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Ignition



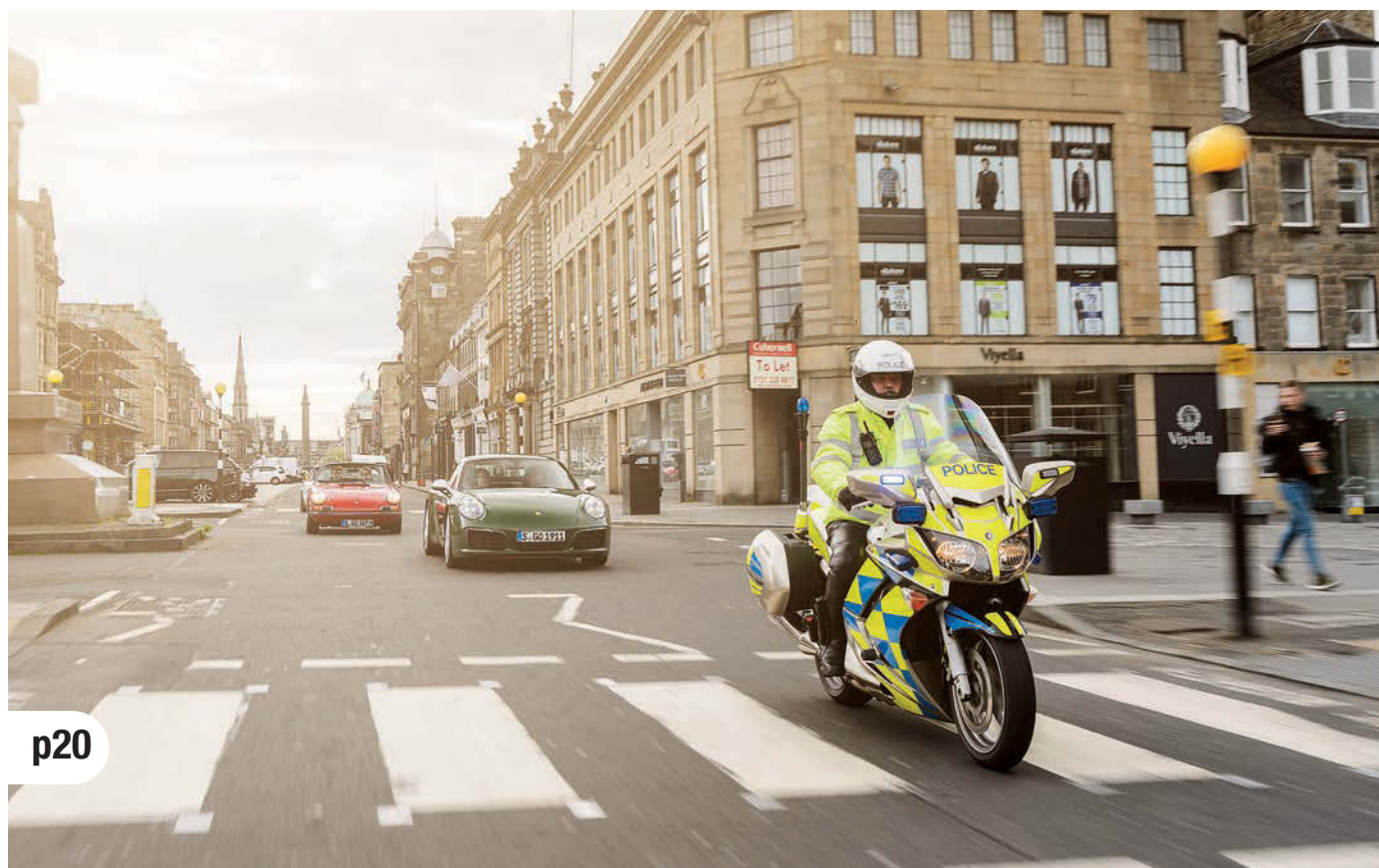
Simon Jackson
Editor [@retro_jackson](#)

As part of its celebrations to mark the one millionth 911 built, Porsche transported its unique Irish Green 991 Carrera S, 911 number 'one million', from the factory in Stuttgart to the Scottish Highlands. A select group of journalists, our own Andrew Frankel included, were then permitted to drive this rather special 911 on UK public roads. There were a few other equally rare cars over from the Porsche Museum too, all traveled in convoy together in Scotland, which must have been quite a sight as the cars escaped Edinburgh escorted by police outriders (see below). You can read Andrew's thoughts on driving the milestone 911 on page 20, and you'll also find him behind the wheel of one of those aforementioned vehicles from the Porsche Museum too, a prototype for the 911 Carrera Clubsport no less, on page 76.

Last month we told you all about Destination Nürburgring, the closed circuit track day on the Nordschleife

held in conjunction with Bilstein suspension. In the second part of our feature on the event this month we show you how to drive the famous 'Green Hell' in a Porsche, p40. It felt somewhat fitting that our jaunt across to the 'Ring came, as it did, during the circuit's 90th year. The Nürburgring has a rich history interlinked with the Porsche brand, we begin to examine that in this issue on p48.

As Porsche enthusiasts these days we spend much of our time considering the monetary appreciation of the cars we love. For those looking to get into Porsche ownership for the first time that can perhaps prove prohibitive though, that's in part why we've also flagged in this issue how you can get behind the wheel of a Porsche far newer than you might think, page 68. Currently available at £25,000, the 981 Boxster (from 2012 onwards) is not only amazing value for money, it is also one of the best modern sportscars Porsche has built. Enough even to make you think twice about that 911 you were promising yourself...



p20

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

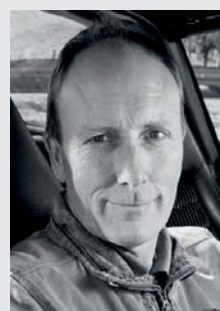
This month: Andrew drives the one millionth 911, a prototype 911 Clubsport, and looks back at Porsche's history at the Nürburgring...



Richard Tuthill
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The frontman of Porsche specialist, Tuthill Porsche, Richard has been involved with building and driving Porsches of all kinds for a great many years...

This month: Richard packs his suitcase for the first time at the start of another busy season of amazing fly-away Porsche events.



Philip Raby
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Specialist Porsche dealer and consultant, Philip has been driving, and writing about Porsches for more than 20 years...

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Porsche 964 Turbo 3.3

£134,990

Porsche Classic Partner Leeds is proud to present this meticulously maintained 964 3.3 Turbo (1992). Its history and service record has been recorded mostly by official Porsche Centres and it comes complete with a Porsche Certificate of Authenticity. Finished in Grand Prix White with a Matador Red special leather interior, the car has covered just 48,486 miles.

Specification includes: limited slip differential, electric sports seats, sunroof and the original Blaupunkt symphony radio.



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911 **TURBO S** **EXCLUSIVE** SERIES **REVEALED**

Porsche has revealed its new 911 Turbo S Exclusive Series, and it has renamed its Porsche Exclusive personalisation arm...



Porsche has revealed its most powerful and unique 911 Turbo S yet. The Turbo S Exclusive Series is limited to 500 units worldwide, and comes from Porsche Exclusive, which has been renamed Porsche Exclusive Manufaktur. It remains Porsche's in-house workshop specialising in bespoke Porsche modifications.

With 607hp, 27hp more than a standard Turbo S, the new car's 3.8-litre six-cylinder engine uses Porsche's Variable Turbo Geometry turbo technology. It produces a whopping 553 lb ft torque, yet hits 62mph in the same time (2.9 seconds) as the standard Turbo S.

It does however achieve 0-124mph faster than the standard car, in 9.3 seconds (0.3 seconds quicker). But moreover it is a car that showcases what is possible when it comes to making your Porsche individual. Porsche Exclusive Manufaktur tailors, by hand, Porsche cars to customer's wishes, as well as being responsible for limited edition series offerings.

The big statement with this car is the Golden Yellow Metallic paintwork, a special mix created for this very vehicle, but look beyond that at the details and you'll see there's more to this 911 than a new paint job. Behind the black 20-inch centre lock

wheels you'll see, for the first time, black PCCB callipers with the Porsche logo in Golden Yellow Metallic. PASM and Sport Chrono are standard, so too rear-axle steering and PDCC chassis control.

Carbon is used liberally in this car's construction, the bonnet, roof and side skirts are all crafted from the lightweight material, the roof is said to be borrowed from the upcoming 991 GT2 RS. A Turbo Aerokit, new rear apron, ram-air scoop (also in carbon) and an exhaust system with twin black tailpipes also feature. The front wings are home to Porsche Exclusive

Manufaktur badges.

Inside you'll find further unique touches; the 18-way adjustable sports seats are covered in two layers of perforated leather with stitching in contrasting Golden Yellow, the roof lining is Alcantara. Further badging, this time a plate featuring the limited edition number of the car, is found on the passenger's side of the cabin. The carbon kick plates are illuminated with Exclusive Series lettering.

What's more, for the first time ever, Porsche customers can also purchase a matching chronograph watch from Porsche Design, the



look of which matches the Exclusive Series car. It is the first sign of closer ties between Porsche and Porsche Design since the latter recently became a wholly owned subsidiary of the former. Like the 911, the watch is limited to 500 units, and we're afraid you'll need to buy the car to own one.

Made of lightweight titanium, the watch's black titanium carbide coating is said to emphasise its sporty design. The carbon dial is taken from the striking carbon weave stripes on the 911, and it is finished in the very same paint used on the vehicle. The rotor design is modelled

on the car's wheels. The movement is all-new, freshly developed by Porsche Design. Further accessories are also available – the leather Exclusive Series luggage set has been developed especially for customers who buy a vehicle from the limited production run. Two holdalls, a day and suit bag all fit perfectly in to the 911's nose.

The 911 Turbo S Exclusive Series is priced at £186,916. The Porsche Design Chronograph 911 Turbo S Exclusive Series starts at £8,700. Further details on the luggage set, including prices, are available from any Porsche Centre.





RPM TECHNIK LAUNCHES ROOKIE TRACK DAYS

Independent Porsche specialist, RPM Technik, has launched a brand new series of track days aimed at Porsche owners with little or no track experience.

Aimed at introducing beginners to track driving, RPM Technik's new Rookie Track Days allow Porsche owners to experience the full potential of their cars on the UK's leading racetracks. Tuition is provided by leading Porsche racing drivers including Tim Harvey (right), Bradley Philpot and Adriano Medieros.

Owners will also be taught car preparation, car setup, driving techniques, as well as the upgrades necessary to get the very best from their Porsche on track. Two weeks before the event, guests are invited to RPM Technik's headquarters in Tring, Hertfordshire, for a classroom session, while their car undergoes a pre-trackday inspection.

RPM Technik Commercial director, Darren Anderson, explained the background to the firm's latest offering: "We are finding that there are a significant number of our customers who would like to experience track days with their car, but simply don't know where to start. The aim of our Rookie Track Days is to introduce them to this exciting world of performance car ownership so they can enjoy the thrill of track running with the full potential of their Porsche."

The new track days will operate

out of dedicated pit garages with hospitality, catering and multimedia. Offered at the best circuits in the UK, like Silverstone, Brands Hatch and the novice friendly Bedford Autodrome, these days are sure to prove popular with Porsche enthusiasts. With leading Porsche Carrera Cup GB and Porsche Supercup drivers on hand too, it is certain to prove a unique introduction to track driving. For information on pricing, and a full calendar of dates, visit the website at www.rpmtechnik.co.uk





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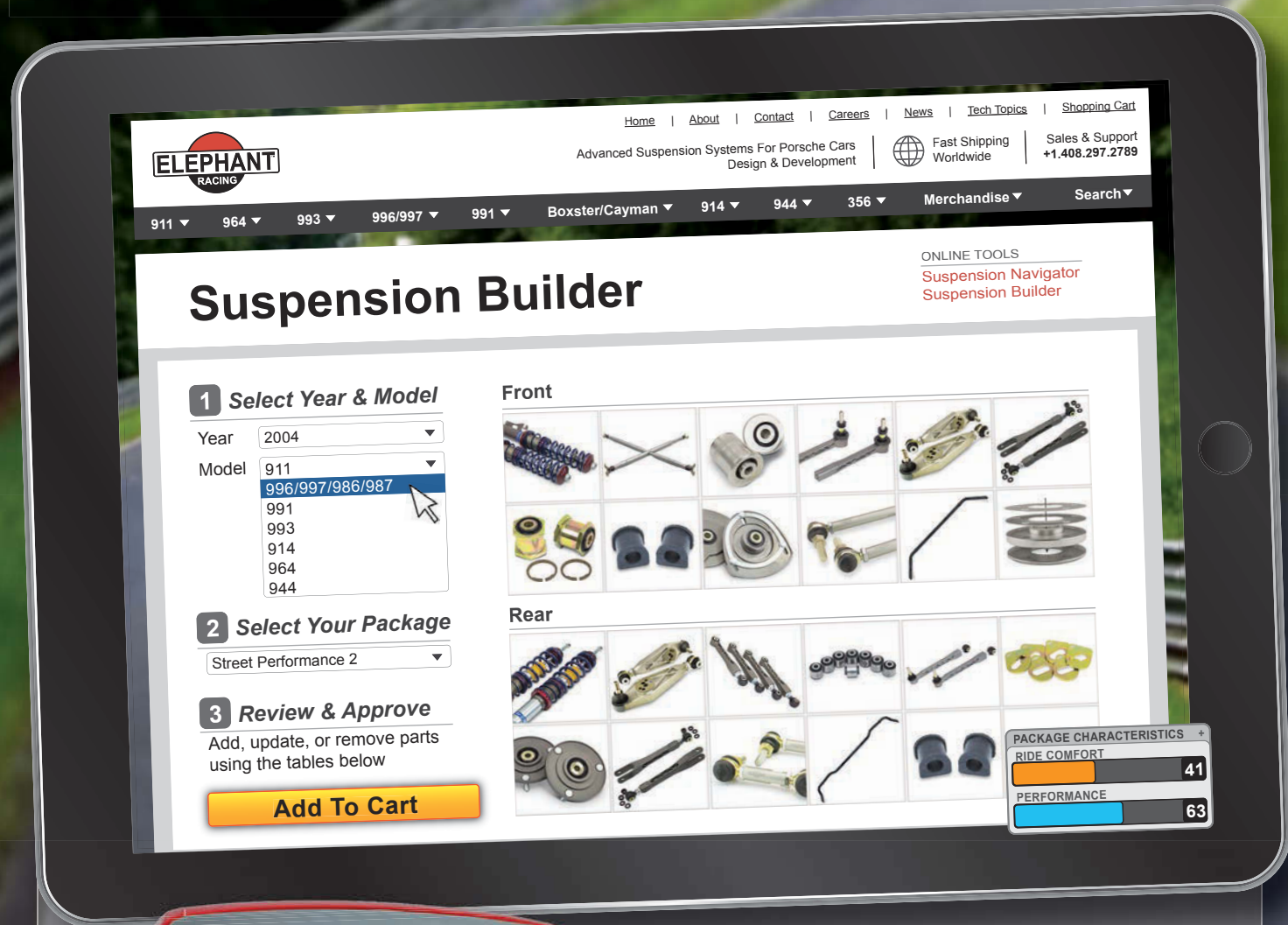
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PORSCHE WINS AT LE MANS

Porsche celebrated its 19th overall win of the 24-Hours of Le Mans, its third consecutive victory, in a dramatic race fit for the history books...

