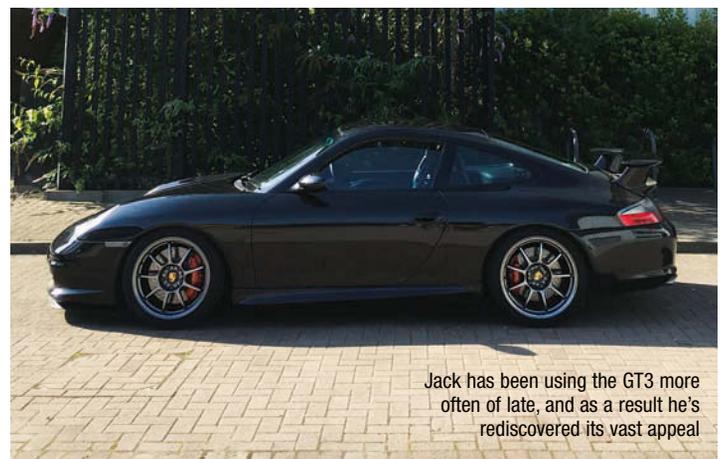
And being able to just hop into 3FAB whenever I feel like it is just great. Okay so the car still feels like a real handful after driving anything else and it still takes a fair few miles to feel at ease with the way it moves around and how physical it is to drive. But once the fluids are warmed through and you can open up that engine all those memories of amazing times throwing it round a circuit somewhere in Europe come piling back. It really does feel like such a special motor and the GT4 doesn't come close in terms of character. Yes the GT4 makes a lovely noise, but it feels very contrived next to the GT3. But it's the top end of the Mezger engine that stands out as the jewel in the crown. It makes the

engine feel so vibrant. Almost alive. A piece of engineering perfection.

So what next for 3FAB? Well it's the garage that is going to need some work first. There are a few leaks that need attending to to get the thing 100% waterproof, and it definitely needs some new doors. And then it will be MoT and service time creeping up on us again. A trip down to Sports and Classic again for that. And maybe a swap back on to the OEM wheels? I'm not sure about that one though as the Oz wheels do look very nice. Decisions decisions...

Jack Wood  
996 GT3

@Jackkwood



Jack has been using the GT3 more often of late, and as a result he's rediscovered its vast appeal

# long-term fleet

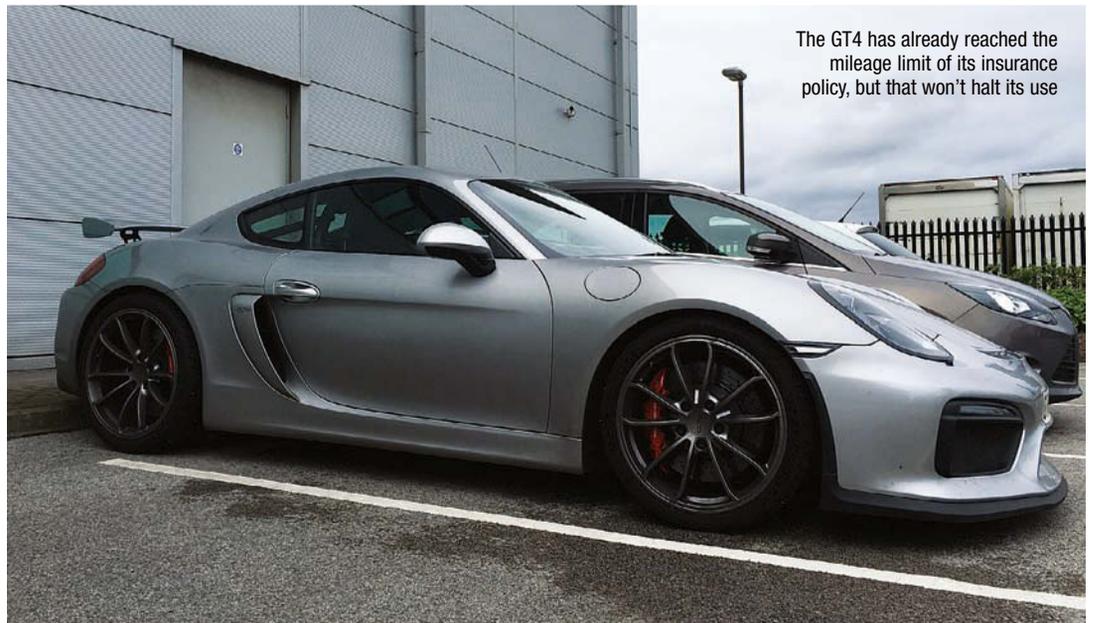
## 2015 CAYMAN GT4

Well that didn't take long! Considering 4FAB is the third (or fourth, even) car for myself and its co-owner

James it's taken barely eight months to rack up enough miles to bring us up to the annual mileage limit of the Classic Line insurance policy. So compelling is the draw of the GT4 that it's been hard to resist its call. A few weeks using it for commuting, a trip to Spa Francorchamp, several track days and the annual Highland Hoon up the west coast of Scotland has seen us clock up the full 7500 miles that the policy provides cover for.

A call to Classic Line confirmed that it's not as simple as increasing the annual mileage to allow us to continue using the car until the end of the year when the policy is renewed. And unlike most insurance policies, it's not possible to cancel the policy and get a prorated refund on the premium for the remaining months. Unfortunately our only option is to take out a new policy when we are ready to roll over the 7500 limit. The company has confirmed that there will be no change in premium or conditions of the policy when we do renew, so that's one thing. And at least it doesn't mean that we have to lock the car away for several months without being able to use it. That would be a travesty. I can't understand how people can own cars like this and just have them languishing in a garage month after month barely running them for long enough to get the fluids warm. Both James and I have really enjoyed using this car. Exploring its talents and comparing its performance and balance to our GT3s both on road and track has been fascinating.

It's been a highly enjoyable few months and I have to say that the shared ownership thing has worked a treat. Okay, so having a brand-new car does tend to limit the day-to-day running costs somewhat, but still, a set of rear tyres after five and a half thousand miles seemed almost reasonable once the bill was split down the middle. When the fronts need doing in a couple of months it



The GT4 has already reached the mileage limit of its insurance policy, but that won't halt its use

will seem equally as painless.

It also makes it an easy decision to spend some time and money keeping the car in A1 cosmetic condition. The 7500 miles 4FAB has covered haven't been entirely without incident and we do have a couple of areas to attend to. Fortunately it looks like the Paint Protection Film seems to be earning its keep so far and all the marks we have accumulated appear to just be in the film. A trip to Steve Walsh at Invisifilm in a few weeks will hopefully confirm that. We plan on treating the old girl to a bit of TLC while it's there

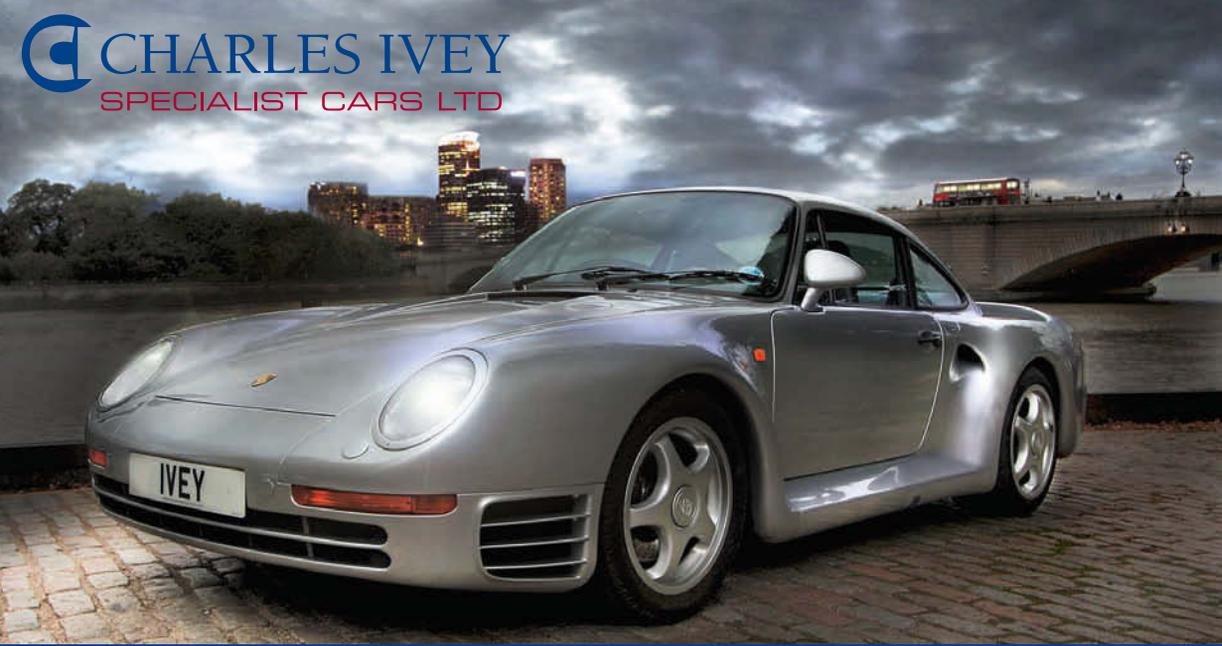
and have Steve's tame detailers give it the once over.

There's only one spot that might be questionable but it's well out of sight under one of the sills. We aren't sure who did it or how it happened, but there is a nasty scrape that looks to have cut right through the PPF. The sills are only plastic on the GT4 (are all 987.2 Caymans like this?) so even if it's gone through the PPF and paint it's not the end of the world as we don't have to worry about rust etc. More of an annoyance than anything. Then the front has the usual tell-tail

signs of miles spent in the company of other cars and on track. The usual rubber marks up the bonnet and wings. But again, they're superficial marks on the PPF that will come out very easily with a bit of elbow grease.

*Jack Wood*  
**2015 981 Cayman  
GT4**  @Jackkwood





997 Turbo Tiptronic  
£49,995, Atlas Grey  
32,000 miles



997 Carrera Coupe (Gen 2) PDK  
£36,995, Black  
31,000 miles



Boxster 2.7  
£6995, Blue  
64,787 miles

For over 40 years, London's leading specialist for PORSCHE

**Sales . Service . Parts . Storage**

Fixed Price Servicing    Air conditioning repairs    Total engine/gearbox rebuilds    In-house MOTs  
 Bodywork    Fully computerised wheel alignment    Prepurchase inspections    Latest diagnostic equipment  
 Free collection & delivery/loan car

160 Hurlingham Road, London SW6 3NG    020 7731 3612    info@charlesivey.com    charlesivey.com

- Genuine Porsche parts & Mobil oils
- Fixed price servicing on all models from classic to modern
- Dedicated Porsche engine & gearbox rebuild facilities
- Approved used Porsche sales with showroom facilities
- Race & Track preparation
- Classic Porsche restoration & bespoke project builds
- Porsche tuning & upgrades, including CSR conversions

Please get in touch today

+44 (0)1296 663 824  
[www.rpmtechnik.co.uk](http://www.rpmtechnik.co.uk)

Based Nr Tring, Hertfordshire

Photography by [www.WayneLennon.com](http://www.WayneLennon.com)



GEARED TO WINNING

- High quality Klingelberg crown wheel and pinions
- We can produce special ratios
- Crown wheel and pinions for Porsche 356 (7:31), 901 (7:31) and 915 (8:35) available from stock
- More than 65 years experience in the production of high quality gearing for automotive, aerospace, military and industrial applications

**Tandler Precision Limited**  
 29 Ross Road Business Centre  
 Northampton NN5 5AX  
 Tel: **01604 588 056** Fax: **01604 588 064**  
 Email: [sales@tandler.co.uk](mailto:sales@tandler.co.uk)  
**www.tandler.co.uk**

**BE SAFE - NOT SORRY!  
 IN YOUR PORSCHE**

**SAFETY BELT SERVICE**

- Seat belts supplied and fitted to all types of vehicle
- Seat belts manufactured to your specification
- Large selection of belts and harnesses • Original belts refurbished
- New original equipment belts available for certain vehicles

**020 8206 0101**  
[sales@quickfitsbs.com](mailto:sales@quickfitsbs.com) • [www.quickfitsbs.com](http://www.quickfitsbs.com)  
 Inertia House, Lowther Road, Stanmore, Middx, HA7 1EP

kennydunn Scotland's  
 established since 1969 Oldest Porsche  
 Specialist

**997 GTR RS 3.8 (10) 16,000miles**  
 A superb 2 owner low mileage original example in Aqua Blue with Roll Cage, full harness etc. Full Porsche History inc. recent Service. Has not been used for track work, must be seen .....£175,000

**997 C4S GTS Coupe PDK (12my) ONLY 7,000miles by 1 owner**  
 Another stunning low mileage high spec example with full History in Meteor Grey/ Black Alcantara, this car can only be described as "like new" .....CALL

**997 C4S GTS CAB PDK (12/62) 31,000mils**  
 An unusual spec this car with Sports Bucket seat ( backrest folds) + 19" Fuchs Wheels & finished in Meteor Grey with Black it looks fantastic, Full Porsche History & just waiting for its new owner to enjoy .....CALL

**997 CARRERA 3.6 (2005) only 33,000mils**  
 This exceptional low mileage example in Silver / Black leather, has a full History & has just been serviced at Porsche, it comes prepared to my usual very high standard & belies its age .....£26,911

**996 Turbo Tip (03my) ONLY 28,000miles**  
 Another very low mileage outstanding example, in Silver / Black Leather, full history with recent major service at Porsche. This should be a great long term investment .....CALL

**CAYMAN 2.7 PDK (14) 11,800mils**  
 Perfect example in Agate Grey with special order full Agate Grey leather – looks superb. Great spec inc PCM3 Navigation & phone; Sports Steering Wheel with Paddles; Cruise Control, Heated Sports Seats; .....£39,981

**BOXSTER 2.7 PDK (14) only 15,000mils**  
 This unique example, finished in special order Olympia Blau (an old Porsche Colour) with black Alcantara, Roof & Wheels - looks absolutely stunning. Recent service at Porsche & unmarked .....£37,981

**BOXSTER 2.7 Man. (56) only 43,000mils**  
 An exceptional example with very low mileage, in Basalt Black with Black leather, full History & again prepared to my usual standard, great value Porsche Motoring .....£14,987

**993 CARRERA Coupe manual**  
 I currently have 3 fine low mileage examples 1 x C4 & 2 x C2 from 1994 to 1997, please call for further details .....from £48,000

**AS SCOTLAND'S OLDEST PORSCHE SPECIALIST I AM ALWAYS LOOKING FOR LOW MILEAGE EXCEPTIONAL EXAMPLES OF THE MARQUE**

**For further information on any of the above cars please call Kenny on 0131 475 9111 (anytime) or go to [www.kennydunn.co.uk](http://www.kennydunn.co.uk)**

# the market place

## place

by Philip Raby



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

# Cayenne (Gen 2)

The second-generation 92A Cayenne, made from 2010 to 2014, is slowly becoming an affordable and tempting option in favour of the original 9PA version.