WORLD ENDURANCE CHAMPIONSHIP

ROUND 3: LE MANS 24-HOURS



Porsche's LMP1 team faced a tough battle for overall victory at the 85th running of the Le Mans 24-Hours. Its main challenge came from Toyota who boasted better pace, but the question was this: were they reliable too? The Japanese manufacturer came within minutes of winning the 2016 race, before a technical failure gifted a second consecutive Le Mans victory to Porsche.

Once again Toyota competed with three prototype cars against Porsche's two 919s in the top LMP1-H class – so the odds seemed stacked against Porsche from the outset. Qualifying served only to confirm what we already knew, Toyota locking-out the front row with its lead car setting a new lap record (3:14.791). The highest placed 919 Hybrid was the No1 car of Neel Jani, André Lotterer and Nick Tandy which qualified for the race in third. The No2 car of Earl Bamber, Timo Bernhard and Brendon Hartley was

one place behind its sister car in fourth spot on the grid.

Although Jani's Porsche made a move on lap one to grab second place, the race began largely as everyone expected, with two of the Toyotas steaming off into the distance chased by the two 919s, No1 followed by No2. The race really looked to be taking shape though when, at 18:30, the No2 Porsche spent an hour in the pits for repairs to its front axle motor, rejoining the race a huge 19 laps down and last in the LMP1 class. That left the No1 car battling the No8 Toyota for second spot.

Things went from bad to worse for the No2 car when it was forced to serve a drive-through penalty for releasing a seat belt too soon at an earlier pit stop. Next, during the first safety car phase of the race Neel Jani spun the No1 car on cold tyres before handing over to Nick Tandy. It was just in time for the Briton to

inherit the race lead as the No7 Toyota stopped on track immediately after the safety car period. There the No1 Porsche remained right through the night, ahead of the sole remaining Toyota (No8, after its No9 entry also stopped on track). The sister Porsche now sat in second spot in the LMP1 standings, Porsche was staring at the possibility of a one-two class finish. Come morning, though, things would change.

The No1 Porsche stopped on track soon after 11am having led the great race for more than ten hours, this handed the overall lead to an LMP2 car – such had been the rate of attrition in LMP1. For the remaining Porsche the race was on. During a multiple stint Brendon Hartley pushed hard to catch the unlikely leader, before making the car's final refuelling stop, handing it over in fourth position to Bernhard. Just before 1PM, the No2 919 Hybrid got back onto the

lead lap of the race, and on lap 347 Bernhard took the overall race lead just twenty laps from the finish. The No2 Porsche had come from 56th position to win the race, Porsche's 9th overall victory at Le Mans (the German manufacturer can now keep the famous Le Mans trophy). The win marks Bamber's second Le Mans victory with Porsche following his result in 2015, so too Bernhard's second overall win, it is Brendon Hartley's first Le Mans victory.

Team Principal, Andreas Seidl, said: "It's hard to find words for what happened. The drivers and the entire team have done an amazing job. We can put two tough weeks behind us that provided some highs and lows but we fought with typical Porsche spirit. It will take some time for what we have achieved today to sink in. We've now won Le Mans three times in a row which is just sensational."

Earl Bamber added: "I can't believe we've managed to pull this

Race result (LMP1):

1. Bernhard/Bamber/Hartley	919 Hybrid	367 laps
2. Davidson/Buemi/Nakajima	Toyota Gazoo TS050 Hybrid	358 laps

RET. Jani/Tandy/Lotterer	919 Hybrid	318 laps
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GTE-Pro

1. Turner/Adam/Serra	Aston Martin	340 laps
2. Priaulx/Tincknell/Derani	Ford GT	340 laps
3. Magnussen/Garcia/Taylor	Chevrolet Corvette	340 laps

4. Lietz/Makowiecki/Pilet	911 RSR	340 laps
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12. Christensen/Estre/Werner	911 RSR	179 laps
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GTE-Am

1. Smith/Stevens/Vanthoor	Ferrari 488 GTE	333 laps
2. Cameron/Scott/Cioci	Ferrari 488 GTE	331 laps
3. Yoluc/Hankey/Bell	Aston Martin	331 laps

6. Ried/Cairolì/Dienst	911 RSR	329 laps
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9. Long/Al Faisal/Hedlund	911 RSR	329 laps
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10. Wainwright/Barker/Foster	911 RSR	328 laps
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one off having been at the back of the field after an hour in the pit-box. Both Brendon and Timo have been part of the Porsche LMP programme from the beginning while this victory is as much down to the guys in the pits. Without their hard work we wouldn't have got back racing again so this win is down to them."

RSR MISSES PODIUM

In the GTE-Pro class the Porsche GT Team fielded two new mid-engined 911 RSRs. In addition to the latest cars, four 2015 specification 911 RSRs were campaigned by Porsche customer teams, they were competing in the GTE-Am class.

The two new 911 RSRs completed the first third of the race without any major problems, then things changed. Somehow when the No92 entry of Michael Christensen, Kévin Estre and Dirk Werner became

entangled in a collision while running in second place, it recovered losing virtually no time. It was Christensen though who would halt the car's progress, he clipped a kerb in the Ford chicane and crashed backwards into the barriers into retirement.

In the second half of the race things were looking better for the No91 RSR of Patrick Pilet, Richard Lietz and Frédéric Makowiecki who were fighting for a podium finish in the GTE-Pro class. With just one-and-a-half hours to go Makowiecki was running in third spot but he would soon incur a puncture forcing the 911 back into the pits for an unscheduled stop – it would eventually cross the line in fourth position – just missing the podium.

In the GTE-Am class the Dempsey Proton Racing entry, No77, of Porsche Young Professional Matteo Cairolì, Christian Ried and Marvin Dienst was the highest 911, it finished in sixth position.





CAMMISH WINS IN BRITAIN AND FRANCE

CARRERA CUP GB

ROUNDS 5, 6 & 7: OULTON PARK & LE MANS

Dan Cammish wins at Oulton Park before he and Dino Zamparelli lead the Porsche Carrera Cup Le Mans...

Dan Cammish returned to the Carrera Cup GB from his season-opening Porsche Supercup meeting in style. In a soaking wet Oulton Park qualifying session, Cammish secured two pole positions for both races, and later clinched two wins, despite taking part in a dramatic weekend of Porsche racing.

In race one Cammish and GT Porsche columnist, Dino Zamparelli, led the field away for a rolling start, but an incident towards the front of the 21 car grid saw Tio Ellinas facing the wrong way in front of a tightly-packed crop of cars. Chaos ensued with Ellinas, Tom Wrigley, Jamie Orton, Alex Martin, Justin Sherwood, Peter Jennings, David Fairbrother, Matt Telling and Rupert Martin all caught up, each going no further.

A restart saw Cammish and Zamparelli once more head the field into the first corner, Charlie Eastwood's attempted pass on Zamparelli ended with Eastwood on the grass, and Zamparelli being subsequently penalised two championship points. Cammish pulled a slight lead on Zamparelli, and that's how things stayed, with Lewis Plato in third. In Pro-Am1 it was a story of survival, Graeme Mundy nursing his damaged car home to take the category win. In Pro-Am2 Peter Kyle-Henney and Shamus Jennings did battle, Kyle-Henney coming out on top.



Race two saw a reduced grid thanks to the damage incurred in race one; Ellinas, Wrigley and Jennings were unable to take the start of round six. Cammish led into the first corner and the race settled into a rhythm with Zamparelli in second, defending from Eastwood in the later stages of the race. A red flag after 13 laps saw the race declared. In Pro-Am1, Justin Sherwood took his first win of 2017 to take the category lead, Kyle-Henney made it four wins

from four races in Pro-Am2.

This year the Carrera Cup GB supported the 85th 24 Hours of Le Mans at the Circuit de la Sarthe, in front of a crowd of over 200,000 – this was the one they all wanted to win. A packed grid of 61 911 Cup cars took the start, the numbers bolstered by additional runners from some of Europe's other Carrera Cup series. It was however the entrants from the GB field who largely dominated proceedings, the race

counting as round seven of the GB championship season.

Dino Zamparelli made the best start from the front row, getting alongside pole sitter Florian Latorre of Carrera Cup France, but Dino led by the chicane. Behind, Charlie Eastwood also got alongside the pole sitter, but contact caused his car to leap into the air resulting in a puncture. Pushed wide, Dan Cammish emerged fifth ahead of Euan McKay in sixth. Further contact



behind brought out the yellow flags, the casualties included JTR team mates Lewis Plato and Tio Ellinas. Zamparelli led the field under safety car conditions for two laps and he made a good restart, defending from Alessio Rovera (Carrera Cup France), before losing out in a slipstreaming battle along the Mulsanne Straight. Rovera then led with Zamparelli in close attendance, but Cammish worked his way forwards, claiming the lead just

before half distance on lap four. Following the implementation of a slow zone on lap five, Zamparelli, who had found himself further back at this point, moved up to third spot. Cammish ran wide on the penultimate lap at the Michelin Chicane allowing Rovera through for the lead. Zamparelli closed up and the trio went into the final lap nose-to-tail. Heading into Indianapolis for the last time, Cammish swept to the outside of Rovera, putting him back

Points Standings After Round 7:

Pro Category:

1. Dan Cammish	Redline Racing	132 points
2. Charlie Eastwood	Redline Racing	109 points
3. Dino Zamparelli	JTR	96 points

Pro-Am1 Category:

1. Justin Sherwood	Team Parker Racing	51 points
2. Alex Martin	Team Parker Racing	48 points
3. Graeme Mundy	Team Parker Racing	40 points

Pro-Am2 Category:

1. Thomas Jennings	G-Cat Racing	54 points
2. Peter Kyle-Henney	IN2 Racing	50 points
3. Iain Dockerill	Asset Advantage Racing	42 points



into the lead. Quick to capitalise as Rovera recovered, Zamparelli went into second and shadowed Cammish through the final chicane to score a 1-2 finish for Carrera Cup GB after an intense and thrilling Porsche Carrera Cup Le Mans race.

In Pro-Am1, Alex Martin took the category win with sixth overall. Justin Sherwood made up a staggering twelve places and claimed second in the category, ninth in the overall Carrera Cup GB standings. Once

again taking the spoils in Pro-Am2 was the seemingly unstoppable Peter Kyle-Henney.

Cammish has now increased his championship points lead in the Carrera Cup GB, but he will miss rounds eight and nine at Snetterton at the end of July, due to clashing dates with his 2017 Porsche Supercup campaign. This gives teammate Charlie Eastwood, and rival Dino Zamparelli a real chance to fight back.

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AMMERMÜLLER ON TOP



PORSCHE SUPERCUP
 ROUNDS 1,2 & 3: SPAIN & MONACO



The Porsche Supercup gets underway in Barcelona, and celebrates 25 years of supporting of Formula 1 in Monaco.

Michael Ammermüller won the season-opening rounds of the Porsche Mobil 1 Supercup in Barcelona, which celebrates its anniversary season in 2017 having supported Formula 1 races for the last 25 years.

In Saturday's race Porsche Junior, Matt Campbell, started from pole position but fluffed his start losing five places in the first lap. It was Michael Ammermüller from second on the grid who inherited the lead, one which he defended over the next 14 laps to take victory. Behind him a fierce battle for the other grid spots raged, in his first 2017 Supercup outing, Carrera Cup GB champion, Dan Cammish, occupied second place but came under repeated attacks from Porsche Junior Dennis Olsen. On lap 12 the youngster squeezed past after

Dan made a mistake. Cammish commented: "I wanted to find my rhythm, but Dennis hampered me from doing this. Still, I'm thrilled to be on the podium."

Porsche Junior Campbell started from pole position on Sunday for race two, however Cammish got past him on the first lap, but it wasn't to stay that way. Seasoned Porsche driver Ammermüller swept to the front of the field as Cammish fell back to fourth place. Over the next twelve laps it was the trio of Ammermüller, Campbell and Olsen battling at the front in an exciting race. The order came the flag being Ammermüller, Olsen and Campbell, with Cammish following home in fourth. After the race Ammermüller said: "It couldn't have gone better, but in the last laps I came under huge pressure from Dennis. I didn't

make any mistakes and held on to my lead until the end."

The Porsche Supercup has raced in Monaco for the last 25 years in support of Formula 1, but that doesn't make the challenge it presents any less demanding for those at the wheel of 500hp 911s. Despite that fact Michael Ammermüller did his best to make driving quickly on the twisty street circuit look easy.

Ammermüller led into the first corner, behind him Dan Cammish swept past Dennis Olsen, and, as is often the case at Monaco, that is how the order remained to the flag. Ammermüller was delighted with his victory, he said: "I'm over the moon. My first victory in Monaco is something very special. I was nervous beforehand and would have preferred to have driven the race

immediately after Friday's qualifying session. But ultimately everything went well."

Behind him Supercup rookie Cammish was equally thrilled at realising a life-long dream to race at Monaco: "Position two is somewhat surreal at the moment. I came here as a rookie and I'd hoped for a top ten placing. My entire team is ecstatic; we all had tears in our eyes. It felt incredible to stand on the podium," he said. Cammish managed to take the fastest lap of the race with a 1:36.152.

Three races into the Supercup series, Ammermüller leads the championship with 60 points, Olsen is second with 52, and Cammish sits third on 48 points. In the newly created League of Nations, Germany leads with maximum points (60) thanks to the efforts of Ammermüller.



Driver's Points Standings After Round 3:

1. Michael Ammermüller	Lechner MSG Racing Team	60 points
2. Dennis Olsen	Walter Lechner Racing Team	52 points
3. Dan Cammish	Lechner MSG Racing Team	48 points



SIX PORSCHE CLASS WINS

The Nürburgring 24-hour race saw Porsche's customer teams score six class wins...

Porsche's customer teams managed to secure a number of successes at the Nürburgring 24-Hour race, with six class wins. In total 160 vehicles and more than 600 drivers tackled the 45th running of the long-distance classic, the best placed 911 GT3 R finished sixth overall.

Manthey Racing won the SP7 class with the Porsche 911 GT3 Cup MR. The Black Falcon TMD Friction squad beat the opposition in the SP10 and V6 classes with the Cayman GT4 and the Porsche Carrera. The Care for Climate team associated with the German rapper 'Smudo' won the AT class with the Cayman GT4.

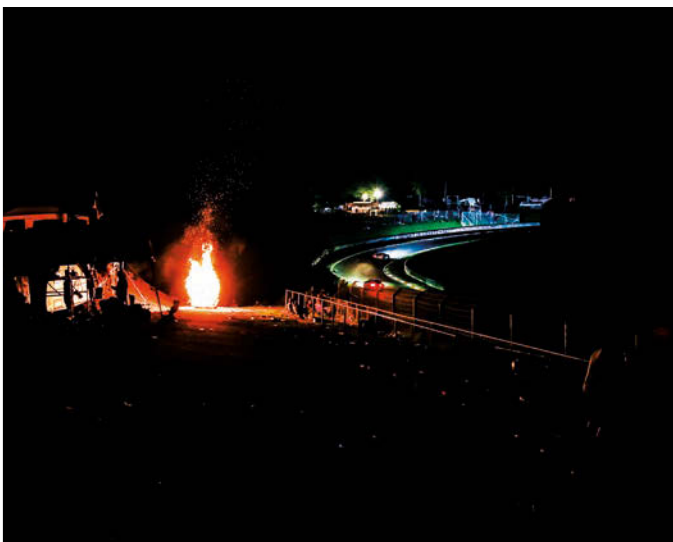
Teichmann Racing proved unbeatable in the Cup 3 class with the Cayman GT4 Clubsport, as did the Cayman of PROsport Performance in the V5 category. The No150 GT4 Clubsport also performed well in the SP-X class, finishing second after a mostly trouble free race, only beaten to first place by the pole sitting SCG003C.