Like a lot of petrolheads, no sooner have I bought a car than I'm thinking about its replacement. As regular readers will know, I have a 2009 Cayenne, which I'm delighted with. It's the

face-lift version of the original 9PA car, also known, rather confusingly, as the 957.

Just a year after my Cayenne was built, Porsche brought out an all-new version with the internal model number 92A. This is a

larger car but, bizarrely, looks smaller thanks to sleeker styling which makes it appear less bulky and imposing. More appealing, from my point of view, is the fact that the newer Cayenne has a much better interior finish, with





nicer switchgear and a much-needed more modern information display. What's more, the use of aluminium in the bodywork makes the new Cayenne substantially lighter than the outgoing model which, combined with more refined engines, ensures it is noticeably more economical across the range. Speaking of economy, the 92A car introduced a hybrid into the family; more of which later. In this feature, we're looking at cars built from 2010 to 2014 when the Cayenne received another face-lift.

All-in-all, then, the 92A Cayenne is a tempting upgrade for anyone with a previous generation 9PA, of whatever flavour. However, there is a downside – you will pay substantially more for one of the newer cars, even an early example. The last of the 9PA Cayennes from 2010 can be picked up for as little as £20,000 – maybe a tad less if you're lucky – for a reasonable example with sensible mileage. However, the first of the new model from the same year will cost

you around £7000 more, for a car with similar mileage and condition, but just a few months younger.

From that price up to £30,000 you can have your pick of 2010 to 2011 diesels, V6 petrols, and even Hybrids, which sold at a premium when new. It's perhaps telling that the majority of Cayennes for sale are either diesels or Hybrids. Bear in mind, though, the Hybrid only really offers an economy advantage when you're doing a lot of city driving, when the electric system kicks in. On longer drives it reverts to the V6 petrol engine which isn't desperately economical. The Hybrid does benefit from zero Vehicle Excise Duty, though, and is exempt from the London Congestion Charge, neither of which seems particularly fair, but there you go.

If you're not into saving fuel or the planet, you'll be wanting a Cayenne Turbo, which is an absolute beast of a car with astonishing performance. What it won't save you, though, is money, with the cheapest on sale at

the time of writing priced at £35,000 for a 2010 car with a reasonable 56,000 miles on the clock. The next up is one of the same age but it has 9000 fewer miles for £5000 more.

So why do they cost so much when, traditionally, thirsty cars like this are unloved on the second-hand market? Well, they were much more expensive cars when new at almost twice the price of an entry level version and there are surprisingly few on the market. Indeed, I found just six Cayenne Turbos from 2010 to 2014 on sale, compared to 22 of the first-generation model, so it's a rare beast.

Also rare – surprisingly so – is the 4.8-litre V8 Cayenne S which was the mainstay of the original range. The cheapest of the handful I found was a 2012 car with an attractive 28,000 miles and a high specification at £35,000, which seems like a very reasonable deal. The majority of non-turbo V8s on the market, though, are the GTS variants. The Cayenne GTS in 92A form debuted in 2012 and is a



*The 92A Cayenne is a tempting upgrade for anyone with a previous generation 9PA*

*It's safe to assume that, in a year or two, we'll start to see 92A Cayennes for about £20,000*



tempting prospect. As well as the badge on the rump, the GTS can be distinguished by its Turbo-style bodywork and lower ride height, while an extra 20hp from the V8 is useful, as is the lowered and uprated suspension. It's a winning combination and used examples start at £44,000 for a 2012 model but brace yourself to pay closer to £50,000 for a GTS.

Moving back to the mainstream diesel versions, from £30,000 upwards you can get the pick of 2011 onwards cars, topping out at £40,000 for a really low mileage 2012

example, a more typical 2013 or, if you are lucky, a 2014 car. If you really want one of the last of this generation Cayenne, before its midlife face-lift came along, you can pay over £50,000 for a late and low mileage diesel. However, at this level you're probably better holding out for one of the newer cars which boast revised front and rear ends, and better fuel economy (in these respects, consider it as being similar to the 2007 face-lift of the original 9PA car).

History has shown us that, longer term, Cayennes don't hold their value

well; you can pick up a tidy 2003 example for £7000 or less (not that you'd want to, as it would be rubbish). Therefore it's safe to assume that, in a year or two, we'll start to see 92A Cayennes for about £20,000. The problem is, though, we'll also start to find tired examples which, at the moment thankfully, are still few and far between.

In the meantime, I'll continue to enjoy my 2009 Cayenne while at the same time keeping a close eye on the classifieds, just in case a newer one takes my fancy at the right price ○





# PRECISION

## PORSCHE SPECIALISTS

01825 721205



Your South East Independent Porsche Specialist for all Porsche servicing and maintenance using genuine Porsche parts to maintain manufacturer's warranty.



Unit B1, Bluebell Business Estate, Sheffield Park, Uckfield, East Sussex TN22 3HQ  
 email: [info@precisionporsche.co.uk](mailto:info@precisionporsche.co.uk) [www.precisionporsche.co.uk](http://www.precisionporsche.co.uk) t: 01825 721205

# Porsche

TORQUE  
Porsche Specialist

We carry out a full range of Porsche servicing and Porsche repair projects on all popular and classic models including diagnostics and body repair work. Based in Uxbridge and serving the entire West London area, Porsche Torque are able to undertake all types of mechanical, cosmetic and restoration work to your complete satisfaction.

Fully equipped Porsche workshop  
 Bodywork and restorations  
 Diagnostics and Porsche tuning  
 Free estimates

Engine & gearbox rebuild specialists  
 Collection & delivery service  
 Pop in for a free mechanical assessment  
 Audio & alarm fitting

50 YEARS COMBINED EXPERIENCE FROM EX OPC MASTER TECHNICIANS (AFN, HATFIELD)



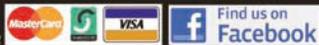
01895 814446 / 07507 623997

[www.porsche-torque.com](http://www.porsche-torque.com)

Unit C2, Arun Buildings, Arundel Road, Uxbridge. UB8 2RP



all major credit cards are accepted



T: 01282 697171

All Porsche Models  
 Service & MOT Centre  
 Repairs Parts Wheels Engine Gearbox  
 Restoration Classic Parts Race & Track  
**1000's of Discount New  
 and Used Genuine Porsche Parts**  
 Next Day Mail Order Service

## PORSCHE SPECIALIST



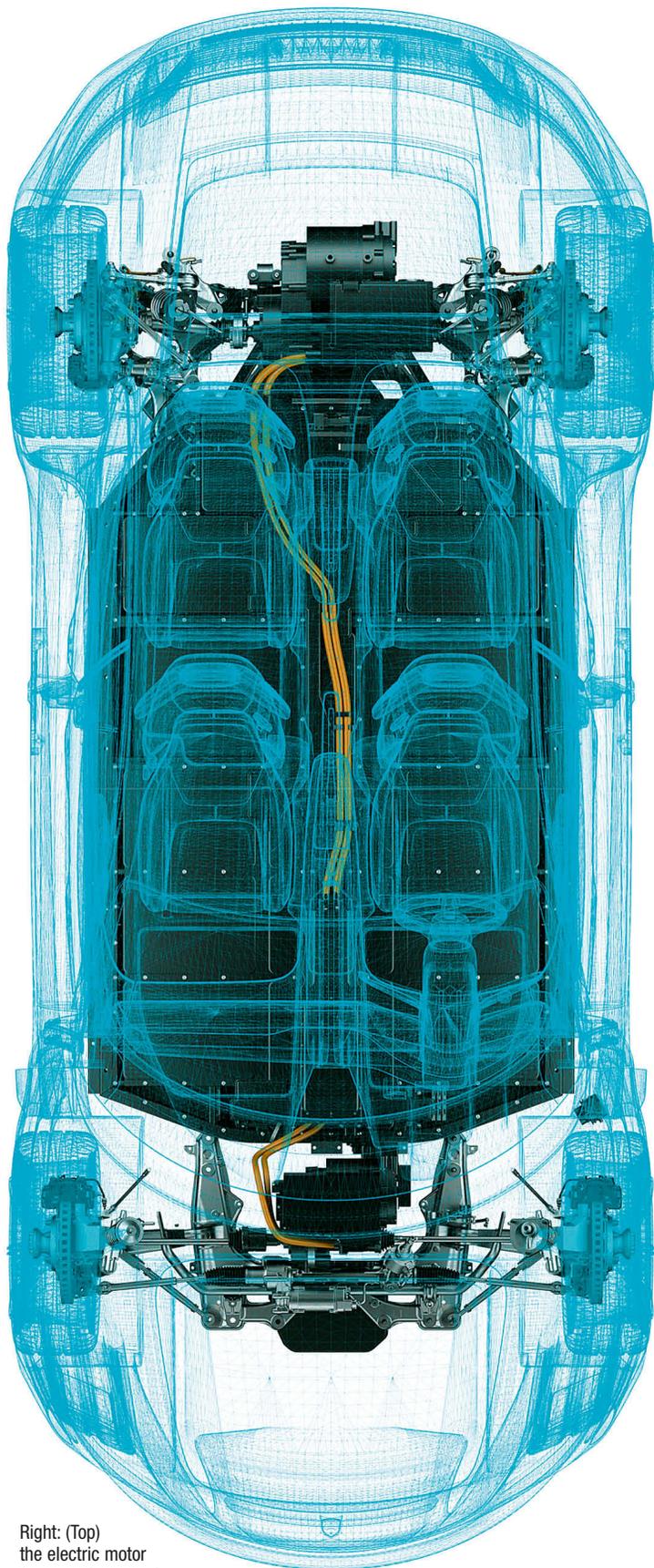
SERVICING | PARTS | REPAIR | RACE&TRACK

Jasmine Porschalink UK  
 The Porsch Centre, 3A Pendleside  
 Lomeshaye Industrial Estate  
 NELSON Lancashire BB9 6RY  
 T: 01 282 69 71 71  
 E: [info@jasmine-porschalink.co.uk](mailto:info@jasmine-porschalink.co.uk)  
 W: [www.jasmine-porschalink.co.uk](http://www.jasmine-porschalink.co.uk)  
 Company Registration No.: 3997925 (Cardiff)



VAT Registration No. 712436363

# all you need to know...



## The Electric Porsche

Jesse Crosse looks at the technical challenges Porsche is facing to deliver a performance EV by 2020.

When Porsche revealed the Mission E all-electric concept at last year's Frankfurt Show it begged one question: how could a Porsche be a true Porsche with the absence of an internal combustion engine? Porsche has confirmed a production EV in 2020 but despite the figures published for the Mission E, Porsche engineers will still be trying to figure out what can be achieved when that time comes. The Mission E performance figures will be based on engineering targets at best and likely conservative ones.

The headlines look promising so far. Porsche is stating a range of 300 miles, acceleration from 0-124mph in 12 seconds, 0-62mph in 3.5 seconds and a top speed of 155mph. The combined power from two AC synchronous motors is 590hp and the battery can be charged to 80 percent capacity in 15 minutes. Enough juice to drive 60 miles can be taken on board in four minutes thanks to an 800-volt, rather than 400-volt, electrical system.

So why will these numbers be so much harder to achieve than the more modest figures returned by a Nissan Leaf or Renault Zoë? The answer to that lies in the limitations of battery technology and the characteristics of high performance electric motors.

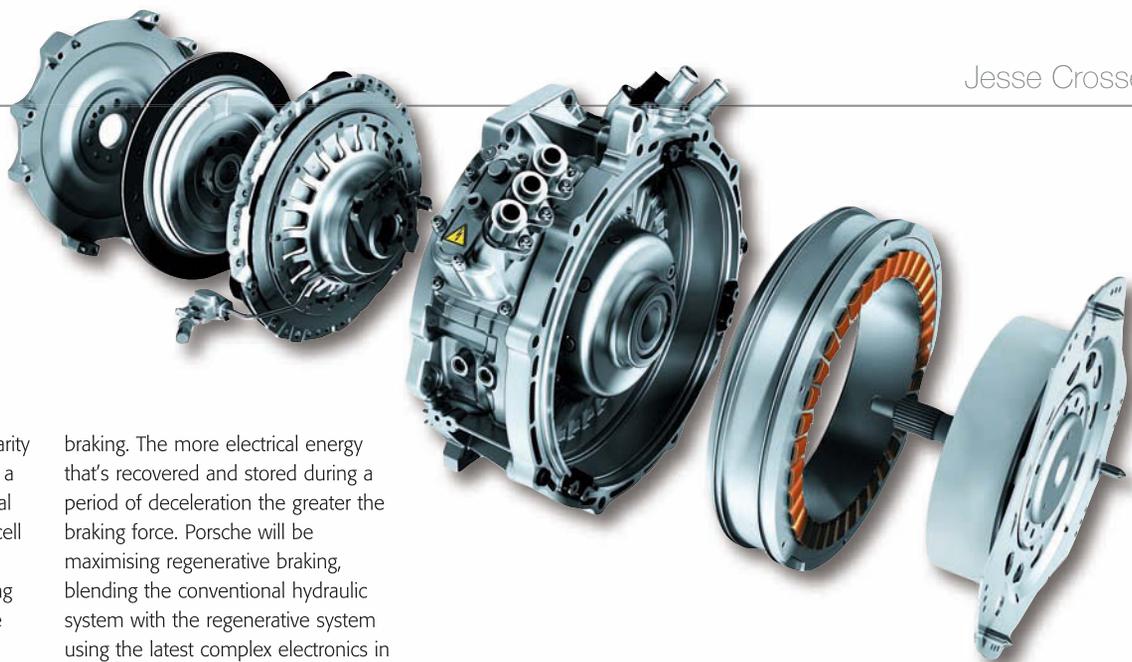
The car industry is still on a steep learning curve where electric cars are

concerned. Draw a parallel between the evolution of the automobile from day one and the modern electric car today and on a relative timeline, we're probably back in the 19th century. There's some irony in this because the first powertrain Ferdinand Porsche ever designed was an electric one in 1898 called the System Lohner-Porsche.

What hindered the evolution of electric cars then, has remained a barrier to their world domination today and that is the energy density of the battery compared to petrol or diesel. Energy density effectively means 'power-to-weight' ratio and 'volume-to-weight' ratio and it presents a catch 22 situation. The only way to increase the range (short of coming up with a steep change in battery technology) is to make the battery bigger. As things stand, a battery with the same energy density as a tankful of petrol or diesel would still occupy roughly the same space as the car itself, hence the relatively poor range of EVs compared to petrol or diesel.

That said, battery technology is progressing but in an evolutionary way rather than revolutionary way and nobody really knows exactly how fast. There are lots of different types of lithium-ion batteries with different chemistries. They all comprise many single cells arranged into modules with a number of modules grouped together to form a pack. The packs are

Right: (Top) the electric motor from the Cayenne S Hybrid  
(Middle) the Boxster E prototype of 2011 used VW technology developed for the Golf blue-e-motion with a range of 106 miles  
(Bottom) the electrically-powered front axle of the 919 Hybrid



all liquid-cooled but there the similarity ends. The individual cells can be in a pouch format, prismatic or cylindrical like an 'AA' battery. Battery design, cell packaging and the way the internal cooling systems work have a bearing on battery life and range. These are things Porsche and its battery developers will be taking a long, hard look at.

Lithium-ion traction batteries are complex with electronic management systems to make them work efficiently and safely. Individual cells charge at different rates but become damaged if overcharged so the management of them during charging is crucial and there are more or less efficient ways of doing this.

Lithium-ion battery chemistries are prone to 'thermal runaway' which means if a cell overheats and catches fire, the fire cannot be put out so safety is always a priority with EVs. The electronic management systems monitor the temperature of every cell and shut the battery down if any cell shows signs of overheating. Like cell packaging, the sophistication of a battery management system also plays an important part in achieving the best trade-off between range, performance and battery life. Again, this is an aspect that Porsche will be focusing on and the challenges will be greater given the performance aspirations it has for the car.

Drive motor or 'electric machine' technology is more established. Porsche describes the Mission E technology as a "permanently excited synchronous machine" variety, also known as "permanent magnet synchronous electric machine". Essentially these are AC motor-generators produced by suppliers like Siemens, and are variations that most EV manufacturers are using.

Engineers call them machines and not motors because they double as generators to recover or 'harvest' kinetic energy through regenerative

braking. The more electrical energy that's recovered and stored during a period of deceleration the greater the braking force. Porsche will be maximising regenerative braking, blending the conventional hydraulic system with the regenerative system using the latest complex electronics in a way that is transparent to the driver. When the Porsche EV becomes a reality, the maximum braking effort using the electric machines alone will be close to that of an emergency stop.

Electric drive motors temporarily lose efficiency and performance with repeated demands for high power (like hard acceleration). Apart from being undesirable, it also makes it difficult to get repeatable performance figures and Porsche will be working hard to overcome this with its electric motor supplier. It has already hinted that the Mission E motor design is resistant to a loss of performance from repeated maximum acceleration runs.

The third crucial technical aspect for a performance EV is weight, which has a direct correlation to performance, range and load on the drive system. If there's more weight than is desirable in a conventional car, it can be worked around but not in a performance EV where every gram has to be scrutinised. Porsche has already made it clear it won't go for "indiscriminate use of carbon fibre", but a blend of aluminium, lightweight steel alloys, and carbon fibre. Pretty much what it does today in other words. Having said that it will be using a carbon fibre monocoque for the passenger compartment which means the use of carbon fibre will be far greater than in its current production cars.

So there are a few mountains Porsche has to climb to deliver an EV worthy of the badge by 2020. They are arguably some of the highest mountains yet climbed by any EV manufacturer and only time will tell if it will succeed. That said, this is Porsche we're talking about ○

*Battery technology is progressing but in an evolutionary way rather than revolutionary way*





## The Budget SC – Part One

In part one of a look back at his tired 1982 911, Jesse Crosse guides us through the common issues those running a budget SC might expect to find...

The value of air-cooled Porsches has gone through the roof in the last three years, and more people are probably looking for projects as a result. If you're handy with the spanners and like the idea of finding a rough example there's a lot of basic stuff you can tackle yourself. Although be warned, the older they get, the riskier that becomes in terms of the engine in particular.

Sixteen years ago I found myself in a similar position, looking for an old 911 to fit my budget. Although that's a long time ago now, the criteria are universal in terms of aged and worn-out parts. If anything, some things may have been worse on my car than something you would find today simply because some 911s weren't quite as highly prized as they are now.

At the time, the one to go for was probably the 3.2-litre Carrera which followed the SC in 1984, but the 3.0-litre SC was a cheaper entry point. The progression of European SCs went from 180hp in 1978 to 188hp in 1980 then 204hp in 1981. The 3.2 took that still further to 231hp. That was a natural evolution for good

reasons and the 3.2 was arguably a more rounded and flexible car to drive with its slightly bigger engine. My 1982 SC cost the princely sum of £9000 back then with around 65-70,000 miles on the clock and at the time, that seemed like high mileage. Today it would be the opposite.

The SC was Guards red with a Burgundy interior, the original Berber cloth trim on the seats and original carpets. It was bog standard and well used but ran fine. I bought it as a daily driver but it was tatty. The seats had rips in them, there were rusty bits and the large, tea-tray spoiler rubber was starting to bulge where it bolted to the spoiler due to the internal steel fixing inserts rusting. The Fuchs were present and correct but needed a refinish, and the alloy bumpers had some corrosion around the over riders where the paint was coming off. But everything worked, including the electric sunroof.

The plan was to improve it while using it, bearing in mind there was no other means of transport in the garage at that point. The heat exchangers on the exhaust system were typically shot through with rust, so that would need

doing. A plug change wouldn't hurt either – although access isn't the easiest on a 911 it's still a fairly straightforward job. The ride height looked a bit low on the back and a quick look at the Haynes manual showed that the fix was to reset the position of the trailing arms on the torsion bars. As that was likely to be a hassle I left it alone, it wasn't too bad and I didn't want to end up with it going the other way.

The pneumatic telescopic struts on the engine cover weren't working and getting into the engine bay involved propping open the cover with a piece of wood. This was fine until you slipped with a spanner and knocked the wood away – those rear lids and spoilers are heavy! My job at the time meant fairly frequent trips to the airport and I soon got to trust the SC; it was rough around the edges but reliable and fun to drive with a raw quality that later, more refined cars lack.

The rust was in the usual places. There was a small but nasty bit on the driver's side B-pillar closing panel, high up and adjacent to the window, and another down at the bottom. There

was also some bubbling going on around one of the headlamps but nothing to cause major alarm. The short steel brake pipes on the front struts linking the flexible hose to the calipers earned an advisory at MoT for corrosion so needed changing, but the tyres were okay when I got it and would do for a while.

On the plus side, the engine sounded sweet and ran perfectly, the brakes worked well and didn't pull and there were no handling foibles either. My nearest parts supplier was the Porsche Shop in Halesowen which had a handy tyre fitter next door with a proper rig for checking geometry. The rig stored the correct settings in memory for many cars including the SC and amazingly, it checked out perfectly with everything pointing straight and true. So with an apparently sound engine, strong if agricultural gearbox and a straight chassis, I reckoned I was on to a good thing which wouldn't let me down. Next month, I'll tell you what I did over a two-year period to address all those points and end up with a stunning, well-sorted little car ○



**THE INDEPENDENT  
PORSCHE ENTHUSIASTS CLUB**

**THE ALL MODEL CLUB FOR ENTHUSIASTS; even if you don't own a Porsche  
Membership one year £40, two years £60 / 01787 249 245 / [www.TIPEC.net](http://www.TIPEC.net)**

Discount schemes, valuation service, busy online forum, technical assistance, bi-monthly magazine, regional & national events, family friendly



**PRINCIPAL  
INSURANCE**



A fresh approach to insurance

- Agreed Value**
- Monthly Payments**
- Club Discounts**
- Modifications**
- Multi Vehicle**

previously known as *performance marque*

Call us on:  
**0330 024 9070\***

Find out more at [www.principalinsurance.co.uk](http://www.principalinsurance.co.uk)

Principal Insurance is authorised and regulated by the Financial Conduct Authority. Calls may be recorded for training and monitoring purposes. \*Calls to this number cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

**Principal Insurance Limited, 2nd Floor,  
79 Stricklandgate, Kendal LA9 4LT**

**PARAGON**

The Natural Choice for Porsche Service



- Fixed Price Porsche Servicing
- On Site Tyre Fitting & MOT Testing
- The Latest Diagnostic Tools
- Laser Wheel Alignment
- Engine & Gearbox Rebuilds
- Free Courtesy Car Service
- Complete Bodywork Repair Service
- Wheel Refurbishment
- Part & Full Porsche Restoration
- Performance Enhancements

**01825 830424**

[service@paragon.gb.com](mailto:service@paragon.gb.com)

[www.paragongb.com](http://www.paragongb.com)

## BBQ TOOLBOX



**How much?** £69.99  
**Where from?** [www.firebox.com](http://www.firebox.com)

This fold-out BBQ toolbox is not entirely a gimmick! It features a generously-sized stainless steel grill, carrying handles that flip down to become legs, a removable fuel tray, an adjustable vent for controlling airflow over the coals and a warming rack. This makes for the perfect portable BBQ for any car-obsessed petrolhead – and an ideal present. It measures 45.5cm (w) x 24cm (h) x 22.5cm (d) and of course, its classic toolbox design sets it apart.

## 1:43 SPARK 911 S (LE MANS 1972)

**How much?** £55  
**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

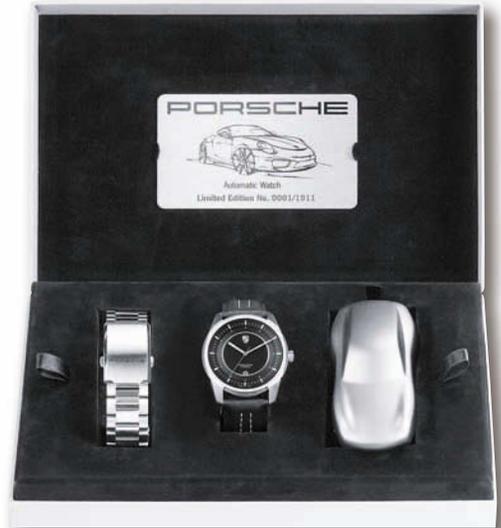
The Toad Hall Racing Team Porsche 911 S was raced to 13th place at Le Mans in 1972 by Michael Keyser, Jurgen Barth and Sylvain Garant. This Porsche Classic Genuine Parts model produced by Spark commemorates the car in 1:43 scale. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## PORSCHE PREMIUM CLASSIC WATCH

**How much?** £1300  
**Where from?** [www.porsche.com](http://www.porsche.com)

Limited to 1911 units, the Porsche Premium Classic Watch is automatic and comes with a leather strap made of high-quality cowhide leather, a three-part interchangeable strap made of stainless steel, a Porsche 911 sculpture, and a limited edition badge and polishing cloth. Watertight and Swiss-made, this is a real quality piece of wrist wear for the Porsche fan.



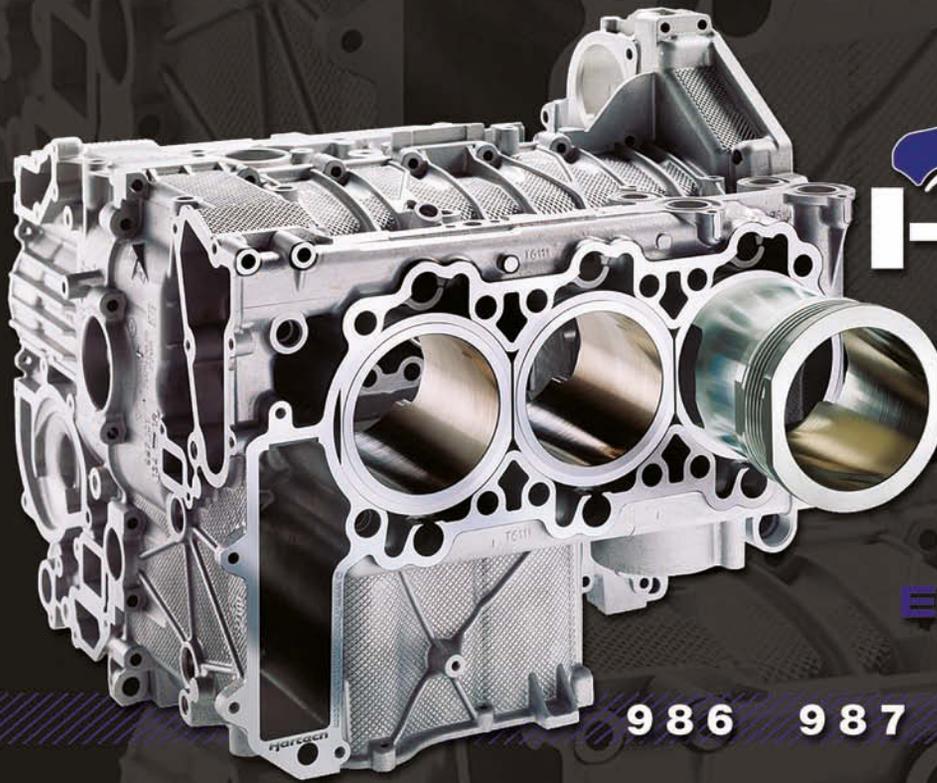
## GOODRIDGE BRAIDED BRAKE HOSES

**How much?** £79.80  
**Where from?** [www.goodridge.com](http://www.goodridge.com)

Goodridge has expanded its Performance Phantom range of braided brake lines to include the 991 (including GT3). Supplied with a selection of brackets to ensure perfect fitment, the kit contains square- and banjo-style fittings, one at either end of the line, and mimics the route of the OEM lines. Also included are a number of specially designed bolts, washers and other retaining hardware. Upgrading to these items is said to offer improvements to both braking performance and reliability. Goodridge brake lines are TÜV, DOT, ADR and ISO approved.