But the best 911 GT3 R in the overall classification was the number 31 car. Starting 29th on the grid, Michael Christensen, Klaus Bachler, Lucas Luhr and Norbert Siedler (driving for Frikadelli Racing Team) made their way up the field to finish in sixth spot. Their teammates in the



number 30 entry put in a spirited drive to finish in 17th position.

Four other 911 GT3 R entries didn't make it to the chequered flag. Two of Manthey Racing's cars (No.59 and No.12) were sidelined with technical issues. The No.911 car was retired following a shunt, so too was the Falken Motorsports' 911 R (No.44).





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911 Carrera Sport Targa

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Porsche Certificate of Authenticity • 89,689 miles • 1988 (F)

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911 SC

Guards Red • Tan Pascha Seats Manual Gearbox • 15" Fuchs Wheels Electric Sunroof • 69,879 miles 1982 (X)

£64,995



911 Turbo (997)

Guards Red • Black Leather Seats Tiptronic Gearbox • Satellite Navigation Sport Chrono Pack Plus • 75,673 miles 2007 (57)

£49,995



911 Turbo (996)

Basalt Black • Black Leather Heated Seats • Tiptronic Gearbox • Satellite Navigation • BOSE Sound System 72,259 miles • 2004 (04)

£44,995



Cayman S (981)

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Cayman S Wheels 39,935 miles • 2013 (63)

£42,995



Cayman 2.7 (981)

Basalt Black • Black Leather Seats PDK Gearbox • 20" Sport Techno Cayman Wheels • Touchscreen Satellite Navigation • 25,683 miles • 2013 (13)

£37,995



Boxster (981)

Platinum Silver • Agate Grey Leather Seats • PDK Gearbox • 19" Boxster S III Wheels • Touchscreen Satellite Navigation • 20,872 miles • 2013 (13)

£34,995



911 Carrera 4 S (996)

Seal Grey • Natural Black Leather Seats Manual Gearbox • 18" Turbo II Wheels Porsche Sound Pack • 79,523 miles 2003 (53)

£27,995



Boxster 2.9 (987 GEN II)

Racing Green • Black Leather Seats PDK Gearbox • 19" Sport Design Wheels • Touchscreen Satellite Navigation • 25,697 miles • 2009 (09)

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Cayman S

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MILLIONAIRE'S CLUB

Driving a very special 991 Carrera S in the Scottish Highlands, the one millionth 911 ever built, has made Andrew Frankel rather reminiscent...

Story: Andrew Frankel Photography: Porsche



One million Porsche 911s. To give you some idea of just how many that equates to, if you were to line them all up nose-to-nose they'd stretch right around the planet with a few thousand left over to

start the second lap. Imagine that: the earth encircled by a belt of rear engine, flat six coupés, even if you excluded the 901s and 912s that were 911s in all but name.

The variety we have seen within that format is astonishing. Over 54 years the

911 and its derivatives have seen engines as small as 1.6-litres, as large a 4.0-litres. Power outputs ranged from just 90hp to 610hp, a number shortly to rise to over 700hp if the rumours about the next GT2 RS are true. Cars have been normally

aspirated and turbocharged, fitted with gearboxes actuated manually, automatically, semi-automatically (remember the Sportomatic?) or by double clutch, some with as few as four gears others with as many as seven. There have been two wheel drive and four wheel drive 911s and coupés, Cabriolets and Targas too.

In competition the 911 and its derivatives have won over 20,000 races, making it so far and away the world's most successful racing car that comparison is pointless. In this time it and its derivatives have won all three of world's most gruelling and prestigious sports car races – the 24 hour races at Le Mans and Daytona, plus the 12 hour race at Sebring. Away from the track it has a hat-trick of wins in the Monte Carlo rally to its name and outright victory on the Dakar Rally as well. There has never been, and will never be, anything quite like the extraordinary 911.

And yet as I ease the one millionth Porsche 911 out of a hotel car park in the Scottish Highlands to spend a morning in the mountains, it doesn't feel extraordinary at all. It's not ordinary – anything but in fact – but it does seem normal, completely normal.

Indeed it is that very normalcy that impresses me most about this car. Yes it's painted Irish Green like an early show car and it has lots of nice touches from its plaques and gold lettering, to its houndstooth upholstery. But beneath these baubles, this really is 'just' a normal 911: a Carrera S as you're asking. Porsche has not even gone nuts on the options; there's no power upgrade, no carbon ceramic brakes. It has Porsche Active Suspension Management because all 'S' models do, but it has neither active roll bars nor rear wheel steer. It doesn't even have a PDK gearbox. In homage to the original, it is mechanically as simple as a Carrera S can be. Not one in a million but almost the reverse: one of a million. Porsche is keeping this car forever so it could have made a Frankenstein's monster of bits culled from various 911s of past and present, but it chose not to, and I think that is entirely to its credit.

As I head for the hills, its three-litre engine whirring contently away to itself, it occurs to me that while this is just another 911, from another perspective it is right now one of the most important 911s in the world. It's going on a world tour starting at Edinburgh Castle

pretty much the moment I'm done with it. The thought of how easily a moment's inattention could destroy these plans, not to mention my chances of ever driving a Porsche again, brings me up short. Really I should just find a layby, park up, call the big Porsche truck that's going to take it south and be done with it.

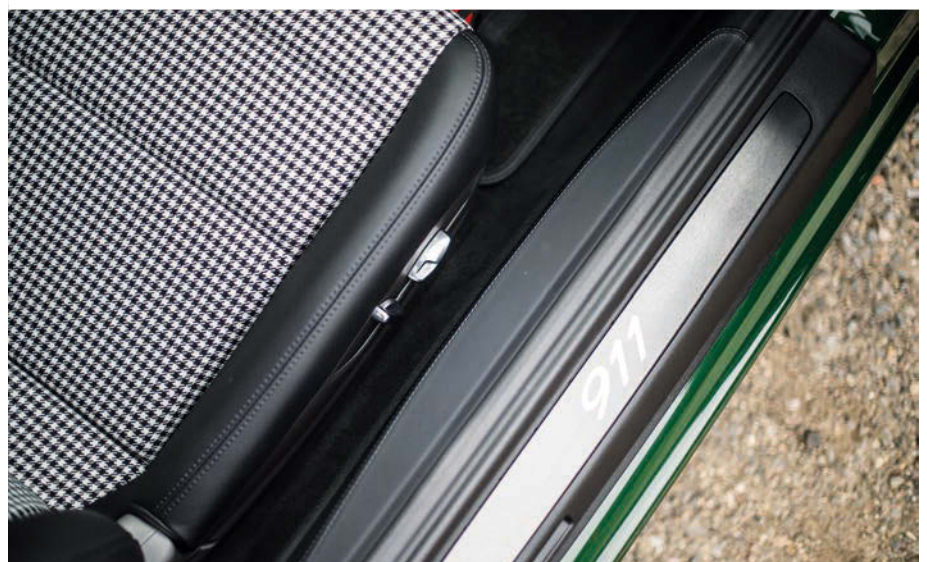
But I can't quite bring myself to do that. I'll drive slowly to the mountain road, have a gentle tootle to the top and then call the truck. For now though it's time to relive some of the happier 911 memories that have been backing up in my brain over almost 30 years of driving them for a living. I'll keep them to 'normal' 911s, because in this context it seems right to do so. Besides, if I were to include RS and GT product I'd probably need not just another article, but an entire other magazine.

The first dates back to 1989 and the need for a then brand new 964 Carrera 4 to be at a photoshoot in Yorkshire and the fact that there was no one in the office to get it there. Apart from me, the most junior tester on Autocar's staff, not yet trusted with the keys of much more than a Ford Sierra 1.8GL. When he realised I was in the frame for the job, I recall the editor appealing for anyone,





*Porsche is keeping this car
forever so it could have made
a Frankenstein's monster*



literally anyone other than me, in the office to volunteer to take this car north, but to no avail. And I remember him snarling 'Well you'd better bloody bring it back in one piece,' as he tossed me the key.

I was so excited I forgot to feel humiliated. I scarcely slept a moment that night, left ridiculously early and arrived at the rendezvous point hours before anyone else. I was too scared even to take it up onto the moors so never got to find out that this was not one of the better handling 911s, in fact it was something of an understeering pig. The truth is I had more enthusiasm than skill and I knew it. If I'd so much as nicked a wheel on that car I'd have lost the job I'd lied my way into and never had a career as a motoring journalist, so I guess you'd not be reading these words now.

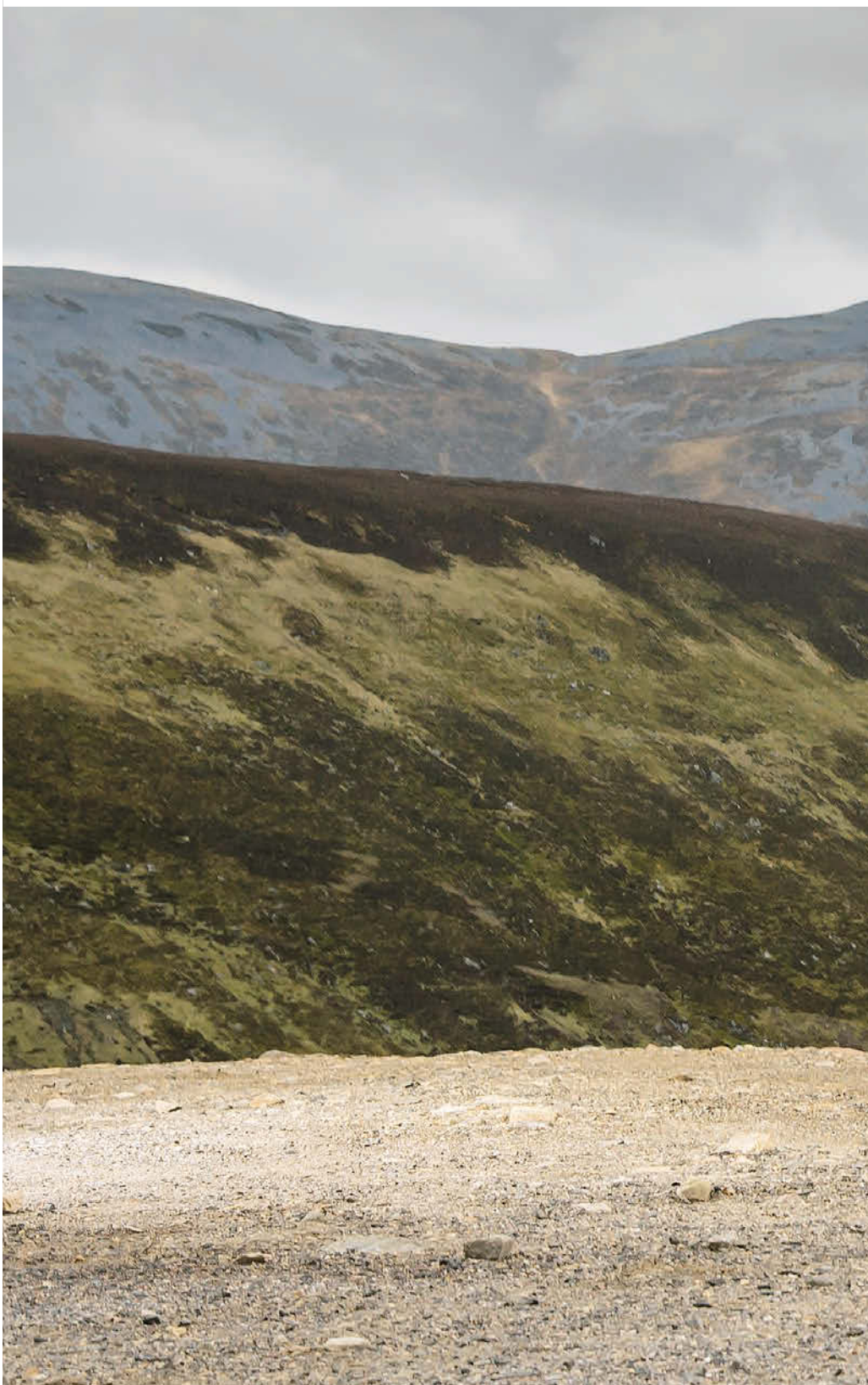
Four years later and my next blissful 911 encounter could not have had a more different context. The editor had gone and I was now in charge of all testing at the magazine. Which is why when the first 993 came in on test, it was down to me to drive it and deliver the verdict.

I think it was probably helpful I didn't at the time have much knowledge of the financial strife that Porsche was in and, as a result, just how shoestring was the budget that resulted in the 993. It should have been an all-new car when in fact it was, at best, a comprehensive face lift.

Not that it mattered very much: Porsche may not have been rich at the time, but you can't put a price on talent, and I can remember being genuinely thunderstruck at how much better the chassis was with a proper multi-link rear end in place of those semi-trailing arms that had served since the start 30 years earlier.

I drove it fast, revelling in the delightful new six-speed gearbox, pushing it harder and harder, deliberately provoking it to see when it would bite. But it never did: here was a 911 that rode better than the last, went faster than the last, was more fun than the last yet, somehow, was idiot-proof too. I loved that car and it seems to me entirely correct that, today, nearly a quarter of a century later, early, manual, rear drive Carrera 2 coupés of this era are among the most sought after of all mainstream 911s.

Now we must make a longer leap, over all the 996s, to the last of the 997s. It is now 2011 and Porsche had used the GTS badge before, not just on the fabled 904 race car of 1964, but more recently on a hotted-up Cayenne. But it had not yet assumed its place as a mainstream model in every range. We knew what the 997 GTS was and were not afraid to say so: it was a run-out special, intended to get the baton across the line and safely into the hands of the all-new 991. Like today's 911 GTS, it was also a parts bin special, its specification enhanced very little beyond what could have been achieved by a Carrera S and a fairly gung-ho approach to the options boxes. But it did have its own suspension tune and it did have the 400hp uprated engine I'd never





*This millionth 911 does that thing
that all 991-series 911s do: it gets
better the faster you go*





driven before.

As ever on a 911 launch, everyone wanted to drive the rear drive, manual coupé and, as ever, Porsche had brought just one. But somehow I elbowed my way past all the other journalists and drove it straight out of the Palm Springs hotel where we were based, and up to the top of a local mountain. When I got there, I pulled over and breathlessly reached for my mobile to tweet: 'Carrera GTS three pedal coupé. Possibly the best car in the world.' I regret that now. With the benefit of hindsight, I should quite clearly have removed the word 'possibly' from that sentence.

And so back the present day, the millionth car, and the mountain road at whose base I have now arrived. For reasons I cannot explain and at least to me, this feels important. And for all its value, and its critical role at Porsche right now, just ambling up to the top no longer feels the right thing to do; in fact it feels like completely the wrong thing to do. If Porsche didn't want this car to be driven, they'd have never let it out of its sight. And what kind of celebration of one million cars would be provided by being tentative, nervous and cautious now? None whatever.

One of a million, not one in a million, I remind myself. It is all that is required.

So now I'm am howling along a fine road in a fine 911, just as I have been blessed to be able to do so many times in the last 30 years. Other than observing the usual restrictions of what is safe to do on the public road, even one as deserted as this, there is no longer any need to hold back.

And this millionth 911 does that thing that all 991-series 911s do: it gets better the faster you go. Drive it gently and it will always be precise and pleasant, but when you tax its engine and chassis as hard as is sensible to do in this environment, it turns into the entire other car. Now it's using its superb suspension to flick into each corner, and its even greater traction to hurl you away from each approaching apex. The turbo engine is howling now, devoid of any lag, pushing you past 7000rpm before you slash the gear lever back to a higher ratio, just so you can feel it happen all over again. The car feels alert and alive in your hands, drawing you deeper into the adventure, egging you onwards.