# ENGINE REPAIR SPECIALISTS



**Hartech**  
INDEPENDENT PORSCHE SPECIALIST

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

986 987 996 997 CAYMAN

w w w . h a r t e c h . o r g



WWW.PERMATUNE.COM  
LONNIE@PERMATUNE.COM

631.909.1011

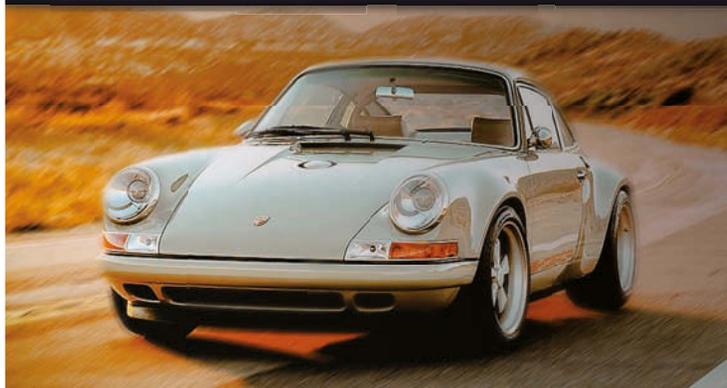


USB/BLUETOOTH CAPABILITY

WIRING HUBS

IGNITION COILS

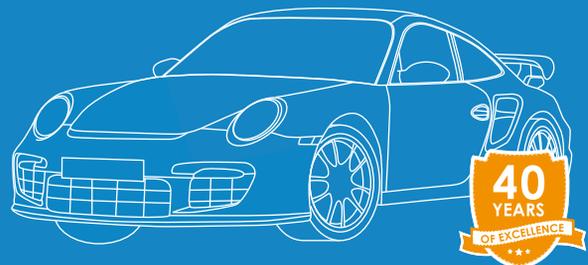
VINTAGE SUPERCAR



**Imagine yourself in the driver's seat, pinned there by a rush of acceleration.**

Performance upgrades for your air cooled engine. Perma-Tune introduces Advanced Ignition Technology. Old school appearance hides high tech electronics that rivals the newest cars. Pair your smart phone to your vintage car and fine tune the engine for more performance.

## Cheaper Car Insurance



Benefits available can include:

- FREE Legal Cover
- Breakdown Cover
- Agreed Value
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts

Call us now on:

**0800 085 5000**

or visit our website:

**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority





## 1:43 RACING MODELS 935 K3

**How much?** £55  
**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The Kremer Racing Porsche 935 K3 was raced in the 1980 Silverstone six-hour race by Guy Edwards, John Fitzpatrick and Axel Plankenhorn. Sadly the team retired due to piston failure but the car lives on here in 1:43 scale. A superb model hand-built for Racing Models, it comes supplied in a showcase for display purposes. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## PORSCHE BIKE RS

**How much?** £6000  
**Where from?** [www.porsche.com](http://www.porsche.com)

We've featured Porsche's range of push bikes before, but it's constantly evolving. This Porsche Bike RS is described as a 'smart city cruiser' and it features a lightweight design with carbon components, while its 22 gears are designed to ensure maximum acceleration. Finished in black and Lava orange to mimic the colours of the 911 GT3 RS it is available in three frame sizes; small (frame: 49cm, size: 160-170cm), medium (frame: 52cm, size: 171-184cm) and large (frame: 55cm, size: 185-195cm). Bike fixtures and accessories are all available on request from your local Porsche Centre.

## 2.7 CARRERA PANEL FILTER

**How much?** £37.99  
**Where from?** [www.thepipercrossshop.co.uk](http://www.thepipercrossshop.co.uk)



Pipercross has released a panel filter for the 2.7 Carrera (1973-1976). The Pipercross filter is designed to be an exact replacement for the factory paper element, using multiple foam layers to allow up to 30 percent more airflow through to the engine. This improves power, torque and drivability over the original setup. Pipercross filters come with a lifetime warranty and can be easily cleaned for re-use.

## 2-IN-1 CAR CHARGER

**How much?** £31.99  
**Where from?** [www.firebox.com](http://www.firebox.com)

The RoadTrip Car Charger and Battery is designed to prevent you suffering from an expired phone battery while on the move. It plugs into a 12V power slot and features two charging ports; a standard USB Type A port and a new style Type C port for charging the very latest gadgets. It also houses a rechargeable 3000mAh battery, so you can take it with you and use it like a regular power bank on the go. Cleverly it charges up your phone first before moving on to its own internal battery.



## 986 996 987 997 & Cayman engine repair specialists

- Sales • Service • Repairs
- Monthly paid maintenance package
- Re-con suspension parts



Tel: 01204 302809 Web: [www.hartech.org](http://www.hartech.org) Email: [auto@hartech.org](mailto:auto@hartech.org)

# WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

**15** years ONLINE

**30** DAYS MONEY BACK GUARANTEE

**95%** POSITIVE FEEDBACK

**multi** AWARD WINNING

**Auto EXPRESS** RECOMMENDED

If your **PORSCHE** goes wrong, you could be faced with wallet busting repair bills. Not to mention the hassle of dealing with the garage and being without your motor for days, or even weeks on end.

**An award-winning car repair plan from Warrantywise gives you total peace of mind when your car goes bang!** All of our plans include car hire, hotel & onwards travel expenses as well as recovery as standard. You can also take your car to any VAT registered garage in the UK or Europe for repairs!

**Prices start from just £30 per month.** Best of all its been designed by me, Quentin Willson.

*Quentin Willson*  
Designed by **Quentin Willson**



### QUENTIN WILLSON'S VIDEO GUIDE

Watch as motoring expert, Quentin Willson, explains the benefits of a used car warranty.

Watch Quentin's Video Guide  
[www.warrantywise.co.uk/guide](http://www.warrantywise.co.uk/guide)

Terms and conditions apply. Accurate at the time of printing. Average price based on a Porsche Boxter 12 month warranty.



Get a Quote Online  
[warrantywise.co.uk](http://warrantywise.co.uk)

Call us on Freephone  
0800 678 3701

**Warrantywise**  
Simply the Best in the Business

## Defending the MOTORIST.com

**1<sup>st</sup> to defend you**  
in all motoring allegations

We are specialist motoring defence solicitors. Let us be the 1<sup>st</sup> port of call for all motoring prosecutions including:

- Drink drive cases
- Speeding allegations
- Vehicle offences
- Dangerous and careless driving

We also provide advice to business owners on liability and can ensure they have a comprehensive Road Safety Policy in place to avoid (or reduce) the Company's exposure to a prosecution.

Call now on: **01743 248545**  
or email: [info@defendingthemotorist.com](mailto:info@defendingthemotorist.com) anytime.

Welsh Bridge,  
1 Frankwell,  
Shrewsbury,  
Shropshire, SY3 8JY

tel 01743 248545  
fax 01743 242979  
email [info@defendingthemotorist.com](mailto:info@defendingthemotorist.com)  
web [www.defendingthemotorist.com](http://www.defendingthemotorist.com)

Defendingthemotorist.com is a trading name of Hatchers Solicitors LLP

## PRECISION 901 & 915 GEARBOX OVERHAUL FOR YOUR PORSCHE?

**WE INSPECT BEFORE WE ACT**

**PRECISION 901 & 915 CUSTOM GEAR SETS**

**"TESTED ON OUR OWN RACING CARS"**

**EXCLUSIVE WEVO PARTS**

## TWINS PARK

PASSION FOR CLASSIC CARS

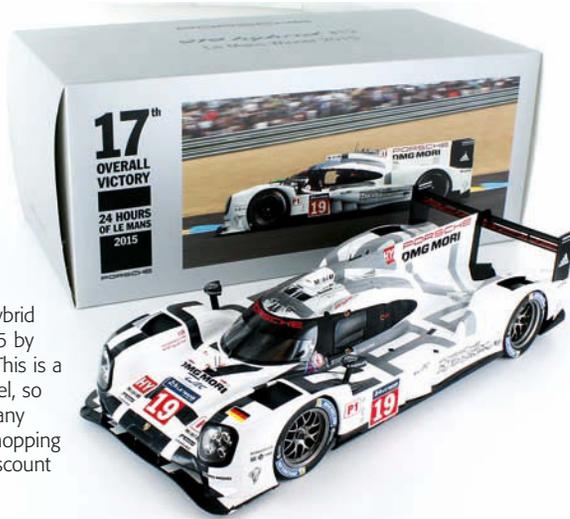
+31 (0) 6361 45580  
[info@twinsparkracing.com](mailto:info@twinsparkracing.com)  
[www.twinsparkracing.com](http://www.twinsparkracing.com)

## 1:18 SPARK 919 HYBRID (2015)

**How much?** £115

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This Spark model faithfully replicates the 919 Hybrid as famously driven to victory at Le Mans in 2015 by Earl Bamber, Nick Tandy and Nico Hulkenberg. This is a genuine Porsche dealer diecast 1:18 scale model, so it's sure to look fantastic as the centre piece of any model collection. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



## 356, 911 & 912 HEADRESTS

**How much?** £300

**Where from?** [www.karmannkonnektion.com](http://www.karmannkonnektion.com)

These headrests will fit all Porsche 356s, 911s and 912s up to the 1967 model year. Exclusive to Karmann Konnektion and made in-house, they come ready to upholster to match your car's interior. The kit includes two headrests, four brackets and eight screws, and Karmann Konnektion can supply them upholstered at extra cost. Postage is free within the UK mainland on all orders, and customers will receive a free Karmann Konnektion T-shirt too.



## PORSCHE COLLECTOR'S CUPS

**How much?** £15

**Where from?** [www.porsche.com](http://www.porsche.com)

These porcelain mugs are part of the official Porsche racing collection. The limited edition items (limited to 10,000 units) feature a unique serial number and are dishwasher safe. The version pictured here, No.17, depicts the iconic Porsche 917. A perfect accompaniment for the coffee-drinking Porsche aficionado, surely?



## 1:43 AUTO ART 997 CARRERA S

**How much?** £32.50

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

If you happen to own a yellow 997 Carrera S then you really should own this 1:43 scale Auto Art version of your car in miniature. Failing that if you've always hankered after such a car, this would not be a bad way to celebrate that fact. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



Since 1987 Cridfords has been established as an independent Porsche specialist. Talk directly to our service manager who has been servicing and preparing Porsche road and race cars for 40 years, he will be happy to discuss your requirements from a simple MOT to a full engine rebuild.

Please telephone, email or call in to Cridfords to see our current stock and to see how we can be of service to you and your car.

### Cridfords Porsche

The Street, Ewhurst, Surrey.  
GU6 7QY.  
Tel. 01483 273 302  
[porsche@crifords.co.uk](mailto:porsche@crifords.co.uk)  
[www.cridfords.co.uk](http://www.cridfords.co.uk)

356  
911  
912  
914  
918  
924  
928  
930  
944  
959  
964  
968  
991  
993  
996  
997

# PORSCHE

by the numbers ...

From the publisher of fine automotive books, a unique collection of volumes dedicated to Stuttgart's legendary marque



01305 260068 | info@veloce.co.uk | www.veloce.co.uk

VELOCE PUBLISHING  
THE PUBLISHER OF FINE AUTOMOTIVE BOOKS



## COMING SOON

THE BOOK OF THE AIRCOOLED

PORSCHE

# 911

Brian Long

Enthusiast's Edition  
Limited to 911 Copies

The **ULTIMATE** record  
of the **aircooled 911s**

**MORE DETAILS SOON ...**



### cmsporsche.co.uk

Telford, Shropshire

**We repair and service (diagnostics) Porsche.**

We sell used vehicles, new and used parts, and project prestige salvage for PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.

*An independent business, est. 1997, that provides a personalised service with labour rates from only £54.99/hr.*

CMS stock 1000s of used parts for all Porsche, from 1984 onwards.

These change on a daily basis.

Collection or Delivery can be arranged if required.

**CMSPORSCHE**

tel 01952 608-911 mob 07831 711-609 email cmsporsche@aol.com

Hortonwood 66, Telford TF1 7GB



## Bespoke Car Covers

Handmade • Non-contact • Retractable



- Non-contact design
- Choice of sizes and colours

- Fitting included (UK Mainland Only)
- Free Delivery

**GT Shield**

**15% OFF**  
FOR PORSCHE GB MEMBERS

[www.gettrac.com](http://www.gettrac.com)



## DSD MOTORWERKS

old school porsche mechanics for the 21st century

**Old School Porsche Mechanics for the 21st Century.**

Servicing, restoration, engine builds and race prep.

Chelmsford, Essex  
Tel: 07002 911356 or 07774 854 418  
[www.dsdmotorwerks.co.uk](http://www.dsdmotorwerks.co.uk)

## SOFT TOP RESTORATION KITS

GREAT VALUE CAR CARE PRODUCTS

- Deep cleans canvas, preventing the growth of green mildew and mould.
- Colour restores canvas, presenting a strong even finish.
- Seals and protects canvas, providing protection against moisture and other environmental damage.
- Easily applied in one day.

**3 Stage Kit**  
**£29.98**  
Ex. p+p

**0800 458 4235**  
[www.protexworld.co.uk](http://www.protexworld.co.uk)

## Extreme Detailing Ltd

'Spa for your car'



Restoring that 'new car shine' back, protecting and keeping them looking at their best.

0800 840 2058 [www.extremedetailing.co.uk](http://www.extremedetailing.co.uk)



## AUTOGAMI SOLAR CAR

**How much?** £9.99

**Where from?** [www.firebox.com](http://www.firebox.com)

Now you can make your own solar-powered cardboard car – perfect as a bit of fun for the kids. The flat-packed box contains everything you need to create your own dinky solar-powered car. All the cardboard components are pre-cut and pre-folded, primed and ready to be assembled without glue or scissors. Once complete place it on a sunny window sill and after five hours it'll be ready to drive for 20 minutes, reaching speeds of 2km/h.



1:43  
MINICHAMPS  
935 (DIJON 6-HRS)

**How much?** £55

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

Here's an apt model given our 935 historical feature this month. This 1:43 scale Minichamps model depicts the Martini Racing 935 as it looked when it won the Dijon six-hour race in 1976 driven by Jackie Ickx and Jochen Mass. It is limited to just 504 pieces worldwide. Add code 'POR010' to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

## PORSCHE 911 SOUNDBAR

**How much?** £2400

**Where from?** [www.porsche.com](http://www.porsche.com)

The 911 soundbar is a high-end 2.1 virtual surround system with an integrated subwoofer, but what makes it unique is that it is made from an original rear silencer and twin-exhaust module from a 911 GT3. The 200-watt system features DTS TruSurround™, a Dolby® digital decoder and Bluetooth radio technology for wireless transmission via your tablet or smartphone (amongst other devices). This is a truly cool piece of kit, measuring a sizable 74x28x32cm and weighing 19kg. Naturally you'll need an impressive room in which to display and use it.



INDEPENDENT PORSCHE SPECIALIST

SERVICING | PARTS | MOT | REPAIR | RACE & TRACK



**T: +44 (0) 1282 69 71 71**

**E: [jasmine.motorsport@virgin.net](mailto:jasmine.motorsport@virgin.net)**

**W: [www.jasmine-porschalink.co.uk](http://www.jasmine-porschalink.co.uk)**



## Yorkshire Classic Porsche

*Yorkshire's No.1 choice for classic to modern Porsche*

Please call us on 08434 996 911



[www.yorkshireclassicporsche.co.uk](http://www.yorkshireclassicporsche.co.uk)  
Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA

## AUTO 2000 PORSCHE SPECIALISTS

Some of our services include:

- Servicing
- MOTs
- General repairs
- Wheel alignment

Visit our website for more details  
[www.porsche-repairs.co.uk](http://www.porsche-repairs.co.uk)

Also if you like to save money, then don't forget to follow us on Facebook for our very latest offers

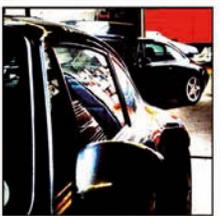


24 College Street  
Kempston, Bedford MK4 2BLU

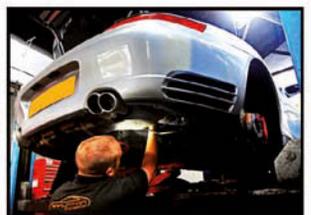
[info@porsche-repairs.co.uk](mailto:info@porsche-repairs.co.uk)  
[www.porsche-repairs.co.uk](http://www.porsche-repairs.co.uk)

**CALL US ON: 01234 210 012**



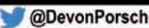



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment

[www.brauntonengineering.co.uk](http://www.brauntonengineering.co.uk)  
Devon Porsche 01271 814144





## Hillcrest Specialist Cars

PORSCHE SPECIALIST  
Service - Repairs - Sales

T: 01491 642911  
[hillcrestspecialistcars.com](http://hillcrestspecialistcars.com)





Sales & Servicing

Analogue Automotive  
Unit 1B  
Upper Adhurst Ind Park  
London Road  
Petersfield  
Hampshire  
GU31 5AE

01730 892220  
[www.analogueautomotive.co.uk](http://www.analogueautomotive.co.uk)  
[info@analogueautomotive.co.uk](mailto:info@analogueautomotive.co.uk)

facebook: AnalogueAutomotive  
twitter: @analogueauto




**ANALOGUE  
AUTOMOTIVE**  
Independent Porsche Specialist

# LUBRICATE+COOL YOUR IMS BEARING!

Make It Last  
**DOF**  
Keep It Lubed!

Add a Direct Oil Feed (DOF)<sup>®</sup> Kit and drive with peace of mind!



Designed, Developed, Manufactured by  
**TUNERS**  
MOTORSPORTS.COM<sup>®</sup>

[www.directoilfeed.com](http://www.directoilfeed.com)

**Don't let your bearing run hot & dry... LUBE & COOL IT!**

©Copyright Tuners Mall, Corp. "DOF", "Direct Oil Feed" are registered trademarks of Tuners Mall, Corp. Porsche is a registered trademark of and copyright of Porsche Cars North America. No affiliation with Porsche. All rights reserved.

## RAID DRIVING SIMULATOR

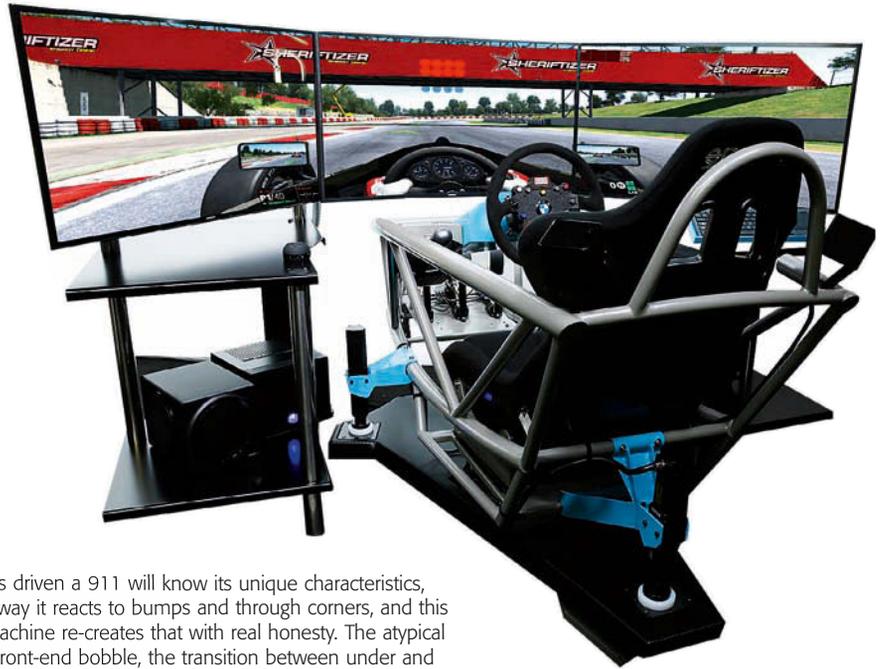
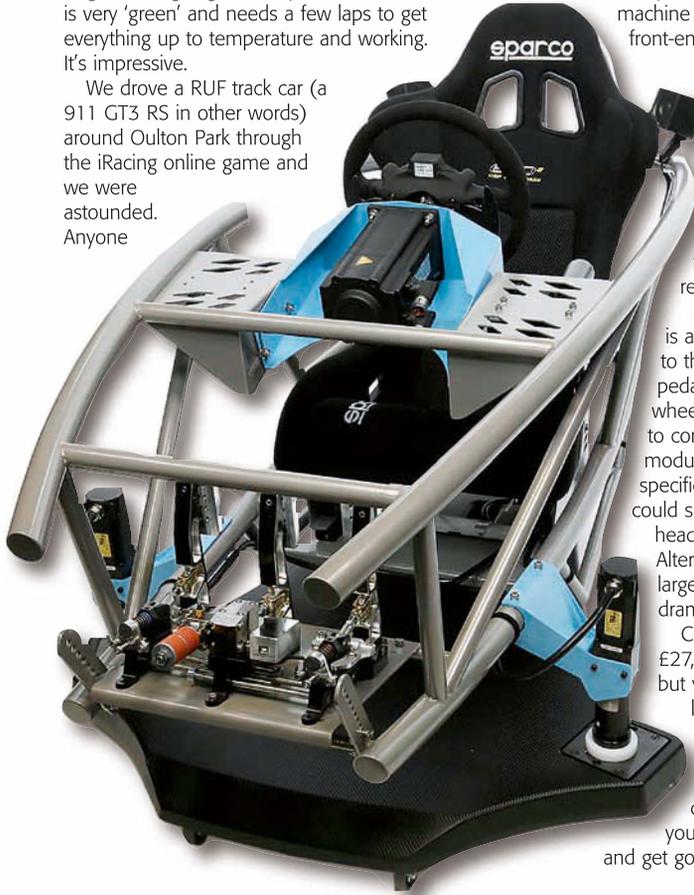
**How much?** From £27,000

**Where from?** [www.scan.co.uk](http://www.scan.co.uk) or [www.simdustry.co.uk](http://www.simdustry.co.uk)

RAID Simulators, working in partnership with 3XS Systems, has created something that is about as close to driving real cars on real tracks as you can get without actually doing it. Using a hydraulically actuated spaceframe chassis, surrounded by high-definition televisions driven by state-of-the-art software, it also boasts a force feedback steering wheel and hydraulic pedals to add to the realism. The spaceframe looks like an Aerial Atom and indeed that's where the inspiration for it came from. A Sparco race seat adds to the drama, as does a pedal box that looks like something straight out of a racing car.

Those 1.5-inch hydraulic actuators also shake, vibrate and dip under braking, and throw you around. The force feedback steering is capable of delivering shoulder-troubling resistance, and you can 'feel' the car underneath you. Pedals are weighted nicely, with brakes akin to a non-servo assisted setup in that they need a firm left foot to get them going. Similarly, off the line the car is very 'green' and needs a few laps to get everything up to temperature and working. It's impressive.

We drove a RUF track car (a 911 GT3 RS in other words) around Oulton Park through the iRacing online game and we were astounded. Anyone



who's driven a 911 will know its unique characteristics, the way it reacts to bumps and through corners, and this machine re-creates that with real honesty. The atypical front-end bobble, the transition between under and oversteer – even the howl from the 3.8-litre engine and whine from the gearbox is true-to-life. This really is as close as you can get to driving one without actually doing so. We were able to test the virtual reality headset with the simulator and that too was remarkable, enabling you to look around through 360-degrees. In fact, with the VR headset on, you feel like you can reach down and toggle switches on the car.

Almost everything about the RAID Simulator is adjustable – from the ferocity of the hydraulics to the weight of the steering and the feel of the pedals. You can even buy a reproduction F1 wheel with all of the controls that the drivers have to contend with in real life. The setup itself is modular, too, so you can build a simulator to your specific requirements or budget. For example, you could simply buy the chassis, a small monitor and a headset, removing the need for large screens. Alternatively you could go all-out and specify larger screens and three-inch hydraulics for more drama; with this system it's up to you.

Cost-wise, the setup we tried came in at £27,000. Now that sounds like a lot of money, but you have to recalibrate your brain with things like this. The sheer level of technology involved is one thing, but moreover, you need to think about it like this: £27,000 buys you a very capable track car, but it doesn't pay to run it, insure it or repair it. If you bin it on this simulator, you simply hit reset and get going again!





Independent Garage Services

Independent Garage Services is an independent garage specialising in VW, Audi Group, Chrysler Jeep and Porsche. Based in Southampton, we undertake all aspects of maintenance.

**Porsche Servicing** – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website. [www.independentgarageservices.co.uk](http://www.independentgarageservices.co.uk)

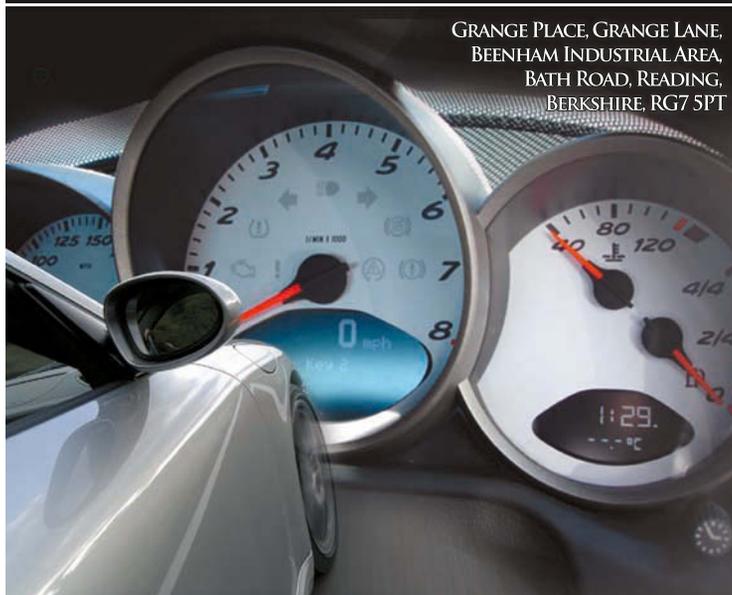
Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ  
Tel: 02380 629606 Fax: 02380 629329



## NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,  
BEENHAM INDUSTRIAL AREA,  
BATH ROAD, READING,  
BERKSHIRE, RG7 5PT



*Repairing and servicing of Porsches  
for over 20 years*

USED PORSCHE IN STOCK AND WANTED FOR  
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911  
EMAIL: [INFO@NORTHWAY.CO.UK](mailto:INFO@NORTHWAY.CO.UK) [WWW.NORTHWAY.CO.UK](http://WWW.NORTHWAY.CO.UK)



**SERVICING ★ RESTORATION ★ SALES**

Experienced and trusted with classic air-cooled  
including 356 and 914

Oxfordshire's specialists in 914 engines & transmissions

**01295 8122002**

*Your Lifestyle, Our Profession*

PORSCHE SERVICE ★ RESTORATION ★ SALES



[www.greatworthclassics.com](http://www.greatworthclassics.com)



[www.thewheelrestorer.co.uk](http://www.thewheelrestorer.co.uk)



[www.924srr27L.co.uk](http://www.924srr27L.co.uk)



New from KK exclusives!  
Our own early 911 / 912  
Puck style horn push.  
Perfect fit. £250+ vat.