We reach the top and could go on for undoubtedly there is time. But I've also done

the job I came here to do, I can look you faithfully in the eye and say I've not just driven the one millionth Porsche 911, but done so in a way that does some justice not just to the car but its unsurpassable heritage. To carry on would be an indulgence and while with any other 911 that would seem entirely appropriate, with this one, and just for once, discretion seems the better option.

We turn around and just cruise back down to the bottom. I always like this time in any new car after any similar shared experience: it gives you time to turn it all over in your mind, think of what you might write about and see if there is anything meaningful to take away from the experience.

And all I would say on that score is that the offer of the millionth 911 is essentially that of the first: which is that it will indulge your every desire as a driver while, at the same time, providing a package sufficiently compact yet practical to satisfy your every need as a car owner too. Fifty four years ago that proposition was strong enough to create the world's greatest automotive icon. One million cars later, its appeal has been diluted not one discernible bit ○





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911 *Key Moments*

The millionth 911 is a historical marker for Porsche's hero car, sold for more than five decades...

1963

1963-1973
Original 911: 81,100 built

1973

1973-1988
G-Series: 198,414 built

1988

1988-1993
964: 74,008 built

1993

1993-1997
993: 67,535 built



1,000 employees at the Reutter body plant in early 1960s – where early cars were built

70% of the million 911s remain roadworthy

1987:
250,000th 911 built

1974
- first 911 Turbo
(gifted to Louise Piech)

2013:

50
Years
of the Porsche
911 sees a special
anniversary model

1,000,000th 911

1956:
10,000th
Porsche built

32,365 911s sold
in 2016

911 0-62mph
- 1963
8.7 secs
2017: 4.3 secs
(991.2 Carrera S)

911s - all built at
ZUFFENHAUSEN
plant in Stuttgart

424,401
total air-cooled six-cylinder cars built

1996 One-millionth
porsche built
in July

50
AVERAGE NUMBER OF 911S BUILT
PER DAY SINCE ITS INCEPTION

14/05/64 - FRIST 901 LEFT ZUFFENHAUSEN



2004-2011
997: 215,092 built

1997

1997-2004
996: 179,163 built

2004

2011

2011-2016
991.1: 152,659 built





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911SC / 944 / 924 / 930 £50.00 EACH
CAYENNE £69.00 EACH

BRAKE PADS

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CARRERA 997 £80.00 SET
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CAYMAN £60.00 SET
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Frontman of Tuthill Porsche, Richard has been involved with building and driving Porsches for decades...

Richard sets off on his first trip of the year, and ponders the busy season ahead...

I am writing this column on my iPhone (not so easy), it is 5am and I am waiting for the Eurostar to take me to Belgium and from there on to Italy, for the Modena Cento Ore.

Modena Cento Ore is a wonderful luxury touring experience through Northern Italy. Racing participants get three days on track, with twelve special hillclimb-style stages, while there is also the option to participate as a regularity entrant. We have prepared two classic 911s and a 904 Carrera for the Cento Ore and, while the event is competitive, the feel is relaxed. It really is a great way to enjoy a classic Porsche.

One thing I love about Cento Ore is that the organisers do not obsess over whether it is a rally, a race or a tour – it is just a nice mix of many things. And a 'nice mix of many

things' neatly sums up my working life in recent times.

While we at Tuthill Porsche are well known for our rallying, we have done more restoration, racing, touring and regularity events than pure rallying in the last few years. Cento Ore is my first big trip of this year and the start of a busy period taking me everywhere from ten miles down the road for Silverstone Classic, to ten thousand kilometres away in Kenya for this year's Safari Classic Rally.

Travel is a great part of the appeal of my work, my busiest ever year saw me fly more than sixty times. That's an awful lot of time away from the office and the family, but it's a privilege to see so many countries and work with local people whilst attending events. Rallying and touring competitions take us to parts of the world that one might never

see as a tourist. I love that it gives us a purpose to be somewhere and that, as a result, we see amazing things and places.

The planning and logistics to make all these things happen is a huge part of our success. The

*It requires calm
decision making
under pressure
– seat-of-the-
pants stuff*

cars must leave the workshop well prepared for the task ahead, but this is only the first in a series of challenges. Once the cars begin their competitive journey and team members begin theirs, the competition brings unexpected situations. The way we deal with these issues sets us apart. It requires calm decision making under pressure and often an element of resourcefulness, something I love – seat-of-the-pants stuff.

My first memories of these events are working with my father looking after ex-world champions, Björn Waldegård springs to mind instantly, as we did many events with him. Back then, eventing was very low key compared to what we do these days and it was definitely a

loss-leading activity. This remains true of many events nowadays, but, by being out and about we meet people, we help our clients enjoy their cars and by doing this we generate extra business (and hopefully win a few things along the way).

I have gathered some great memories over the years and I have no doubt that our company would not be doing what we do now without these experiences. We've seen things happen to cars that few people have or will ever see. This gives us a profound understanding of classic Porsche 911s and the areas of inherent weakness of these amazing cars.

The other element, which I think may be alien to some, is the relationships that we have with our clients. In the most extreme cases, I have lived day-in, day-out with clients, travelling around the world for more than a month at a time. This has its moments, but on the whole it is a wonderful thing. I'm pleased to say that we help clients from all backgrounds and they are generally amazing people who can teach us an awful lot about life!

So, here I am on a train, looking forward to five days hanging around some of Italy's most famous circuits on an extraordinary event with beautiful cars. I then have three days back at HQ before leaving for the Donegal International Rally, one of Ireland's finest, with our latest 997 R-GT rally car making its debut. Lucky me... ○





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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"

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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/CL350/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
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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
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GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
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MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/SPORT » 438 BHP
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An inspector calls on Philip Raby and makes an accusation...

Just occasionally, we get a customer asking for a Porsche to be independently inspected before they commit to buying. I have always been just fine with this idea. We pride ourselves on our cars being prepared to a very high standard, so we are always confident in having an outsider take a look at them. In fact, the lads in the workshop see it as a challenge, ensuring that they will spot things the inspector misses!

The only caveat I have made up to now when someone asks for an inspection is that it has to be done by a Porsche specialist, not a generic car inspection service, such as those offered by national breakdown organisations, for instance. That's because we once let such a person loose on a Panamera we had in stock and he didn't have a clue what he was talking about. He picked up several 'faults' with the vehicle that were quite plainly not issues. For instance, he claimed that a rubber seal was missing from the perimeter of the engine bay – the car doesn't have one – and also said that the car had an oil leak. If he'd checked the history, he'd have seen that the entire transmission had just been replaced by Porsche after a massive leak and he was looking at the residue from that.

That was the last time we allowed a non-specialist inspector on the premises. Until recently, the go-to person for Porsche inspections was Peter Morgan, who also writes for this magazine. I have known Peter for many years and it was always a pleasure to see him, and

we'd have a good chat and put the Porsche world to rights; plus he had an in-depth knowledge of the cars he was looking at. However, last year when he came to look at one of our Porsches, he told me that it was going to be the last inspection he'd do as he was retiring. What a shame!

Recently, then, someone else came to inspect a very rare Porsche 964 we had in stock. It was a Carrera 2 Cabriolet Turbo-look and one of just 32 UK cars. The inspection went well and the few

We once let such a person loose on a Panamera, he didn't have a clue...

things that were picked up tallied with our own report, and everyone was happy.

Therefore, I was surprised later that day to pick up a voicemail from the inspector telling me that, actually, the car wasn't a genuine wide-bodied 911 because it didn't have the option code 'M491', and so the car had started life as a narrow-bodied 911 and had large wings fitted at a later date. This came as a shock as I'd known this car for some years, on and off, and was confident of its provenance. Minutes after picking up this message, I had a call from an

upset buyer who'd just been told the same news by the inspector. I told him not to jump to any hasty conclusions and I would do some more research.

My first port of call was the Turbo-look register at www.turbo-look.com/register where our Porsche was listed as 'verified'. The site also explained that right-hand drive Turbo-look Cabriolets have the type number '964651', which I was able to confirm was indeed the case. That was an encouraging step, but I wanted to be sure, so I emailed the very helpful Norbert Franz, who runs the Turbo-look register, explaining the situation.

Norbert's reply began with the words "Oh, an expert..." and confirmed to me that the wide body wasn't an option but rather part of the actual model so, the cars don't carry the code M491. I was delighted to clear this up, and our customer was also pleased, as he'd had his heart set on buying what

was his dream Porsche.

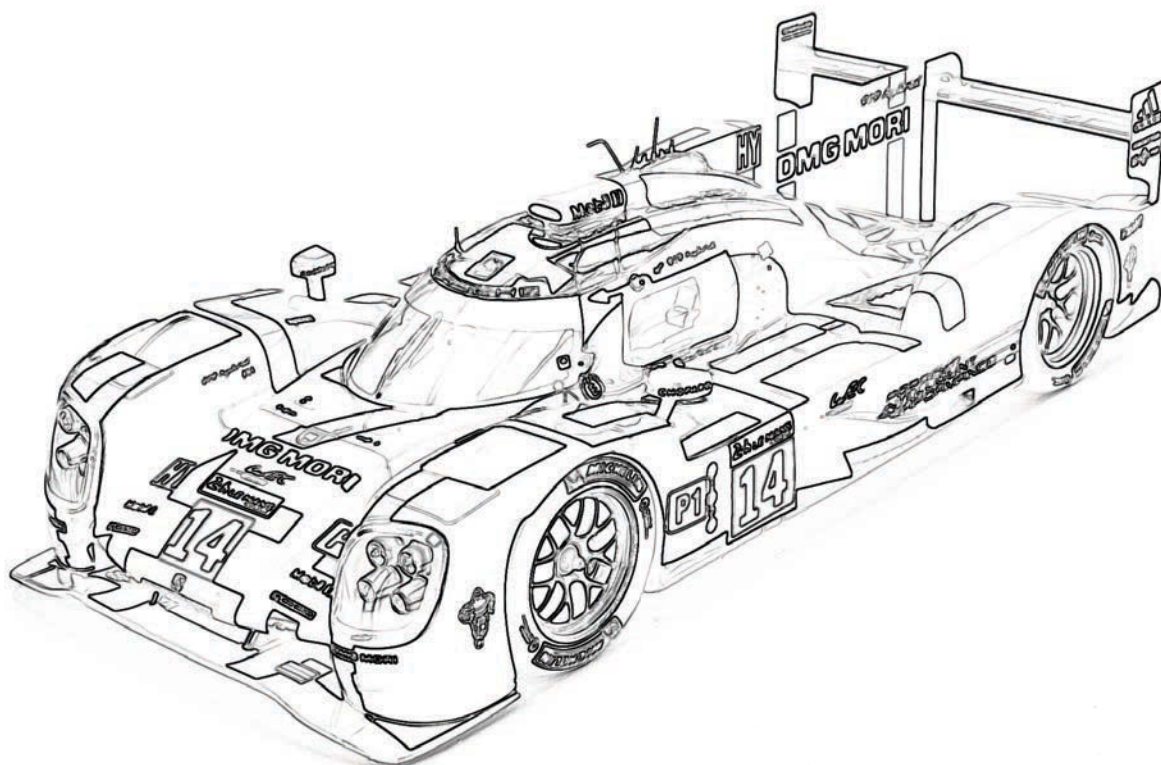
I was, though, also rather annoyed that the inspector had, first of all not double-checked his facts before accusing us of selling a non-genuine vehicle, and secondly for not speaking to me about his concerns before going back to the customer. That could have lost us a sale. Thankfully, though, Norbert's expertise reassured the buyer and he has gone on to get us to undertake a lot of modifications to the car, to make it look like a Turbo 3.6 Cabriolet. Although I made him promise to keep all of the original bits so it can be returned to factory specification, as befits such a rare Porsche like this.

Will we be so open to allowing cars to be independently inspected in the future? Well, this was a one-off incident so, yes, although I will be sure to insist that the inspector contacts me first with any concerns before speaking directly with our customer ○





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

Dino prepares to tackle Le Mans for the first time, as the Carrera Cup GB supports the famous 24-Hour race...

Le Mans, from what I understand, is what the World Cup is to football, or what the Six Nations is to Rugby. It's one of, if not the biggest European races going. I say European because I also believe the Indy 500 is on the same sort of scale as Le Mans. I watched the Indy 500 from start-to-finish recently, from lap one to 200, and I was engrossed by the whole event. Fernando Alonso shot over from F1 to race, which is probably what drove me to watch. If Le Mans is anything like that (I must confess to never having been before) then not only will I love watching and being there, but competing as a support event over the weekend is going to be a real career highlight. The event will have taken place by the time you read this.

Coming off the back of a successful weekend at Oulton Park in May, it will be important to have kept our momentum going. This year my qualifying performances have been steadily improving, from fourth at the opening round at Brands Hatch, to third at Donington Park and second place at Oulton last time out. If this was a maths equation, the trend would suggest I'll qualify in pole position next time... let's hope it's just as simple as that!

In all the qualifying sessions we've never been far away from pole, and I've been getting more comfortable with my car and new team. 'Never far away' is not really a term that can be used in racing though. It doesn't sound like a lot, but being one tenth of a second off is a lot of time in motor racing. Le Mans is a different ball game.

The circuit is around 8.5 miles long with an estimated lap time of four minutes and five seconds. That is twice the length of time it takes to complete a lap of Silverstone's GP circuit, five or six times that of Brands Hatch's Indy circuit. So the challenge will be somewhat unique, yet not overly complicated. We're approaching the weekend in much the same way as we do every other weekend. As I've never driven at Le Mans (nor has anyone on the Carrera Cup GB grid I believe), so I have to learn the circuit on a simulator. I must learn fast in the practice sessions and push hard.

The deal with this race is that we are the support act to the main

event. Every few years, Carrera Cup France, Belgium and GB bring 20 championship cars to the race in support of the main 24 Hour event. Last time this occurred was in 2014. Some 60 odd Porsches from the various championships take part, this mixes things up and increases the chances of more drama. Where in the GB series a couple of tenths of a second might have covered the top four, at Le Mans two tenths might now cover the top 10 – or perhaps more.

There's an impetus on nailing the lap and being very precise, Le Mans is seemingly not the place to make mistakes. After a couple of practice sessions to learn the circuit

on Thursday, it's straight into a 20 minute qualifying session, then the 45 minute race on Saturday morning. It'll all be over in a flash, I'm sure.

There won't be too much time to soak up the atmosphere leading up to the 24-Hour race, but after our race on Saturday we'll have plenty of time to enjoy the weekend. Naturally, if you do a good job and finish well on Saturday, it makes Saturday night that bit sweeter! In other words, you can have a beer and feel pretty good about life.

My team boss, Nick Tandy, will be there racing in the 919 LMP1 car. It's going to be cool seeing him blast round the track before coming back to our pit to tell us how to go faster! I'm sure he will be able to offer good insight into how to win at the famous circuit. We're all hoping for a double Tandy victory...one for the works Porsche team, and one for his Carrera Cup team – that's me! ○

As I've never driven at Le Mans I have to learn the circuit on a simulator



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

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Simon has worked across several automotive publications for more than a decade

It is now certain that Fernando Alonso will tackle Le Mans, but will he do so in a Porsche?