65-73 911 Tool kits & Jacks.  
Tool Kits from £450+ Vat.  
Jacks from £200+ Vat.  
All 356 models available.



We stock 'Simonsen 356 repair panels. They are regarded as the best you can buy, anywhere! We are the sole UK distributor. Please call or mail for prices!



Exclusive to KK.  
Stainless steel  
Sebring Exhaust.  
Fits 356 & 912.  
Standard £595+ Vat  
Polished £695+ Vat



Excellent quality  
lightweight  
aluminium engine  
lid. Correct for 911S.  
Will fit all models.  
£795+ Vat.

Aluminium 911 / 912 rear bumper guards. Another KK exclusive product! Lightweight Aluminium, up to 50% weight saving! For up to 73 cars. Sold as a pair, £250+ Vat.



**Absolutely Stunning 68 912**  
Fully restored, matching numbers car. £75,000



**1968 SWB 911L**  
Great example, California car. £79,500.



**1972 Porsche 914**  
Fantastic Italian import. Awaiting paint. £18,950.



**1974 Porsche 914**  
Super solid, rare colour Ravenna green. £19950.

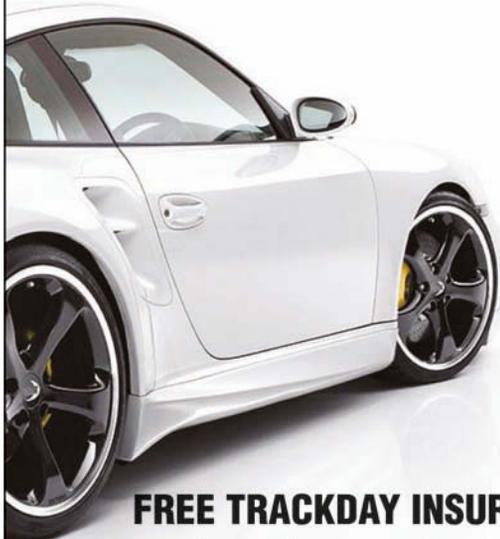
**See Website for more products, special offers & Cars for sale!**

**www.karmannkonnection.com info@karmannkonnection.com**

**TEL - 01702 340613** The Golden Lion, 289 Victoria Ave, Southend, Essex, SS2 6NE



*Porsche Insurance Specialist*  
*For your indication*  
*please call*  
*0161 437 7442*  
*or visit us online*



**FREE TRACKDAY INSURANCE**

**www.hendersontaylor.co.uk**

*Authorised and regulated by the financial services authority*

**PORSCHE INSURANCE**

Does your Porsche live in a messy garage?  
It doesn't have to be this way



Introducing the NewAge Professional 3.0 Series - New to the UK.

Your garage can complement your home and cars providing additional storage, working and living space, without the cost and hassle of extending.

- Hide your stuff away in strong steel cupboards and drawers
- Create worktop space for tinkering/DIY etc
- Wall storage with hooks, racks, shelves and baskets
- Interlocking floor tiles in PVC for that showroom look

Some good quality cupboards, worktops and drawer cabinets can make a big difference.

We offer **free garage interior design services**.  
Tile laying and installation services available if required.



**GARAGEPRIDE**

**www.GaragePride.co.uk** Freephone **0800-206-2303**

# READ YOUR DIGITAL COPY OF GTPORSCHE

anywhere in the world, at any time, on any device

Join the digital revolution and download your copy of *GT Porsche* today from just £2.99 per issue!

*GT Porsche* is the market leader when it comes to digital Porsche magazines. Not only can you download the latest issue direct to your desktop, tablet or smartphone device, but you can also buy back issues of the world's biggest Porsche magazine too!

Available on PC, Mac, iPad, Android devices, Kindle Fire, Windows 8 devices and BlackBerry Playbook you'll never be without your favourite Porsche magazine.

Download your copy of *GT Porsche* now via [www.pocketmags.com/gtporsche](http://www.pocketmags.com/gtporsche)

Subscription term	Subscription Cost	You Pay
12 issues	£28.99 – save 19%	£2.41 per issue!
6 issues	£14.99 – save 16%	£2.49 per issue!
Single issue		£2.99 per issue!

 **pocketmags.com**  
Discover Read Enjoy



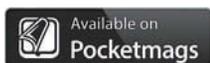
## COMBINED PRINT AND DIGITAL SUBSCRIPTIONS NOW AVAILABLE

You can now subscribe to *GT Porsche* and receive a printed copy of the magazine every month along with a digital version to download and save nearly £40!

Location	Subscription term	Cost (inc P&P)	Save
United Kingdom	12 issues	£49.99	£39.89
European Union	12 issues	£69.99	£27.89
Rest of World (inc USA)	12 issues	£84.99	£21.89

Order your digital subscription today  
[www.pocketmags.com/gtporsche](http://www.pocketmags.com/gtporsche)

Now available on:



[www.pocketmags.com/gtporsche](http://www.pocketmags.com/gtporsche)

SUBSCRIBE TODAY & SAVE OVER £30\* • NEVER MISS AN ISSUE

*UK readers subscribe to*

# GTPORSCHE AND SAVE OVER £30\*

**PAY JUST £3.15 PER ISSUE**  
WHEN YOU SUBSCRIBE BY DIRECT DEBIT

- 3 month subscription **£9.45 – SAVE £4.05**
- 6 month subscription **£18.90 – SAVE £8.10**
- 12 month subscription **£37.80 – SAVE £16.20**
- 24 month subscription **£75.60 – SAVE £32.40**

## THREE EASY WAYS TO SUBSCRIBE

1. Online @ [www.gtpurelyporsche.com/subscriptions](http://www.gtpurelyporsche.com/subscriptions)
2. Telephone 01732 748084
3. Post: *GT Porsche*, Freepost RTGU-UETS-EERS, Unity Media plc, The Manor, Nepicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS

# SUBSCRIBE TODAY

**CALL: 01732 748084**

**VISIT: [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)**



## GTPORSCHE

is also available to buy in digital format,  
visit [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) to find out more

• FREE FIRST CLASS DELIVERY

# SUBSCRIBE AND SAVE ALL OVER THE WORLD!

## SELECT THE BEST SUBSCRIPTION FOR YOU....

### EUROPEAN UNION

- 12 month subscription - **£64.80 - SAVE 20%**
- 24 month subscription - **£111.60 - SAVE £30.24**

### REST OF THE WORLD

- 12 month subscription - **£78 - SAVE 20%**
- 24 month subscription - **£140.40 - SAVE £30.24**

### NORTH AMERICA

- 12 month subscription - **\$115**
- 24 month subscription - **\$230**

To order your subscription today visit:  
[www.gtpurelyporsche.com/subscriptions](http://www.gtpurelyporsche.com/subscriptions)



## SUBSCRIPTION FORM

- Yes, I would like to subscribe to *GT Purely Porsche* for 3 months for £9.45
- Yes, I would like to subscribe to *GT Purely Porsche* for 6 months for £18.90
- Yes, I would like to subscribe to *GT Purely Porsche* for 12 months for £37.80
- Yes, I would like to subscribe to *GT Purely Porsche* for 24 months for £75.60

### PAYING BY CHEQUE OR CREDIT CARD?

- Yes, I would like to subscribe to *GT Purely Porsche* for 12 months for £43.20
- Yes, I would like to subscribe to *GT Purely Porsche* for 24 months for £77.76

I enclose a cheque made payable to Unity Media Plc for: £ \_\_\_\_\_

Please debit my credit card: £ \_\_\_\_\_

Card number \_\_\_\_\_

Name on Card \_\_\_\_\_

Security number \_\_\_\_\_ Expiry date \_\_\_\_\_

### YOUR DETAILS

Title \_\_\_\_\_ First name \_\_\_\_\_ Surname \_\_\_\_\_

Address \_\_\_\_\_

County \_\_\_\_\_ Postcode \_\_\_\_\_

Email \_\_\_\_\_

Contact telephone number \_\_\_\_\_ Date of birth \_\_\_\_\_

Is this a gift subscription?

### RECIPIENT'S DETAILS (FOR GIFT SUBSCRIBERS ONLY)

Title \_\_\_\_\_ First name \_\_\_\_\_ Surname \_\_\_\_\_

Address \_\_\_\_\_

County \_\_\_\_\_ Postcode \_\_\_\_\_

Your details will be processed by Unity Media Plc (publishers of *GT Purely Porsche*) and our suppliers in full accordance with the UK data protection legislation. Unity Media Plc and *GT Purely Porsche* may contact you with information about our other products and services. Please tick if you prefer NOT to receive such information by post, email, phone, mobile phone messaging.  
 Unity Media Plc and *GT Purely Porsche* occasionally share data, on a secure basis, with other reputable companies who wish to contact you with information about their products and services. Please tick if you prefer NOT to receive such information by post or phone.  Please tick if you DO wish to receive such information by email and mobile phone messaging.  Please tick here if the recipient of this subscription is under 18.  Unity Media plc reserves the right to limit offers of this kind to one per household and withdraw the offer at any time.

## PAY BY DIRECT DEBIT

### Instruction to your bank or building society to pay by direct debit

Please complete and send to: *GT Purely Porsche* Subscriptions, Freepost RTGU-UETS-EERS, Unity Media Plc The Manor, Nepicar House, London Road, Wrotham Heath, Sevenoaks, Kent, TN15 7RS

To the manager: Bank name	Originator's Identification Number
Address	8 0 9 1 4 3
Postcode	Reference
Account in the name(s) of	Instructions to your bank or building society
Branch sort code	Please pay Unity Media Plc direct debits from the account detailed in this instruction subject to safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Unity Media Plc and, if so, details will be passed electronically to my bank/building society
Bank/building society account number	Signature(s)
	Date
	Banks and building societies may not accept direct debit instructions for some types of account.

### The Direct Debit Guarantee

This Guarantee is offered by all banks and building societies that accept instructions to pay direct debits. If there are any changes to the amount, date or frequency of your direct debit to Unity Media Plc we will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Unity Media Plc to collect a payment, confirmation of the amount and date will be given to you at the time of the request. If an error is made in the payment of your direct debit by Unity Media Plc or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when instructed to do so by Unity Media Plc. You can cancel a direct debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.



## ACT NOW!

RETURN YOUR COMPLETED FORM TO:  
*GT PORSCHE*, FREEPOST RTGU-UETS-EERS,  
UNITY MEDIA PLC, THE MANOR, NEPICAR HOUSE,  
LONDON ROAD, WROTHAM HEATH,  
SEVENOAKS, KENT, TN15 7RS

\* Saving applicable when you subscribe for 24 months paying by direct debit

	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
<b>Addspeed Performance Cars</b> Tel: 01403 255616 <a href="http://www.addspeed.co.uk">www.addspeed.co.uk</a>									✓				✓			
<b>Adrian Flux</b> Tel: 0800 081 8989 <a href="http://www.adrianflux.co.uk">www.adrianflux.co.uk</a>									✓							
<b>AmD</b> Tel: 01869 323205 <a href="http://www.amdtechnik.com">www.amdtechnik.com</a>											✓					
<b>Analogue Automotive</b> Tel: 01730 892220 <a href="http://www.analogueautomotive.co.uk">www.analogueautomotive.co.uk</a>	✓	✓	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓	✓
<b>Ashley Insurance</b> Tel: 01785 214444 <a href="http://www.ashleyinsurance.co.uk">www.ashleyinsurance.co.uk</a>									✓							
<b>Autofarm</b> Tel: 01865 331234 <a href="http://www.autofarm.co.uk">www.autofarm.co.uk</a>	✓	✓				✓		✓			✓		✓			
<b>Autostrasse</b> Tel: 01376 562922													✓			
<b>Berlyn Services</b> Tel: 01271 866818 <a href="http://www.berlyn-services.co.uk">www.berlyn-services.co.uk</a>	✓												✓			
<b>Belgravia Garage</b> Tel: 0207 2359900 <a href="http://www.belgraviagarage.com">www.belgraviagarage.com</a>													✓			
<b>Bilstein</b> <a href="http://www.bilstein.com">www.bilstein.com</a>														✓		
<b>Blackboots</b> Tel: 01494 797820 <a href="http://www.blackboots.co.uk">www.blackboots.co.uk</a>								✓					✓			✓
<b>Bodytechnics</b> Tel: 01753 505911 <a href="http://www.bodytechnics.co.uk">www.bodytechnics.co.uk</a> The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓														
<b>Britemax</b> Tel: 01342 893006 <a href="http://www.britemax-direct.co.uk">www.britemax-direct.co.uk</a>					✓											
<b>Cameron Sportscars</b> Tel: 01220 892244													✓			
<b>Carrera Engineering</b> Tel: 01992 892333 <a href="http://www.carreraengineering.co.uk">www.carreraengineering.co.uk</a>						✓	✓	✓						✓		
<b>Cargraphic</b> Tel: 0049 634 188 088 (D) 01293 537911 (UK) <a href="http://www.cargraphic.com">www.cargraphic.com</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Charles Ivey Specialist Cars</b> Tel: 020 77313612 <a href="http://www.charlesivey.com">www.charlesivey.com</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Chesterfield Diagnostics/Repairs</b> Tel: 01246 234046 <a href="http://www.chesterfielddiagnostics.com">www.chesterfielddiagnostics.com</a>	✓		✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Classic Additions</b> Tel: 01938 561717 <a href="http://www.classicadditions.com">www.classicadditions.com</a>	✓															
<b>Club Auto Sport</b> Tel: 01384 410879 <a href="http://www.clubautosport.co.uk">www.clubautosport.co.uk</a>	✓					✓								✓		
<b>CMSPorsche</b> Tel: 01952 608911	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
<b>Dansk</b> Tel: 07000 911993							✓	✓		✓			✓	✓		✓
<b>Design 911</b> Tel: 0208 500 881 <a href="http://www.design911.com">www.design911.com</a>	✓	✓	✓							✓			✓	✓		✓
<b>Direct Line</b> Tel: 0845 246 8386 <a href="http://www.directline.com">www.directline.com</a>									✓							
<b>DMS Automotive</b> Tel: 01264 729016 <a href="http://www.dmsautomotive.com">www.dmsautomotive.com</a>											✓					
<b>Dodo Juice</b> Tel: 07990 518430 <a href="http://www.dodojuice.com">www.dodojuice.com</a>					✓											
<b>Douglas Valley</b> Tel: 01257 472866 <a href="http://www.douglasvalley.co.uk">www.douglasvalley.co.uk</a>	✓					✓										
<b>DS Motorwerks</b> Tel: 07002 911356 <a href="http://www.dsdmotorwerks.co.uk">www.dsdmotorwerks.co.uk</a>		✓				✓							✓			
<b>EBC Brakes</b> Tel: 01604 583344 <a href="http://www.ebcbrakes.com">www.ebcbrakes.com</a>			✓													
<b>EBS Racing</b> Tel: 001 800 462 3774 <a href="http://www.ebsracing.com">www.ebsracing.com</a>	✓		✓	✓		✓	✓			✓	✓			✓		
<b>Eibach Suspension Tech</b> Tel: 01455 286524														✓		
<b>Elephant Racing</b> Tel: +1 408 297 2789 <a href="http://www.elephantracing.com">www.elephantracing.com</a>														✓		
<b>Essex Porsche Inspections</b> Tel: 07768 894324 Email: <a href="mailto:porscheinspections@gmail.com">porscheinspections@gmail.com</a>								✓								
<b>Elite Direct</b> Tel: 01708 525577 <a href="http://www.elitedirect.com">www.elitedirect.com</a>														✓		✓
<b>Engine Builders Supply Co.</b> Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓			✓		
<b>Finlay Gorham</b> Tel: 01284 827427 <a href="http://www.finlaygorham.com">www.finlaygorham.com</a>																
<b>Flat-6 Coachworks</b> Tel: 01686 440323 Email: <a href="mailto:flat-6@hotmail.com">flat-6@hotmail.com</a>		✓											✓			
<b>Gantspeed Engineering</b> Tel: 01507 568474 <a href="http://www.gantspeed.co.uk">www.gantspeed.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>Gmund Cars</b> Tel: 01423 797989 <a href="http://www.gmundcars.com">www.gmundcars.com</a>													✓			
<b>Gmund Collection</b> Tel: 0870 2020911 <a href="http://www.gmundcollection.com">www.gmundcollection.com</a>												✓				
<b>Green Flag</b> Tel: 0845 246 2130 <a href="http://www.greenflag.com">www.greenflag.com</a>									✓							
<b>GT One</b> Tel: 01932 569911/944 <a href="http://www.gt-one.co.uk">www.gt-one.co.uk</a>													✓			
<b>Hartech</b> Tel: 01204 302809 <a href="http://www.hartech.org">www.hartech.org</a> Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓		✓			
<b>Historika Classica Porsche</b> 07836 384999 <a href="http://www.historika.com">www.historika.com</a>	✓							✓					✓			
<b>HP Motorsports</b> Tel: 020 8500 2510 <a href="http://www.hpmotorsports.co.uk">www.hpmotorsports.co.uk</a>													✓			
<b>Jasmine Porschalink UK</b> Tel: 01282 697171 <a href="http://www.jasmine-motorsport.co.uk">www.jasmine-motorsport.co.uk</a>	✓	✓	✓			✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>Jaz</b> Tel: 020 8903 1118 <a href="http://www.jazweb.co.uk">www.jazweb.co.uk</a>	✓		✓			✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>John Drake Zymöl Detailer</b> Tel: 01590 645623 <a href="http://www.johnsmodelcars.co.uk">www.johnsmodelcars.co.uk</a>				✓									✓			
<b>JZM</b> Tel: 01923 269788 <a href="http://www.jzmporsche.com">www.jzmporsche.com</a>	✓	✓	✓			✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>Karmann Konnektion</b> Tel: 01702 340613 <a href="http://www.karmannkonnektion.com">www.karmannkonnektion.com</a>	✓		✓			✓	✓	✓		✓	✓		✓	✓	✓	✓



[www.specialistcarsltd.co.uk](http://www.specialistcarsltd.co.uk)

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

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



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



[www.promaxmotorsport.com](http://www.promaxmotorsport.com)

**Performance  
Durability  
Protection...**



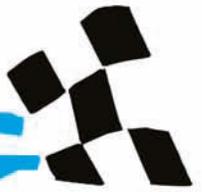
**CREAM POLYMER SEALANT**

Beautiful Shine, Long Lasting Protection  
 Blocks UV, Resists Acid Rain & Salt Water  
 Buy online at [www.britemax-direct.co.uk](http://www.britemax-direct.co.uk)

	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
K&N Tel: 01925 636950 <a href="http://www.knfilters.com">www.knfilters.com</a>						✓										
Lakewell Classic Car Interiors Tel: +32 (0)475 53 5622 <a href="http://www.lakewell.com">www.lakewell.com</a>						✓				✓	✓					
LN Engineering Tel: +1 815 472 2939 <a href="http://www.lnengineering.com">www.lnengineering.com</a>						✓										
Loe Bank Motors Tel: 01706 826060 <a href="http://www.loebankmotors.co.uk">www.loebankmotors.co.uk</a>													✓			
Meguiar's Tel: 0870 2416696 <a href="http://www.meguiars.co.uk">www.meguiars.co.uk</a>				✓												
Milltek Sport Tel: 0115 944 0044 <a href="http://www.millteksport.co.uk">www.millteksport.co.uk</a>							✓									
Ninemeister Tel: 01925 242342 <a href="http://www.ninemeister.com">www.ninemeister.com</a>	✓	✓	✓			✓	✓				✓				✓	✓
No 5 Garage Tel: 020 8993 7318 <a href="http://www.no5garage.com">www.no5garage.com</a>													✓			
Northway Porsche Specialists Tel: 0118 971 4333 <a href="http://www.northway.co.uk">www.northway.co.uk</a>													✓			
Parr Motorsport Tel: 01293 537911 <a href="http://www.parr-uk.co.uk">www.parr-uk.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
Paragon Tel: 01825 830424 <a href="http://www.paragon.gb.com">www.paragon.gb.com</a>	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
Paul Stephens Specialist Cars Tel: 01440 714884 <a href="http://www.paul-stephens.com">www.paul-stephens.com</a>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
PCT Cars Tel: 02476 407770 <a href="http://www.pctcars.co.uk">www.pctcars.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Peart Insurance Tel: 0800 954 0037 <a href="http://www.peart.co.uk">www.peart.co.uk</a>									✓	✓						
Performance Direct Tel: 0844 5733594 <a href="http://www.performedirect.co.uk">www.performedirect.co.uk</a>									✓	✓						
Performance Marque Tel: 0800 954 0037 <a href="http://www.performancemarque.com">www.performancemarque.com</a>									✓	✓						
Peter Morgan Consulting Tel: 01672 514038 <a href="http://www.porscheinspections.com">www.porscheinspections.com</a>								✓								
Pie-Performance Tel: 01473 760911 <a href="http://www.pieperformance.co.uk">www.pieperformance.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
Porsch-Apart Tel: 01706 824053 <a href="http://www.porsch-apart.co.uk">www.porsch-apart.co.uk</a>	✓															
Porsche Cars GB Tel: 0845 7 911 911 <a href="http://www.porsche.co.uk">www.porsche.co.uk</a>											✓					
Porsche Club GB Tel: 01608 652911 <a href="http://www.porscheclubgb.com">www.porscheclubgb.com</a>					✓						✓	✓				
Porscheworx Tel: 020 7916 6911		✓									✓		✓			
PortiaCraft Tel: 020 8959 1604													✓			
911 Virgin Tel: 01895 255222 <a href="http://www.911virgin.com">www.911virgin.com</a>													✓			
Pro 9 Tel: 01527 591992 <a href="http://www.pro-9.com.uk">www.pro-9.com.uk</a>			✓											✓		
Promax Motorsport Tel: 01296 714856 <a href="http://www.promaxmotorsport.com">www.promaxmotorsport.com</a>	✓										✓		✓			
PR Services Tel: 01277 630099 <a href="http://www.prs356.com">www.prs356.com</a>	✓	✓							✓					✓		✓
Ramus Porscha Tel: 0121 55 77 911 <a href="http://www.ramusporscha.com">www.ramusporscha.com</a>					✓	✓			✓					✓		✓
Regal Autosport Tel: 02380 558636 <a href="http://www.regal-auto.co.uk">www.regal-auto.co.uk</a>											✓					
Redline Racing Tel: 01642 751911											✓					
RGA Porsche Tel: 0207 7931447		✓				✓							✓			✓
RPM Technik Tel: 01296 661881 <a href="http://www.rpmttechnik.co.uk">www.rpmttechnik.co.uk</a>	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
RPM Specialist Cars Tel: 01423 865602 <a href="http://www.rpmspecialistcars.co.uk">www.rpmspecialistcars.co.uk</a>													✓			
RPR626 Tel: 01388 811024/07836 330065 <a href="http://www.rpr626.com">www.rpr626.com</a>													✓			
RSJ Sports Cars Tel: 01753 553969 <a href="http://www.rsjsportscars.co.uk">www.rsjsportscars.co.uk</a>													✓			
<b>Roger Bray Restoration Tel: 01404 822005 <a href="http://www.rogerbrayrestoration.com">www.rogerbrayrestoration.com</a></b> <b><a href="mailto:parts@rogerbrayrestoration.com">parts@rogerbrayrestoration.com</a>; Milestone Business Park, London Road, Whimble, Exeter</b>		✓											✓			
Shirleys Garage Tel: 01676 522242 <a href="http://www.shirleys-garage.co.uk">www.shirleys-garage.co.uk</a>													✓			
Specialised Car Covers Tel: 01943 864646 <a href="http://www.carcoversuk.com">www.carcoversuk.com</a>	✓															
Specialist Cars of Malton Tel: 07000 911993 <a href="http://www.specialistcarsltd.co.uk">www.specialistcarsltd.co.uk</a>	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓		✓
SpeedArt Tel: 0870 757 5911 <a href="http://www.speedart.de">www.speedart.de</a>											✓					
Spit & Polish Tel: 01732 367771 <a href="http://www.spitandpolish.co.uk">www.spitandpolish.co.uk</a>																✓
Status Auto Tel: 01642 791911 <a href="http://www.statusporsche.com">www.statusporsche.com</a>	✓		✓			✓	✓			✓				✓		✓
Swissvax UK Tel: 0423 860022 <a href="http://www.swissvax.co.uk">www.swissvax.co.uk</a>				✓												
Team Parker Racing Tel: 01455 822686 <a href="http://www.teamparkerracing.com">www.teamparkerracing.com</a>						✓							✓		✓	
Tech9 Motorsport Tel: 0151 4255 911 <a href="http://www.tech9.ms">www.tech9.ms</a>	✓	✓	✓			✓	✓			✓	✓		✓	✓	✓	✓
TechArt Tel: +49 7152 933939 <a href="http://www.techart.de">www.techart.de</a>											✓					
The Independent Porsche Enthusiasts' Club Tel: 0845 602 0052 <a href="http://www.tipec.net">www.tipec.net</a>					✓											
Tognola Engineering Tel: 01753 545053						✓					✓					
TWG Motorsport Tel: 01733 332911													✓			
<b>The Wheel Restorer Tel: 01978 352980 <a href="mailto:sales@thewheelrestorer.co.uk">sales@thewheelrestorer.co.uk</a></b> <b>Unit F7, Bersham Enterprise Centre, Rhostyllen, Wrexham LL14 4EG</b>																✓
Yorkshire Classic Porsche Tel: 08434 996 911 <a href="http://www.yorkshireclassicporsche.co.uk">www.yorkshireclassicporsche.co.uk</a>	✓	✓	✓	✓				✓	✓	✓		✓	✓			✓

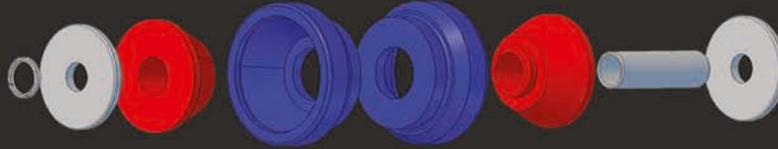
YOUR TICKET TO THE WINNER'S CIRCLE

# STOMSKI RACING



## Symmetrical Semi-Solid Engine/Transmission Mounts

901/911/930  
SR017



911/915  
SR016



964/993/996/997/GT3  
SR135



**+001(410)571-9779**

[www.STOMSKIRACING.com](http://www.STOMSKIRACING.com)



## fearnsport

Home of the Über Porsche

Specialist RS, GT & Turbo Models

Porsche Tuning & Servicing

01327 856993  
info@fearnsport.co.uk  
www.fearnsport.co.uk

Unit 22 Silverstone Technology Park, Silverstone Circuit. NN12 8TN

The Heart of British Motor Racing

## NO MORE CAR DRYING - EVER!

**Filter out all dissolved minerals for NO water spots**

- ★ Oppm pure filtered water leaves no ugly watermarks even when your car is left to dry in bright sunlight
- ★ 7 litre filter produces 400 litres, 14 litre filter produces 1100 litres of pure water
- ★ Eliminate drying swirls, save time for driving
- ★ Refillable & reusable filter saves money long term
- ★ Standard 7 litre filter will typically last a year

The best car cleaning product I have bought in my life. Wish I'd bought one years ago  
*J. Longden, Huddersfield*

Can't recommend this product enough!  
*J Weaver, Bristol*

★★★★ AutoExpress & EVO reviews

See our full range of Concours-winning car care products online



Race Glaze Ltd | +44(0)1780 749449 | [www.raceglaze.co.uk](http://www.raceglaze.co.uk)

# GT Porsche Back Issues

COMPLETE YOUR COLLECTION TODAY

FROM  
**£2.50**  
EACH  
including P&P\*



## OCTOBER 2015

**Cover Story:** Thirty years of 959  
**Inside:** Classic 911s: 2.2 vs 2.4 – which is best? Cayman GT4 takes to the Alps, 996 GT3 RS vs 997 GT3 RS, Olaf Manthey interview, Silverstone Classic, PCGB National Event, Steve Richards profile, 996 CSR Retro, TPC Racing Module tested



## NOVEMBER 2015

**Cover Story:** Second-generation 991 unleashed: everything you need to know  
**Inside:** Turbo 911s: the last air-cooled 911 takes on its latest water-cooled equivalent, Mission E: Porsche's new concept car, 924 at 40, Cayenne generations, Rudi Lins, Singer-inspired 911 3.0 SC, 996 GT3



## 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 2015

**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 Lagaaij. 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

To order your back issue call +44 (0)1732 748084 today!