Fernando Alonso's highly publicised attempt at winning the Indianapolis 500 recently was undoubtedly a good news story for Formula One, and motorsport as a whole. Though the attempt eventually went up in smoke, Alonso came surprisingly close to pulling off the extraordinary feat ensuring it's unlikely to be his last attempt. The Spaniard has publicly stated that competing in the famous race at 'the brickyard' was part of a personal goal to win motorsport's Triple Crown; the Monaco Grand Prix, Indianapolis 500 and the Le Mans 24 Hours.

"I've won the Monaco Grand Prix twice, and it's one of my ambitions to win the Triple Crown, which has been achieved by only one driver in the history of motorsport: Graham Hill," he said. "It's a tough challenge, but I'm up for it. I don't know when I'm going to race at Le Mans, but one day I intend to. I'm only 35: I've got plenty of time for that."

Fernando has already hinted that a return to Indy's super-speedway in future is more than likely, but might his attempt at Le Mans victory be closer than he suggests, or we might expect? We now know for a fact that Alonso came very close to a LMP1 drive with Porsche two years ago, something Porsche team principal, Andreas Seidl, recently admitted. Back then of course Porsche was in the business of running three cars at Le Mans, and so slotting the highly regarded double Formula One champion into its extended driver line-up would have been somewhat easier. It's pretty clear that Alonso would've taken Nico Hülkenberg's seat had the deal come good,

but where might he fit into a now smaller Porsche team in the future? Running two cars at Le Mans now allows for six driving roles, not the nine Porsche enjoyed in 2015.

Without doubt Porsche remains overtly committed to developing driver talent from within, making a point of regularly plugging its motorsport ladder of ascension, of which Briton Nick Tandy is a recent graduate. However, it's not implausible that it might run a driver from outside the Porsche family, as it did with Hülkenberg. It is also no great stretch of the imagination to assume that Alonso's good friend, former Porsche works driver turned brand ambassador, Mark Webber, would be opening doors and

example of 2015, back tracking on a long-standing agreement to avoid race date clashes between F1 and Le Mans. Indeed it's hard to imagine Alonso's Indy 500 attempt coming off this year were Liberty Media not now in charge of F1 rather than Eccelstone. Perhaps, then, it's not so unrealistic to foresee Alonso tackling Le Mans while he remains an F1 driver, but could he really drive a Porsche prototype?

Arguably there are larger hurdles in getting Alonso into a Porsche while he remains a McLaren driver, at least greater ones than those resolved this year to put him in an Andretti Autosport IndyCar. The historical link between McLaren and the Indianapolis 500 was one

neat aspect, but moreover Andretti Autosport's existing association with McLaren engine partner, Honda, dovetailed well too. McLaren and Porsche share only an increasingly competitive rivalry in road car building, and even if Alonso were to move F1 teams in 2018, it's likely he'd land at one of the other top teams; Mercedes, Ferrari or Red Bull, each also boasts an on-road rivalry with Porsche (Red Bull via its links with Aston Martin). Purely from a PR and marketing angle then that relationship would be troubled, indeed who is to say it wasn't the deal breaker for Fernando's drive with Porsche in 2015...

While Porsche's existing pool of drivers, not just in LMP1 but up and down its pyramid, remain both formidable and talented, the idea of Alonso driving a Porsche prototype at Le Mans is an exciting one for motorsport as a whole. Whether it comes to be or not we'll just have to wait and see ○

Alonso came very close to a LMP1 drive with Porsche two years ago...

applying pressure in order to see his good mate driving a Porsche at Le Mans. And, no matter what it might say, surely Porsche cannot dispute either the practical or commercial benefits of a potential relationship with a driver of Alonso's calibre, he is widely regarded as one of, if not the, best in the world.

During Bernie Eccelstone's tenure in charge of F1 the idea of driver's competing across motorsport disciplines was largely the stuff of fantasy. Eccelstone, or those underneath him at least, were quick to shut down the possibility of F1 drivers following Hülkenberg's



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

your writes

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

Porsche Backdates

I found your article on backdated Porsches in the June issue interesting. I have four 911s ranging from a '72 Targa to a 2016 991, including a 'new' 911 ST from PS Auto in Germany. It is the most entertaining of the lot – its creator, Dirk Sadlowski, has successfully built a car that is both great to drive and easy to live with. Simon Jackson's thoughts on values are interesting too, I note he suggests a cap of £100k in broad terms. My ST (number 10 and the only RHD car so far) cost €140k, but such is the demand and scarcity of the donor car (a RWD 964 manual) that Dirk

now charges almost double that and still has a waiting list. I'm not sure what the resale value would be however and I may never find out.

Incidentally, aside from my 356 no other car in my collection gets as many 'thumbs-up' from other

road users as the ST, with none of the negativity that is often directed at Porsches. It really is a great car.

Trevor Cartner, email

Trevor, thank you for sharing your thoughts and those fantastic photographs, the car looks ace! GTP



Great Pretender?

I often feel torn on the subject of replica Porsches. There are some truly terrible fake 911s out there, but conversely there are also plenty of nicely finished 356 replicas too, often produced by worthy specialists. Robb Prichard's article in the July issue was one I found entertaining, proof if it were needed that the wider Porsche community should perhaps embrace some of the

replica cars more often. The Bailey Cars 917 is certainly a fine creation in my eyes.

Rich Moley, email

We didn't have room in that issue to include these images (below) of Robb squeezing himself into the car, they give some idea of the cramped conditions he described in the feature. GTP



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Destination: **NÜRBURGRING**

/PART TWO/

In the second part of our Nürburgring adventure,
we look at how to drive the challenging Nordschleife.

Story: Simon Jackson, Ryan Stewart Photography: Mark Riccioni



*The bumps, cambered sections
and compressions are unlike any
other circuit on earth*

Driving the Nürburgring may well top of the wish list of many Porsche enthusiasts. More than 13 miles in length with in-excess of 70 corners, it is something of a spiritual home for any Stuttgart-bred sports car. Originally built in the mid-1920s as a test track-come-race circuit, the Nürburgring is absolutely like no other track in the world. To build something in its ilk today would be impossible, and that is perhaps the greatest draw of the 'Ring, there is a palpable sense of danger here.

As a result, when taking your own car to the Nürburgring it's a good idea to exercise caution. Crashing on the Nordschleife can get expensive very quickly, crashing in a Porsche more so still. Luckily Destination Nürburgring boasts a fantastic record of creating the safest and fastest environment to enjoy your car here, at the limit on the greatest circuit on the planet. A full marshal package, impeccable etiquette and like-minded enthusiasts create an enjoyable atmosphere that allows you to grow your familiarity with the circuit gradually. Last month we explained what Destination Nürburgring (DN) – held in conjunction with Bilstein – is all about, now it's time to understand how best to tackle this epic circuit from behind the wheel.

So, you've encountered the carnage of a 'Touristfahren' (TF) session, one open to anything and everyone from motorbikes to coach tours, what should you expect from a closed circuit 'open pit lane' DN track day? Absolute freedom, that's what. Unlike a TF day you can come and go as you please from the pit lane, taking one, two or more laps in succession if you dare. For the duration of the event DN participants are able to set up camp in the parking areas surrounding the Devils Diner, the 'Ring's onsite café, which is ideal for those bringing spare wheels and tools as it's the perfect place to fine tune your car's setup, and fill yourself with sustenance. For others wishing to enjoy a more 'arrive and drive' experience, the parking areas are the ideal showground to peruse the incredible cars that are regularly in attendance at these events. I'm willing to commit to saying that you're unlikely to see so many RS Porsches in any one place anywhere else in the world.

Driving your own car on the Nordschleife is a unique experience. A mix of fear and excitement pervades, allowing you to become exceptionally aware of the forces at play through the chassis of the car. The bumps, cambered sections and compressions are unlike any other circuit on earth, more like a circular mountain road than a race track, here you will really understand the value of driving smoothly and experiencing real balance. Get it right and driving becomes a sort of ballet, get it wrong and it becomes a boxing match.

In conjunction with the 987 Cayman S readers of our *Long Term Fleet* section will be familiar with, for this event we chose a second-generation 991 Carrera 4S, its all-wheel drive



system affording us the greatest chance of survival. Its three-litre 420hp turbocharged engine offered more than enough grunt to keep us happy, without propelling us to stratospheric speeds as might be the case at the wheel of an RS product. Furthermore the Carrera boasted supreme road manners, comfort and economy for the hundreds of miles we needed to cover on our journey to the 'Ring. Its usability is its real forte here, that our car was equipped with a six-speed PDK gearbox made it even more usable on both road and track. While you might argue that the model now, since being turbocharged, no longer offers the howling show to which we'd become accustomed at the top end, its mid-range performance is absolutely silky smooth, it ensures there is torque where you need it via its 368lb ft of torque. Prices for the 4S coupé start at £94,804.00, add a further £2,483 for a PDK equipped car, but that's money well spent for an increasing number of enthusiasts. Push this car harder and faster to deliver a driving experience that simply grows in line with your building pace. The 4S is such a beautifully balanced car too, the steering is precise, the all-wheel handling virtually idiot proof – ideal for shovelling confidence at you while you

DESTINATION NÜRBURGRING EVENTS

On a DN day the tourist entry barriers are removed and drivers are able to complete flying laps with little traffic on the circuit, only registered drivers are able to take to the circuit. These events have become incredibly popular with UK Nürburgring veterans who crave the full race experience, and the very well organised DN days regularly sell out in advance of each event. It's very easy to see why. With limited spaces available, Destination Nürburgring is able to ensure an enjoyable day with drivers of a similar standard without the 'Ring's frustrating tourist traffic.

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 really explore the capabilities of their new suspension," said Aaron Quilter, Aftermarket Manager of Bilstein UK, "Our performance dampers are developed at the Nürburgring so it is a perfect opportunity."



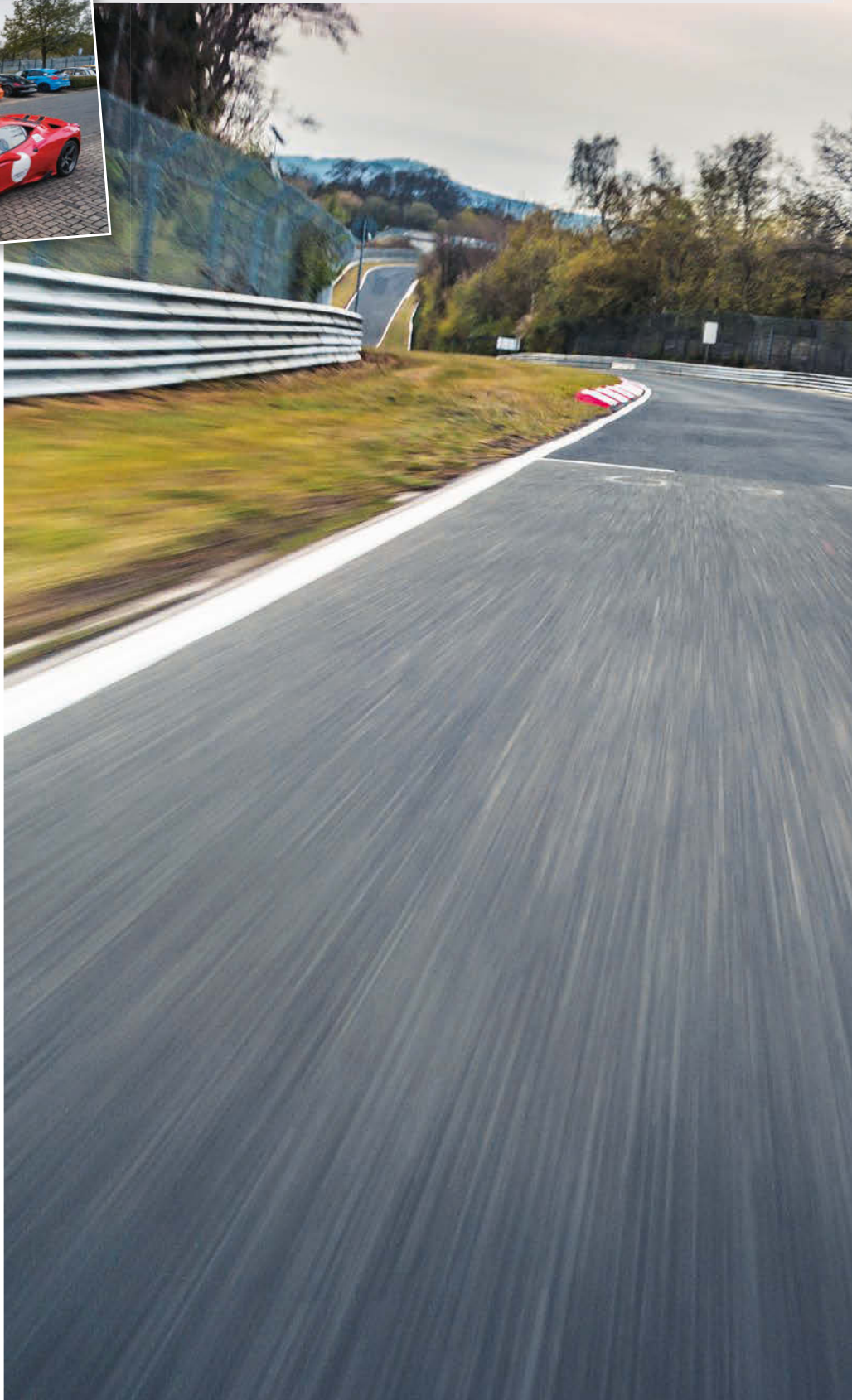
FUN FACTS

You'll hear a lot of people refer to the Nürburgring as simply 'the Ring', but that might seem like a bit of a cop out. If you're a stickler for facts, here are a few for you. The 'Nür' part is pronounced New-uhr while 'burg' more like 'boo-org' rather than the very British Ner-berg-ring that has been absorbed into automotive culture. If you want to be really geeky it's actually the Nordschleife that you will be driving on, which literally means 'North Loop'. The South Loop has since made way for the rather sanitary Grand Prix circuit. The written word can be a bit more confusing and you might have noticed that the official Nürburgring website and social media accounts are spelled 'Nuerburgring'. This is simply because the umlaut above the 'u' cannot be used in a web URL!

push to get back on the power at the apex and exit points of a corner.

As if by fate, part way through the morning of our DN adventure the heavens opened. If you thought a dry Nordschleife was a daunting prospect, a wet one really is something else. Rain hangs in the trees here, and even when the track is drying there are masses of damp patches which can catch you out in a heartbeat. The sheer frequency of the circuit's use means every inch of track is covered in rubber, much of it road rubber making a wet circuit really very slippery indeed. Couple this with changing conditions and graffiti painted sections and you have yourself a very unpredictable surface indeed. Being one of those people who shy away from anything that people rave about; bands, films or holiday destinations, I'd not driven the Nürburgring before. Call me stubborn perhaps but I'd been finding my own path to driving nirvana. This time it was the 'Ring however and luckily there were plenty of people willing to offer a passenger lap or two to get me settled in.

No matter how many times you lap this circuit on a computer game or simulator, nothing can compare to the feeling of actually driving it. Experiencing weight transfer and its effects on your body take some getting used to, but eventually the madness of the whole thing becomes more normal and you can start to piece together familiar sections – slowly! It all begins in the car park entrance road, ordinarily this would be where you would swipe your card to gain entry to the circuit, on a DN day a friendly member of staff is on hand to wave you by. It's a lot like those people you get at theme parks who smile as you climb the rickety chain driven ramp before plummeting to your doom on a roller coaster...