Or visit [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) or email [subs@unity-media.com](mailto:subs@unity-media.com)

\* £5 per back issue includes free P&P to any UK Mainland postal address. For all other delivery options please enquire by calling +44 (0)1732 748084

# Brake Upgrade Kits

**13 FABULOUS CHOICES** to suit every driving style and budget.

All **EBC** discs are now coated with thermic black corrosion resistant coating

PDK Kit	Ultimax daily driver pads and thermic black coated OEM (non slotted) style discs
PD01K Kit	Greenstuff sport pads and thermic black coated OEM (non slotted) style discs
PD02K Kit	Redstuff premium fast street pads and thermic black coated OEM (non slotted) style discs
PD03K Kit	Yellowstuff highest friction pads and thermic black coated OEM (non slotted) style discs
PD06K Kit	Greenstuff sport pads and USR slotted thermic black coated discs
PD07K Kit	Redstuff premium fast street pads and USR slotted thermic black coated discs
PD08K Kit	Yellowstuff highest friction pads and USR slotted thermic black coated discs
PD012K Kit	Redstuff premium fast street pads and GD sport drilled thermic black coated discs
PD013K Kit	Yellowstuff highest friction pads and GD sport drilled thermic black coated discs
PD016K Kit	Greenstuff sport pads and BSD blade style slotted thermic black coated discs
PD017K Kit	Redstuff premium fast street pads and BSD blade style slotted thermic black coated discs
PD018K Kit	Yellowstuff highest friction pads and BSD blade style slotted thermic black coated discs
PD040K Kit	Ultimax daily driver pads and thermic black coated OEM (non slotted) style discs - this full vehicle kit includes 2 sets of pads and 2 pairs of discs



**EBC**  
**BRAKES**

[www.ebcbrakes.com](http://www.ebcbrakes.com)

Kits include 100% British made ECO friendly quality high efficiency EBC brake pads, fully tested and approved to meet or exceed all known standards, plus premium thermic black corrosion resistant coated G3000+ iron discs of your pattern choice. **Kit prices from £45.**

## SEE THROUGH THE RAIN!

WITH THE **AQUAPHOBIC SCREENWASH**<sup>®</sup>  
THE LATEST IN WINDSCREEN CLEANING TECHNOLOGY



Our super-concentrated screenwash will stop you dreading rainy days. It will clean your windscreen superbly, stop rainwater building up, and keep it free from markings and bad visibility. It will reduce glare, stop your wipers squeaking and acts as an anti-freeze to -5C - it covers all bases!

Using biodegradable water repelling technologies, our Aquaphobic Screenwash acts fast to bead together water droplets that then fly straight off your screen - you'll see what we mean when you see it! It also conditions your windscreen and wiper blades and prevents any debris from sticking, which keeps your windscreen free from distractions, meaning you can drive safely, whatever the weather!

- ✓ Actively repels rain from the screen
- ✓ Delivers clear vision in any weather, day or night
- ✓ Anti-freeze to -5C
- ✓ Removes smears and other markings
- ✓ Conditions wiper blades to prevent squeaking
- ✓ Removes bugs, bird mess, road grime and tree sap
- ✓ Make up to 8 fills with a five litre screen wash bottle



+44 (0) 1295 258 308  
[www.chipex.co.uk](http://www.chipex.co.uk)

## Two beautiful 1962 Porsche 1600S 356B T6 Coupes



LHD, Heron Grey and Silver. Both cars prepared to high standard, matching numbers, thoroughly tested and ready to enjoy. £67,000 each



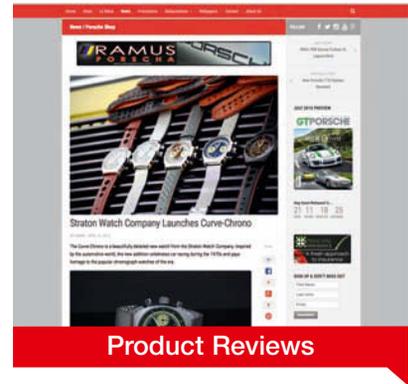
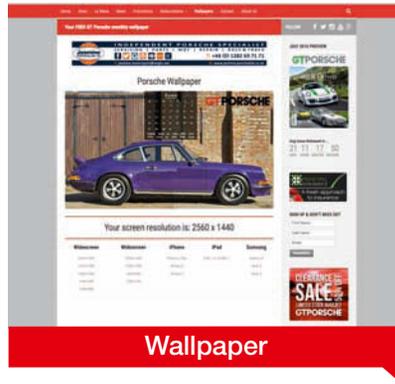
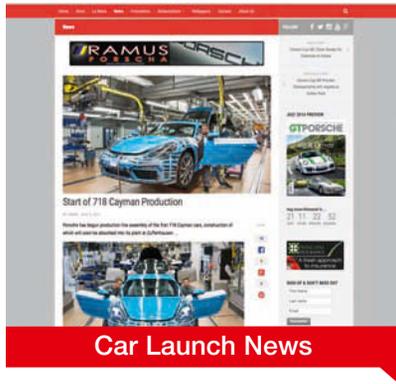
See full details on [www.geclassiccars.co.uk](http://www.geclassiccars.co.uk)  
Tel: Michael 07831 473089  
or Peter 07787 538219



# GT PORSCHÉ

## Online

Visit our website for all the latest Porsche-related news, race reports, product reviews, previews of future issues and much more...



Car Launch News | Race Reports | Product Reviews | Previews Of Future Issues  
 Free Monthly Wallpaper | Auction News  
 ...and more



Subscribe to our YouTube channel:  
[www.youtube.com/c/gtpurelyporsche](http://www.youtube.com/c/gtpurelyporsche)



Follow us on Twitter:  
<https://twitter.com/GTPorsche>



Follow us on Facebook:  
[www.facebook.com/GTPorscheMagazine](http://www.facebook.com/GTPorscheMagazine)

[www.gtpurelyporsche.com](http://www.gtpurelyporsche.com)

# ANUDIMENSION

## BOXSTER CONVERSION GTB KIT

# GTB



THE ONLY GT BOXSTER CONVERSION KIT

A full build turnkey service available. Home build prices starting from £5300 for supplied conversion kits. We also offer kit fitting options



The GTB Conversion kit designed for the Porsche 986 Boxster range

# 0121 647 3751

E: [anudimension@gmx.co.uk](mailto:anudimension@gmx.co.uk)  
www: [www.anudimension.com](http://www.anudimension.com)

A N U D I M E N S I O N



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

## Colin Goodwin looks at what was going on in the world of Porsche during the year of his birth.

The excellent *Motor Sport* magazine had a brainwave last month by starting a tweet that allowed people to select the magazine cover from the month of their birth. I don't know if it went viral but it was certainly contagious. I and lots of pals posted the covers that were on the shelf when the stork landed. I was quite happy with my birthday's cover shot of the amazing Napier Railton taking part in a hillclimb at what looks like Prescott. Some were surprised that the cover photograph was in colour. *GT Porsche* is still a little young to do the same but within a few years there will be readers who were born after the magazine was launched in 2001. In the meantime, let's see what was on the cover of *Christophorus* when I was born back in August 1962.

Unfortunately *Christophorus* was published every other month and there wasn't an issue that August, so we'll skip ahead to September when I was still only a couple of weeks old. As discussed a few months ago, Porsche did some great magazine covers in the Sixties, as well as its famous racing posters. September '62



*Porsche did some great magazine covers in the Sixties, as well as its famous racing posters...*

is a bit dull with a selection of wheels on the cover, from wooden veteran car wheels to what looks like a 356 wheel. A peek at the contents page explains the image: in 1962 Porsche fitted disc brakes to the 356 Carrera for the first time as a response to press complaints about brake fade. The 356 had got heavier and drums couldn't cope.

On page 8 there's a feature about motorists taking more pills than one would think. We hadn't quite reached the hippy period by then but neither did we have Red Bull and the pick me up of choice were benzedrine tablets for long road trips. A few pages on the editor writes about the four 'big lines' of Porsche. These, he says, are air cooling, rear engine, streamlining and

a direct connection to sport. The passage of 54 years hasn't seen Porsche veer too far from those big lines with only air-cooling getting the chop. It's looking promising for the next few years at least.

By far the biggest story in the magazine was about Dan Gurney's win in the 1962 French Grand Prix on July 8 (pictured above). Porsche had entered F1 the year before but its four-cylinder 718 wasn't successful. For 1962 the factory came up with the 804, powered by a 1.5-litre flat-eight engine that produced 180hp at 9200rpm. Gurney's Rouen victory turned out to be Porsche's one and only victory in F1 with a car that was 100 per cent Porsche. Porsche wouldn't have known when it penned

that jubilant piece in *Christophorus* that it would soon pull the pin on F1 and use the money saved to concentrate on sports car racing.

Further down the contents list there's a feature titled 'do you fasten your safety belt?' written by a doctor. This was only three years after Volvo fitted seatbelts as standard to its cars. I don't remember wearing a seat belt in a car until the '70s when Jimmy Saville started suggesting that we clunk-clicked before every trip. In Germany in the early '60s the seat belt was referred to as a '*feigheitsgurtel*' which translates into 'chicken belt'. Different days.

So that's the pill popping, Grand Prix-winning summer of 1962 at Porsche. I wonder what was going on at Zuffenhausen the year you were born? ○

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

# PORSCHE

## motorInsurance

New & exclusive schemes available now!



### Carrera 991s

Driver Age: 42  
No Claims Bonus - 5+

**£800.00\***

Value : £85K  
xs£750



### Boxster 981

Driver Age: 40  
No Claims Bonus - 5+

**£480.00\***

Value : £55K  
xs£500



### Macan S

Driver Age: 40  
No Claims Bonus - 5+

**£450.00\***

Value : £44K  
xs£300



### Panamera Diesel

Driver Age: 42  
No Claims Bonus - 5+

**£650.00\***

Value : £70K  
xs£500



### Cayenne S Diesel

Driver Age: 40  
No Claims Bonus - 5+

**£700.00\***

Value : £83K  
xs£750



### 991 Turbo S

Driver Age: 40  
No Claims Bonus - 5+

**£1,000.00\***

Value : £120K  
xs£1,000



**mayfaironline**  
insurance & mortgage consultants

**COVER INCLUDED:** May be subject to charge & terms.  
Up to Four Named Drivers | Porsche Approved Repairer  
Genuine Porsche Parts | Track Days (Available)  
Agreed Value (Available) Please call for more details!

**mayfaironline.co.uk**

Performance  
INSURANCE

A member of Mayfair Insurance & Mortgage Consultants Limited

**Tel: 08444 935 714**

Calls may be monitored for training purposes.

Calls cost 7p per minute plus your phone company's access charge. \* Subject to Terms & Conditions.

**Mon-Thurs: 9am-7.30pm / Fri: 9am-5.30pm / Sat: 9am-4pm**

MayfairPerformanceInsurance

@Mayfair\_INS



# INVISIBLE PROTECTION. IMPECCABLE QUALITY.



**XPEL PROVIDED IMPECCABLE AND METICULOUS SERVICE WHILE APPLYING THEIR ULTIMATE™ FILM AND WINDOW TINT ON MY 2016 PORSCHE GT3 RS.**



I've used a few different brands of paint protection film over the years, and none of them lasted as long or looked as good as XPEL. Their pre-cut patterns fit perfectly and covered every possible edge. No one even notices it's on the car! XPEL is a proven, reputable, class act company earning my highest recommendation as THE place to address your goal of protecting one of your vehicle's most precious commodities, the paint!"

Respectfully,

**TREAVOR JOHNSON**

2016 Porsche GT3RS Ultra Violet

**XPEL**  
PROTECTIVE FILMS

LET US PROTECT YOUR VEHICLE TODAY

01462 414393 | [WWW.XPEL.COM/UK](http://WWW.XPEL.COM/UK) | [SUPPORT@XPEL.COM](mailto:SUPPORT@XPEL.COM) |  XPEL UK