*Eventually the madness of the whole
thing becomes more normal*



CONTACT

www.destination-nurburgring.com
www.bilstein.com



Entering the circuit you accelerate hard towards the Bilstein gantry, the marker that most people use on a tourist day to signify the beginning of the lap. From here on in it's a helter skelter of twisting turns and blind crests. Tiergarten is your first wake up call, tall Armco barriers are a stark reminder that this circuit means business and you must keep your wits about you. A smooth drive through here utilising the majority of the track seems to be the correct approach.

The stretch from Hatzenbach to Hocheichen has the most intense frequency of turns and really is a joy to navigate, don't be fooled by the placement of the curbs here though, you'll need to create your own straight-line path. Easier said than done with the odd blind apex thrown in. Downhill towards Flugplatz will

see you building serious speed, keep left, and keep your foot in, be confident with the car. Nervousness and hesitation is not tolerated here. The left hand turn, Fuchsröhre, is a similar challenge where many people lift and experience heavy weight transfer, and subsequently this corner at its very worst. There's a good reason why most of the Armco on the other side of the circuit looks relatively new... After this fast section you'll be abruptly greeted by Adenauer Forst, you'll have seen people sheepishly bouncing across the grass on YouTube videos here and you don't want to be one of them.

There are eight or so very challenging corners between you and the famous Karussell. The blind entry to the corner feels totally alien at first and the brutality of the concrete

blocks echoing through the suspension will make you wince. Stick with it and the perfect entry and exit will feel like your car is literally on rails, the compression the banking gives to the suspension actually pushes the car into the tarmac, giving you free grip. It's really surprising how fast you can take this corner despite the rough surface. Highlights for the rest of the lap include Wipperman, Brunnchen and the spectators favorite, Pflanzgarten – but don't worry, you'll not remember any of this while you are out there. You'll be far too busy wondering which side of the circuit you should be on and if the next bend turns left or right. Thankfully there are plenty of Nürburgring veterans at DN events who can show you round. Our top tip is to tag onto a car driven by someone with experience, a vehicle capable of running at a similar pace to yours, and follow it round, this way you can best learn the circuit and enjoy the challenge. It's a great way to compare notes in real time, there is no substitute for experience here.

Travelling to the Nürburgring from the UK in a Porsche, enjoying an entire day of circuit driving and then returning home (with a passenger and a weekend bag each) is the perfect way to remind yourself what is so special about Porsches. The original 'do it all' sports car, nothing flustered either our 4S or 987 during our trip. Comfortable enough for a co-driver to sleep during Autobahn blasts, capable enough to endure the test of the Green Hell – we really couldn't fault the prospect of the 4S. But ultimately, If you're looking to experience the perfect road trip in your Porsche, then DN could well be it ○



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HELL ON EARTH

Part One

The Nürburgring Nordschleife celebrates its 90th birthday this year. In the first of two parts, we look at Porsche's history at 'The Green Hell'.

Story: Andrew Frankel Photography: Porsche Archiv

Now that the old Nürburgring Nordschleife is so indelibly associated with sports car racing, thanks to the efforts of the modern GT3 mob in the Nürburgring 24 hours and the heroics of those who raced Group C cars there in the early 1980s, it's hard to remember there was time when there was barely any interest at all.

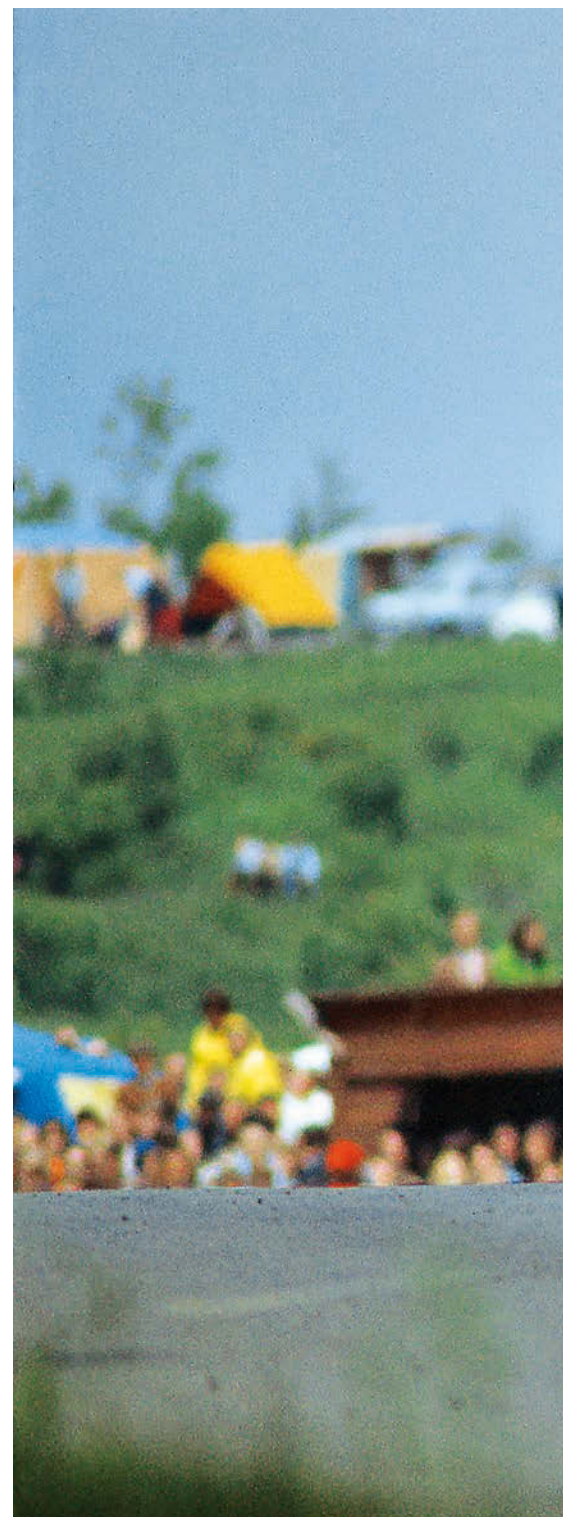
Today the Nürburgring 1000km is a fabled race, to the cognoscenti every bit the equal of a Le Mans, Sebring or Daytona, but often with even more serious consequences for those who got it wrong. But when the race was first

run in 1953, and despite it being a full round of the newly inaugurated World Sports Car Championship, the entry list was so poor and the crowd so small they didn't bother to hold it at all for the next couple of years. So although a number of 356s did take part in that original race, if we're to look seriously at Porsche's participation in the most serious sports car race held on German soil, it is to 1956 that we must now go.

The Nürburgring always looked likely to be a happy hunting ground for Porsche, and not just because it was a mere three hours

away from the factory on the autobahn. Tight and sinuous, this circuit was one that rewards handling over performance, light and nimble cars over their heavy and powerful rivals. It was, and remains, a Porsche circuit. In the seventeen 1000km races held there between 1967 and 1983, Porsches won 10...

Back in 1956 when Porsche could only ever hope to fight for class honours, perhaps the most notable Porsche was not the car that came fourth (and won the class), despite the fact that this was not only the works entry for Umberto Maglioli and future F1 world





champion Phil Hill and also the race debut of the 550A Spyder, but one that didn't even start. Michael and Pierre May had turned up in a rather tatty old private 550 but had modified it to carry an enormous inverted wing mounted on stilts above the driver. So far as I am aware, this is the first recorded instance of a downforce generating aerodynamic device being used on a racing car. And in practice it went like the wind as it was so cleverly exploited, proving far faster than the shiny new factory car and coming close to embarrassing the big Ferraris, Jaguars and Astons that vied

for outright victory. What happened? The car didn't so much retire as got retired by the authorities on grounds of it obscuring other drivers' visibility. But as those authorities included Porsche racing boss Huscke von Hanstein, it has often been thought that faced with the prospect of being embarrassed by an old privateer, Porsche simply nobbled it.

Impressively Porsche won its class again for the next three years but it would not be until 1960 that it actually got to walk out onto the podium. Actually there is an entire story to be written about this season when Porsche's four

cylinder 1.7-litre RS60s won not only the Targa Florio but the Sebring 12 Hours too and ended the year tied on points with Ferrari which had used massively more powerful three-litre V12 cars all year. In the end it was in fact Ferrari with one more third place than Porsche that denied Stuttgart the title. But Porsche beat Ferrari at the 'Ring, though on this occasion the RS60 of Jo Bonnier and Olivier Gendebien had to give best to the 300S Maserati of none other than Stirling Moss and Dan Gurney.

By 1964 it was becoming increasingly clear that unless you were fortunate enough to be a



factory driver, if you wanted to do well at the Nürburgring, you needed to be in a Porsche – ideally its swoopy new 904. The results from that race are fairly extraordinary: 904s actually one two classes: the sub two-litre GT category for Ben Pon's standard 904 which came third and the sub two-litre prototype category for the eight cylinder factory car of Bonnier and Richie Ginther that came fifth. But the incredible statistic is that of the nine privately entered cars that finished in the top dozen places, seven were Porsche 904s, the other two Ferrari 250GTos.

But it would be 1967 before that first win came; but when it did, it arrived in style.

Porsche was perhaps fortunate that none of the big factory teams turned up, Ford and Ferrari in particular far too absorbed in their preparations for the big battle at Le Mans a fortnight later to bother with a race at a track on which both the Ford MkIV and Ferrari P4 would have been inherently unsuited. Porsche made the most of the circumstances and sent no fewer than six of its 910 prototypes, three with 2.2-litre flat eight engines, three with two-litre flat sixes. And in the end it was the flat sixes that prevailed, taking all three podium spots with the sole surviving flat eight in fourth. Nothing else was even on the same lap.

Given this, the 1968 race should have been

a walkover for this was the event at which Porsche chose to debut the 908, its first prototype actually designed to compete for outright victory in all races, rather than merely class honours. Powered by a three-litre flat 8 engine it had all the potential in the world.

It just took a bit of realising. Porsche duly claimed pole position, but it wasn't a 908 that did it, but the old 2.2-litre 907 driven by Jo Siffert. By contrast, the winning 908 qualified down in 27th position. But with Siffert transferred to the 908's cockpit he set about destroying both the field and the lap record, and while the 907 led for part of the race, the 908 was able to claim victory by three





full minutes. Porsche bosses were pleased as punch, and certainly more than they'd have been had they known the 908 had already won the only classic sports car race it would win all year.

By 1969 however, Porsche had the 908/2 at its disposal, a car developed and sorted to close to perfection. Of the ten rounds of the World Sports Car Championship that year, 908s would win six, come second at Le Mans and secure the title for Porsche with only a modicum of help from the still brand new and utterly terrifying 917. This was also the race that, now following tradition, Porsche decided to debut a new car, in this

case a 908 with super aerodynamic spyder bodywork, nicknamed perhaps a little unfairly the Flounder. Those who thought Porsche's aerodynamic stability issues only started with the 917 should be advised that two of the three Flounders crashed in practice and were unable to start the race. Straws were drawn to see which driver pairings would get the remaining car for the race, but it's not clear if they were competing for the right to drive it or avoid it like the plague.

In either case, the 908s put on a total demonstration around the immense 14.2 mile circuit, the only rival being the factory Ferrari 312P or Chris Amon and Pedro Rodriguez. The

Ferrari put up a good fight but couldn't match either the pure pace or pitwork of the best Porsches, and would in time retire. That left 908s in the first five places with the surviving Flounder second, its 10mph higher top speed on the straight not translating into a race winning advantage.

The 1970 and 1971 sports car seasons are among the most famous of all, known as they are for the dominance of the Porsche 917 beloved of Steve McQueen and his Le Mans movie. Yet the factory never raced the 917s at the Nürburgring, preferring to field instead the ultra-lightweight 908/3s that had been developed primarily as Targa



*If you wanted to do well at
the Nürburgring, you needed
to be in a Porsche*





Porsche got something of a rude awakening at the Nürburgring in 1971

Florio specialists. Porsche's mathematicians had in fact concluded that over a lap a well driven 917 should be no slower than the less powerful but far lighter 908, but the penalty in fuel consumption, not to mention sheer danger of trying to hustle such a car around this notoriously difficult and dangerous track, meant its biggest beasts stayed home. Some plucky privateers did attempt to race 917s at the 'Ring, but never to any notable effect.

Some idea of how much better suited to the Nürburgring was a three-litre prototype than a monster five-litre is car is provided by the 1970 race when 908s qualified first, second, third and fourth with the best five-litre works Ferrari down in seventh place, some 24 seconds per lap slower than the quickest Porsche. And such strength in numbers meant that even when one 908 crashed out and another blew up,

there were still two factory cars in reserve that swept to outright victory a full lap ahead of the valiant but futile Ferrari effort.

But Porsche got something of a rude awakening at the Nürburgring in 1971, the final year of its participation in the World Sports Car Championship. The 908 was by now an old car, in its fourth year of competition and for sheer speed the Italians had caught up and, in Ferrari's case, overtaken. Porsche must have known it had a fight on its hands when Jacky Ickx took his Ferrari 312PB out to qualify but it must have been sobering indeed to discover it was almost 11 seconds a lap faster than the quickest 908, and there was an Alfa between them too. At the end of the first lap it appeared that the entire field had crashed because Ickx had already such an immense lead he appeared alone. After

just four laps the crowd had to wait over 40 seconds after Ickx howled pace before the next car hove into view.

The relief therefore at seeing the Ferrari slowed and eventually forced into retirement by overheating issues would have been palpable. As for the Alfa challenge, it never really materialised and while two did finish, they were in fourth and fifth places, behind a trio of podium hogging 908s.

It was the last victory as a pure factory car for the brilliant little 908 though that did not stop it winning both at the 'Ring and elsewhere in private hands. Next month I will tell both that story and tale of Porsche's performance in the last ever 1000km race to be held at the old Nürburgring, during the course of which a lap record was set that stands to this very day ○



PART TWO – NEXT MONTH

BARN FIND TO BEAUTY

Three years ago we came across this wreck of a 1977 Targa. Not much value in it back then but a surprise lurked beneath: a genuine 2.7 RS Lightweight engine and running gear from 1973.

The Story goes:

Back in 1973 one of the original U.K. Right hand drive 2.7 lightweight cars was bought for the sole purpose of rallying, but during the mid 70s, it met its unfortunate demise on a rally in the Brecon Beacons. End over end and on the roof, it was deemed beyond reasonable repair and subsequently sat in a sorry state back at home. Nobody knew back then what it would be worth. A Lightweight too!

In the early 1980s, the owner stumbled across a 1977 2.7 Targa which had met its fate with an engine fire. Everything salvageable, including all the RS engine gearbox ancillaries, was transferred. The RS bodyshell was sold as scrap back then with little value but has been spotted recently, purchased as a complete car for a substantial figure.

Having been passed down through the family over the years, the current owner bowed to sentiment and commissioned Rennsport to reassemble the vehicle to its original state as a blood orange 1973 2.7 RS lightweight. Sourcing a 1973 2.4E Coupe, with a missing engine, we'll be able to produce the closest thing to an original as possible.



The remains of the Targa have been turned into this beautiful example. Commissioned by a local property developer to build something unique for his daughter's birthday, we worked hard to make it exactly what she wanted!

Converted back to pre-impact bumper for a classy look, we fitted it with a tuned 3.0 litre motor with bespoke Scottish muirhead leather interior and personalised touches.



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The Gift

Built by Rennsport, this 1977 3.0-litre 911 Targa walks a fine line between retaining its originality, while also providing a touch of modernity.

Story: Simon Jackson Photography: Gus Gregory







Since the early days of its existence as a car maker, Porsche has always promoted the concept of the open-top sports car. When the 356 was phased-out in the mid-1960s Porsche showcased its first 911 Targa, somewhat of a half-way house between coupé and convertible. The new concept, first glimpsed at the Frankfurt show in 1965, did not come to market until a full year later, and when it did the car drew a mixed reaction from the firm's top brass. Given that a new open 911 was expected only to account for a small percentage of the model's overall sales, certain compromises have been made during its design. In order to save costs it must, came a dictate from on high, share its general bodywork with the coupé. That unique Targa identifier, the now iconic roll hoop, was also born rather from necessity than style. It was designed to provide some form of structural rigidity to the chassis, but handily it also met US competition regulations, allowing US Targa owners to go racing should they so wish. Work on the rear window assembly, initially a soft window rather than the subsequent

glass affair we know today, was not without its headaches either. Porsche struggled not only with the engineering behind how the thing might physically attach to the car's body, but also once attached, how to stop it from flying off at speed. Nonetheless, when the Targa was rolled into production it quickly became apparent that demand would outstrip the limited supply Porsche had intended to make available. When, in 1967, domestic demand in Germany began pushing 40 percent of all 911 sales, Porsche's executives sat up and took note – the Targa, it seemed, was here to stay.

Since the 1960s the air-cooled Porsche Targa has been through a drastic evolutionary process, some might say revolutionary. It was eventually reinvented, not once in the water-cooled era, but twice, and since then it has become a mainstay model in Porsche's contemporary line-up, the 991's electronic hardtop today plays homage to the original car's aesthetic. It is that original silhouette which resonates to this day, and that's despite the Targa going through some pretty dark times. During the 1980s and 1990s, the Targa was the black sheep of the 911 family. Many



were either unloved by enthusiasts or worse, turned into cabriolets – few were cherished in the same way as the illustrious coupé. What goes around often comes around though, and today the Targa is as valued a 911 as any other model, for that we can be thankful. Why might that be the case? Well, you could argue that there's been a shift in recent years in the driving habits of your typical classic 911 owner, and it's this that has led to a new found passion for Porsche's open top icon. Paul Cockell, Managing Director of Porsche specialist Rennsport in Gloucestershire, certainly agrees:

"Targas have come back around in fashion because people aren't buying old 911s to race around and do track days in. People are driving these cars now in a gentlemanly fashion, they're Sunday drivers, and a Targa is perfect for that," Paul said. "Five years ago everybody wanted a 2.7 RS, a 911 had to be a coupé, it had to be driven hard – that was what it was all about. Back then it was all about how the cars drove, now it's more about how they look."

Paul's comments came as we were stood

in front of Rennsport's first 911 Targa build, the 1977 3.0-litre car you see here, recently completed for a somewhat high-profile customer in the local area. Paul elaborates: "It was commissioned by Tony Gallagher, the property developer, for his daughter's 30th birthday in 2014. Tony is local to us, he has two daughters, one has a 991 Targa in black with red leather, his other daughter wanted a classic 911."

Tony it seems is a thoroughbred car nut, with a bunch of other sports cars at his home in Gloucestershire. Over a thirty year period his Gallagher Estates and Gallagher Developments firms, have seen him accumulating land and property, comprising primarily retail parks, housing and industrial sites. It's safe to say money was no object with this project, which is all well and good because a car like this is both time consuming and costly to get right. This build, which was tackled from a bare shell ground-up restoration, has taken more than two years to reach completion.

"The Gallagher's chose the colour, we went through all the colours you can think of before

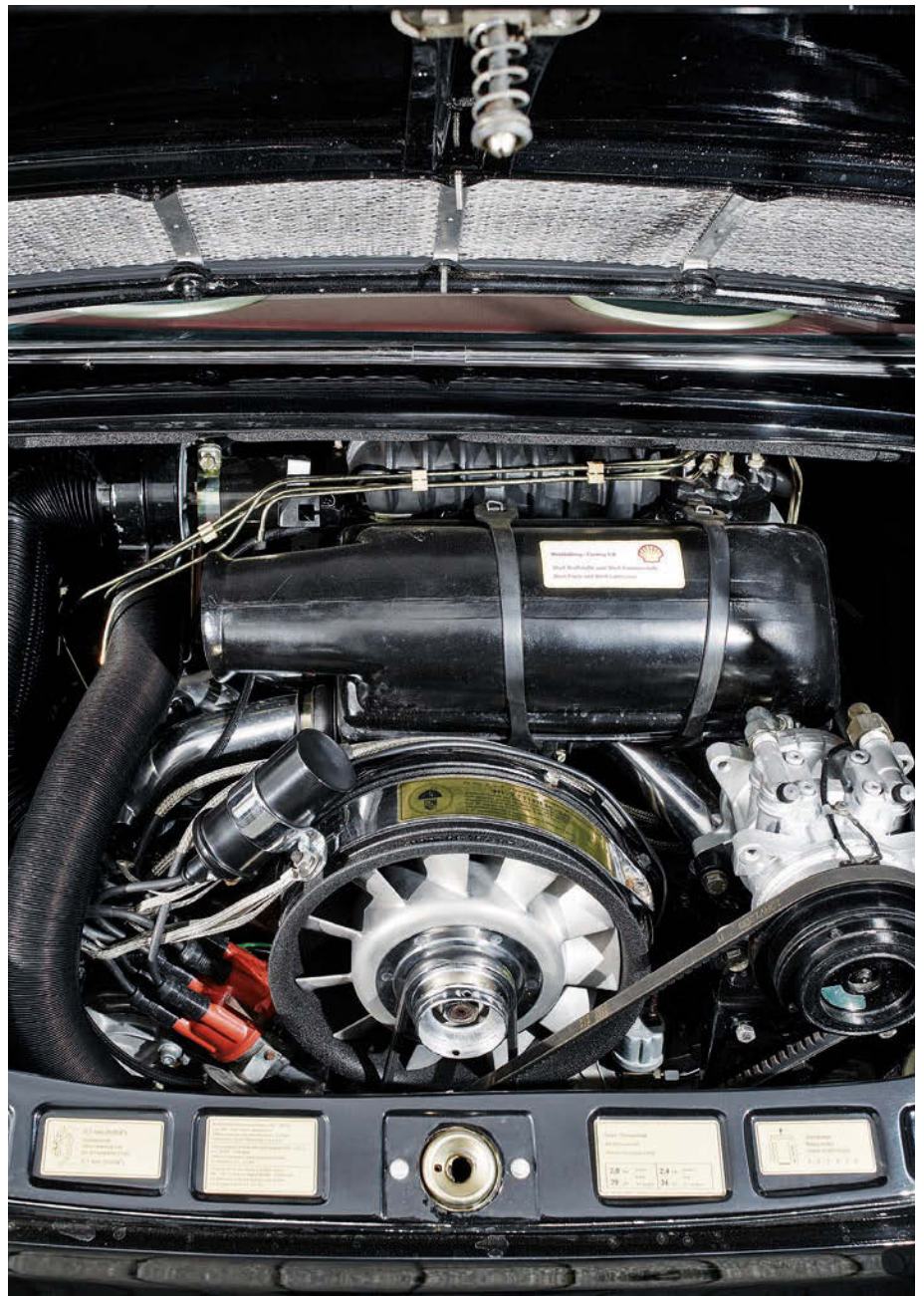
we ended up back at black!" Paul laughed, "It matches the 991 in the family but also Tony's other cars – which include an AMG Mercedes."

Rennsport cycled through each and every stage of this car's build, and at every point in the process there was a decision to be made, never an easy one at that.

"We went through the choices; the leather we got from a supplier in Scotland; the Gallaghers chose the different bits of chrome on it; the wheels; even down to the type of mirrors required. We fitted air-conditioning, and a stereo system too," Paul said.

It's safe to say a chunk of the time consumed by this project was the result of a lot of toing and froing, with changes being made all the time. Much like the building of one of Tony's property developments, changing your mind mid-build is a sure fire way to incur delays.

"A lot of hours have gone into this car to get it right," Paul explained. "Tony's daughter is based out in L.A a lot of the time, so we were sending samples of the leather for example to Tony, he was then sending them onto his daughter in the States... Then of course when





It is the details of this build that showcase the quality of Rennsport's workmanship

it came back to us we had to order the leather – it all takes time.”

One major area of concern with classic 911 Targas is the roof panel. They're a tortuously difficult thing to rework, yet Rennsport has done a commendable job with this one, retrimming the original panel.

“The problem is they're designed to fold up so you can put them under the bonnet, but when you do that it stretches and releases the material on the top, inherently they end up cracking where the joints are,” Paul explained. “If you didn't fold it, and it were in one piece, you wouldn't have the problem”

It is the details of this build, like the roof, that serve to showcase the quality of Rennsport's workmanship. Look further into the finer details of this Targa and you'll soon spot where a chunk of that two year build has gone. A lot of polishing work has been completed throughout the Targa, much of it in the engine bay where the inlet manifolds have been shined to provide the client with the requested amount of “bling”. There are bespoke touches throughout, which certainly make a statement and personalise the build, tailoring it to the Gallagher's requirements. There has clearly been a balancing act made here between the original and classic 1970s nature of this car, and the client's need for modernity too. Hitting a sweet spot here was an easy task.

“It's a difficult one because we built it as an everyday car, but when you actually use them as an everyday car they're not necessarily all

that easy to drive,” Paul said. “It's an early car so it hasn't got servo-assisted brakes, or power steering – but you have to live with these things on old 911s. You either have something perfect, new and boring, or you drive something cool and live with all the niggles. Let's not forget that these cars were designed in the 1960s!”

It's true that some of the chrome work, and unique additions like the stereo installation might not be to every Porsche person's taste, but there's no denying that this car serves its purpose and wholeheartedly fulfils the original brief laid in Rennsport's hands.

“It's the first Targa we've done really, it's been nice doing it and we've another to complete now,” Paul commented. “Although Tony's daughter is based in London, he is based near our premises, so the car will stay local for her to use when she comes here – it'll be nice to see it coming back for routine servicing.”

Time to open someone else's birthday present then, and best of all it hasn't even been wrapped yet. Driving this car certainly serves to reiterate Paul's earlier point, with the roof stowed and the sun shining, this car does not want to be driven hard, and nor should it be. As Paul points out there is no assistance on the controls, but it does not feel laborious to pilot as a result, everything seems manageable and well weighted. The steering isn't as razor sharp and communicative as a coupé's steering might be, but you're entirely aware of what's going on underneath you. The melodious 3.0-

litre six in the back sounds plenty tuneful enough, a major benefit of roofless classic 911 motoring being the manor in which the sound of the car becomes amplified in the cabin. And the Targa rides in a compliant and pleasant enough manor, albeit without providing a particularly scintillating level of driver involvement delivered by some old 911s. But to clarify I don't believe that's what a Targa is all about. Whatever a Targa might lose in driving dynamics to its coupé relation, it more than makes up for through a sense of occasion – travelling under sunlit treetop canopies with the wind in your hair is one of life's more relaxing driving experiences.

For me the argument for a classic Targa over its more popular coupé equivalent really boils down to a question of purpose. What are you using your car for? Ultimately if you simply want to cruise around in a classic 911 to both look good, and enjoy the sensations an older car delivers, then a Targa presents the perfect option over its more focused coupé stablemate. This Rennsport project shows that it is possible to raise the level of accessibility of a classic 911 to a wider (perhaps less enthusiast based) audience, without losing its original Porsche essence. I can picture this car parked in Chelsea as the stylish machine (dare I say fashion accessory?) that it is, but I also feel that it is equally at home here, being exploited on Gloucestershire's rolling countryside backroads. As birthday presents go, this isn't a bad one ○



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Feat Of Endurance

It's 50 years since a 911 R, driving flat-out for a total of six days, clinched a set of world records at Monza. However, things might have been very different.

Story: Simon Jackson Photography: Porsche Archiv



At the end of October 1967 a Porsche Carrera 6 travelled to Italy's historic Monza racetrack on a mission. The circuit's high speed oval banking would be the location for a set of world (and 2.0-litre class) record attempts, all designed to test the Carrera 6 racing car to extremes over four days of hard running. Certainly a feat of endurance, a true test of fortitude and grit too, the world record targets were dramatic; to be fastest over 10,000 miles, 20,000 kilometres, 72 hours and 96 hours of driving. A team of Swiss drivers were behind the idea; Jo Siffert, Dieter Spöerry, Rico Steinemann and Charles Vögele. It was Hans Heinrich 'Rico' Steinemann, then a journalist and driver, subsequently Racing and PR Director at Porsche, who largely led the attempt's birth – perhaps pulling off this stunt is what netted him the PR job?

Steinemann and Spöerry together reportedly dreamt-up the idea to be attempted at the end of the 1967 racing season, a year in which they had been racing a Carrera 6. Funding would be required and so BP were brought onboard, so too tyre firm Firestone, Porsche played its part by promising technical support, but the level of that support would

transpire to be rather more sizeable than it might first have imagined.

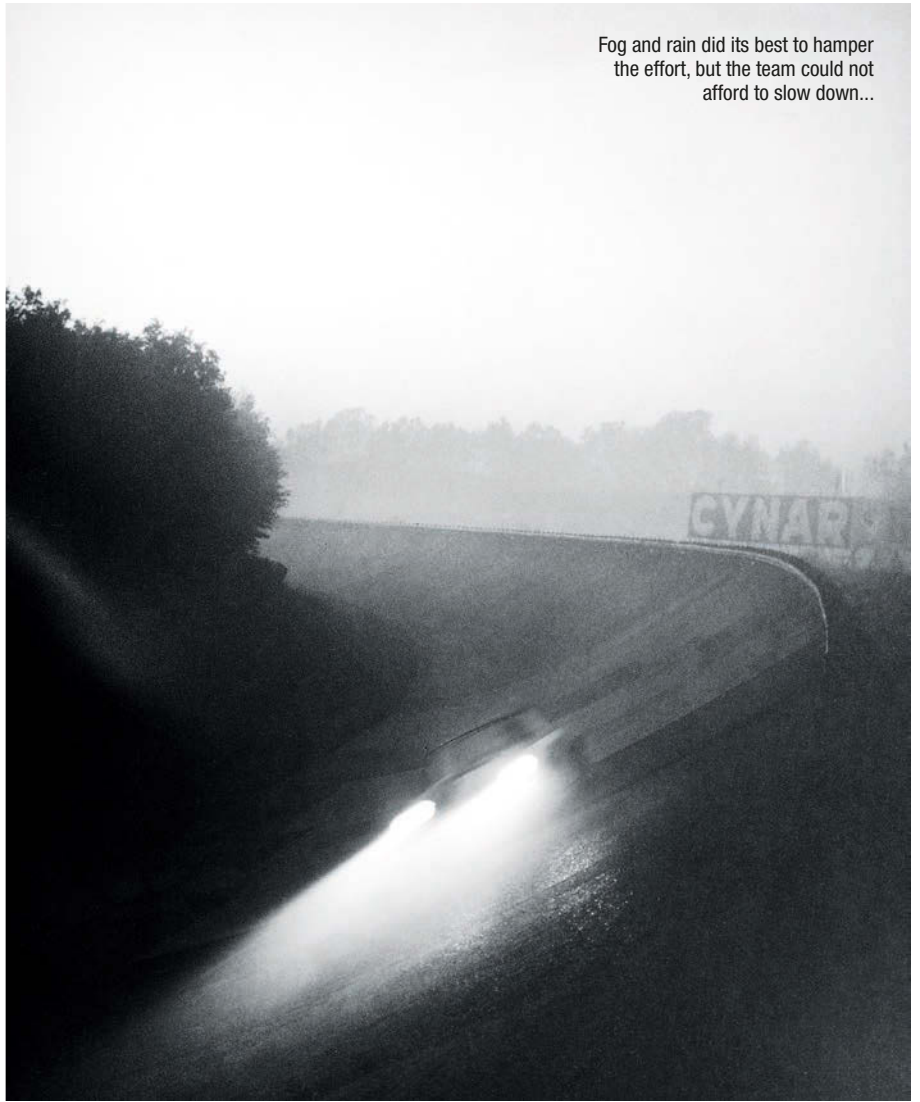
Testing for the event had run smoothly enough, but on the morning of the attempt's first day those assembled were greeted with difficult weather conditions – a bad omen perhaps. As a result it was midday before the Carrera 6 made it out on track, and come the fall of darkness it was already beginning to suffer from Monza's notoriously harsh banked surface. Although resurfaced in recent years, the oval today suffers dramatically from fatigue and stress, it wasn't in much better nick 50 years ago. The Carrera 6 chewed through a few sets of shock absorbers, and there was further damage to the engine being incurred too – after just 12 hours the attempt was abandoned and the official timers stopped. Game over – or was it?

Steinemann put in a call to Stuttgart, relaying the news to Porsche. Keen not to miss the opportunity given that it already had technical staff at Monza, drivers and official FIA timing experts, a solution was suggested. If the team continued within 48-hours any records already achieved would still stand said the FIA – Porsche could, it transpired, continue with a second car. Porsche offered

to send a 911 R packed with spare parts and a pair of drivers too. While Peter Falk and Paul Hensler packed their personal belongings for the drive through Germany, Switzerland and Italy to Monza, Porsche's backroom staff threw a bunch of consumable parts into the R.

Somewhat ironically, the car itself had not long returned from Italy. It had competed a few months earlier at Mugello, on the mountain roads north of Florence, for the '14th Circuit of Mugello'. The event was run in the style of the Targa Florio with competitors, of which there were approximately 100, racing individually against the clock starting at staggered increments. Porsche took its entry seriously sending six- and eight-cylinder cars, and the 911 R (newly converted from a 911 S) which was driven by Englishman Vic Elford and Dutchman Gijs van Lennep. Arch-rival Ferrari would present the biggest challenge for Porsche, but a fatality during practice when Gunther Klass crashed his Dino saw the works cars withdrawn from the event. It left mainly the fragile Alfa Romeos and a customer Ferrari P3/4 capable of mounting any serious attack.

Some of the Alfas fell by the wayside with mechanical dramas, the Ferrari P3/4 retired on the first lap with suspension failure, so too



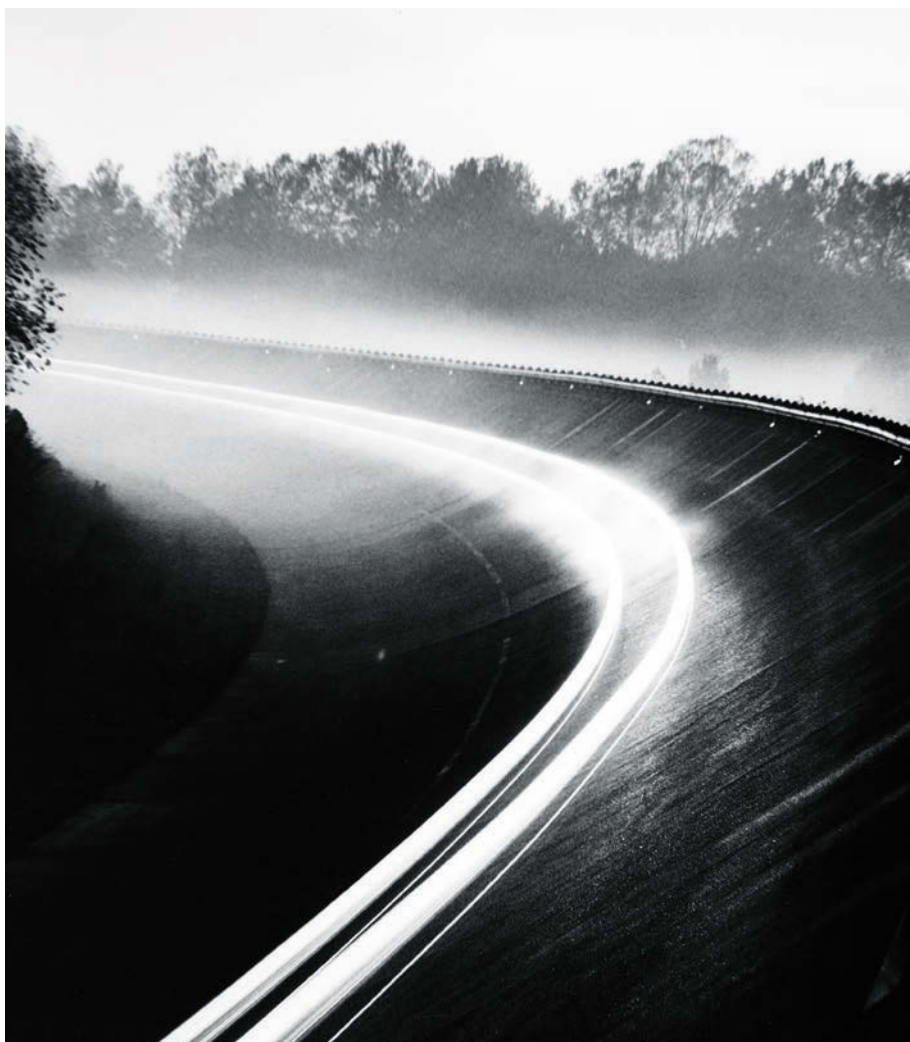
Fog and rain did its best to hamper the effort, but the team could not afford to slow down...

a Siffert / Hans Herrmann works six-cylinder Porsche. It's little wonder that cars failed on the punishing 41-mile track. Eight laps were required in total amounting to a distance of more than 300 miles at an average speed of around 80mph, it called for more than four-hours of tough driving. While others struggled though the Elford / van Lennep 911 R flourished, with Elford in particular enjoying the rally-style event which suited his driving panache. It was the eight-cylinder Porsche 910 of Udo Schütz and Gerhard Mitter that claimed overall victory, just a couple of minutes ahead of Rolf Stommelen and Jochen Neerspach in a sister 910. In third place though came the 911 R, a matter of just 21 minutes behind the 910s, ahead of a Ford GT prototype. The next outing for a 911 R, at the Marathon de la Route and Nürburgring, would result in victories, but the Mulgello car would have an arguably higher calling.

Porsche had set records at Monza before so the opportunity of aiding Steinemann's project in 1967 was both a nice link for its new R, and an area within which it had existing expertise. Of the Swiss drivers already at Monza, Siffert had previously tested the 911 R and so was highly confident of its

After just 12 hours the attempt was abandoned. Game over – or was it?





abilities. Porsche was well aware that the 911 was no match for a racing Carrera 6 in terms of outright pace, yet a quick bit of mental arithmetic revealed that the record attempt could still be on, if the 911 arrived at the circuit in time. It's more than 300 miles from Stuttgart to the Autodromo Nazionale Monza near Milan, but that wasn't the only problem. At the Swiss border the 911 R was reportedly turned away on account of its noise, forcing a diversion through France and then into Italy, yet gladly it arrived at Monza before the FIA's countdown 48 hour deadline. The team immediately set about testing the car over a bunch of laps where it proved it had enough pace to work with, there was not however much of a margin to play with – the car would have to be driven flat-out if it was to meet the challenge. What's more, if any time-consuming repairs were required then the record bid would almost certainly be toast.

When running resumed it was dark and wet, so wet in fact that standing water was forming on the straights, yet average speeds in the region of 130mph, no matter the conditions, were the order of the day. As the rain cleared on day two the car began to run quicker and quicker. There were reliability issues, sure, such as iced carburettors, spark plug and suspension damper changes, but remarkably nothing serious. The first 12 hours passed without major incident, routine driver changes and pit stops for fuel and component checks running like clockwork. But on day three the rain returned and the driver's reported that the car was aquaplaning in places. To make matters worse the team's supply of Firestone wet weather tyres was fast running out. With the 10,000 kilometre marker dispatched, making the greater distances began to look in doubt. Were it not for that traditional Porsche racing grit and determination to which we have become accustomed, that may well have been the case – luckily it wasn't. With the 911 R's front shock absorbers replaced its handling in the trickier conditions was somewhat improved, this allowed the drivers to keep their pace up. And so, despite the addition of diminishing visibility caused by patchy fog, the team powered on. International records (Class E) began to subsequently fall, so too the 15,000 kilometre world record at 130.5mph. The next world record targets were; 10,000 miles, 20,000 kilometres, 72 hours and 96 hours. That the 10,000 mile (130.6mph) record fell to the 911 R like a dominoe tile was of course important, but it was likely the 72 hour marker that Porsche was more desperate to claim. It was an important one for here Porsche was aiming to break its own record.

In September 1951 Porsche had taken its new 1488cc engined 356 SL Coupé to the Autodrome de Montlhéry, located a short distance from Paris, with the 72 hour goal in mind. Similar to Monza in that it was originally a banked track, Montlhéry's use dated back to the 1920s and had later seen



With the support crew, timing equipment and sponsorship backing in place, the opportunity was not one Porsche wished to miss out on...

the addition of a road course. Its bowl though was ideal for top speed runs. Geared high for the attempt, Porsche's Coupé had successfully completed runs at an average speed of more than 100mph, accruing six class records across 5,000 miles of driving during a 48 hour consecutive period. In aiming for the 72 hour world record though perhaps Porsche was asking too much of its prototype 356, indeed the car's gearbox began to fail forcing it to continue in third gear only at 90mph – the highest it might dare. Somehow the car held together to reach 72 hours of driving, achieving a new world record (at 94mph) in the process. Porsche was rightly proud of this

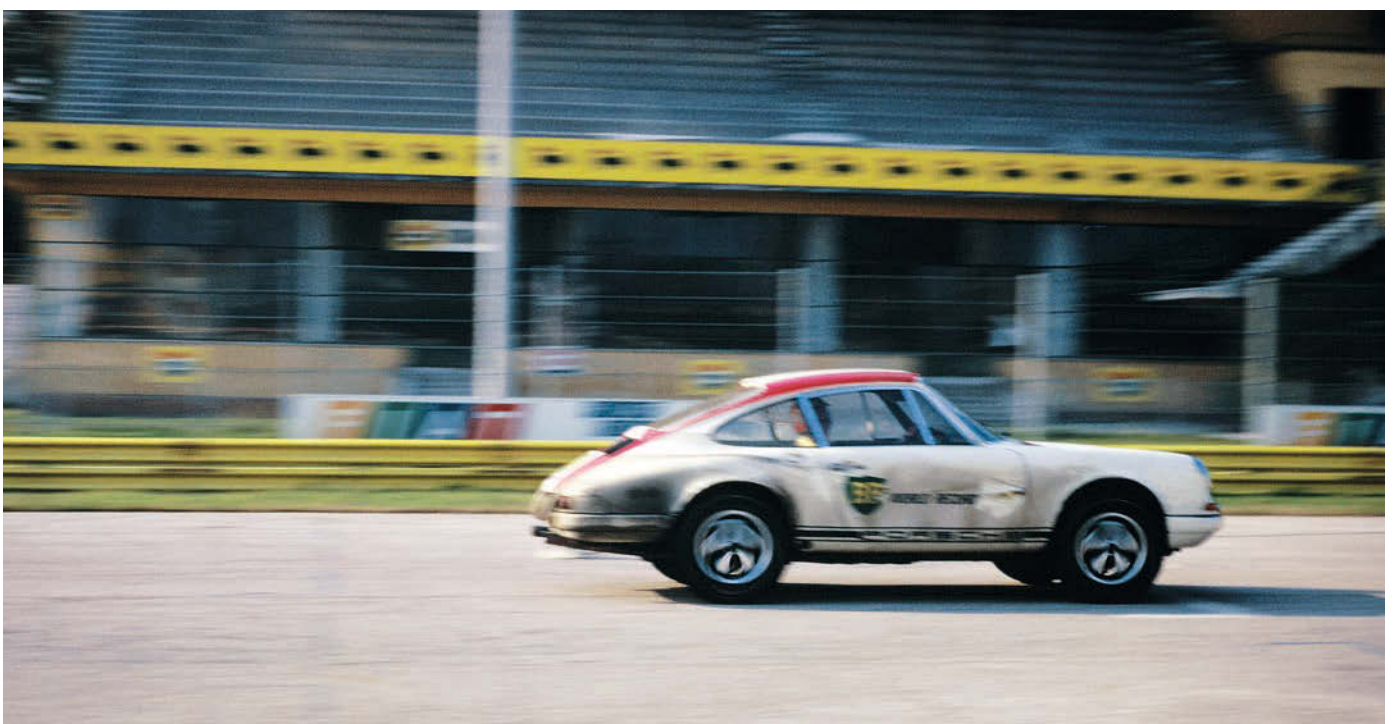
endorsement of its reliability, displaying the car a matter of hours later at the nearby Paris Auto Salon – it hadn't even time to wash off the dead flies.

On day three at Monza Porsche bettered its own record of 16 years previous with the 911 R – the 72 hour record was secured, this time at an average speed of 130.4mph. But ahead lay an entire day of driving in order to finish what was started – the 96 hour world record and class record were all that remained, stopping now was just not an option.

Sleep deprivation amongst the drivers and crew became a real issue as day four of the relentless attempt arrived. Imagine, if you can,

tackling four Le Mans races back-to-back and you might arrive somewhere near this team's effort at the time. Were it not for the two previous days of testing preceding the start of the record attempt itself, perhaps they might all have felt as fresh as daisies... That the 911 R kept performing relatively well must have helped, although ignition issues did force a plug change on that fourth, and last, day. Remarkably, at 8pm on the evening of day four, Saturday 4th November 1967, having passed the 20,000 kilometre distance, the 911 R took the checkered flag as it later reached 96 hours of driving at 130mph – Steinemann's dream had been wholly realised.

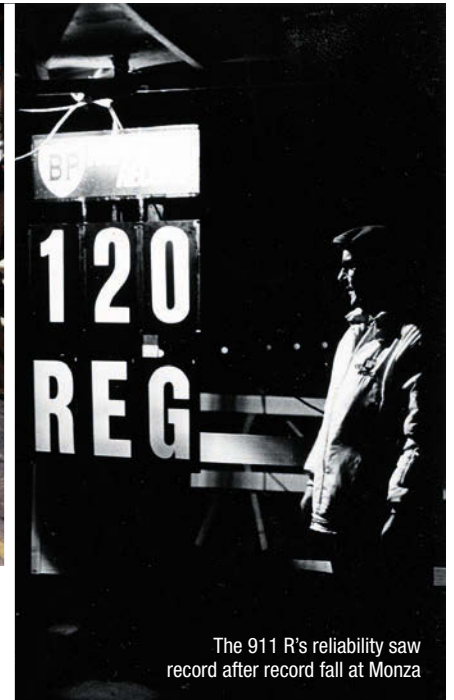
The car would have to be driven flat-out if it was to meet the challenge





In total, across practically six days of driving flat-out, the 911 R claimed 11 class records and five world records in 1967. Yet historically speaking perhaps this glorious achievement has a somewhat sour end note? Even as the record attempt was taking place at Monza, the fate of the 911 R project was being decided by men in suits whose job it was to do such things. And so, before the flag fell on its glory in Italy, it became apparent via internal Porsche memos that the R would not, as had first been anticipated, become a homologated Grand Touring car. The 911 R story was not finished by any stretch, the model reappeared in later competitive races yes, but ultimately its career was to be a short yet bright one in the grand scheme of things. The 96 hour

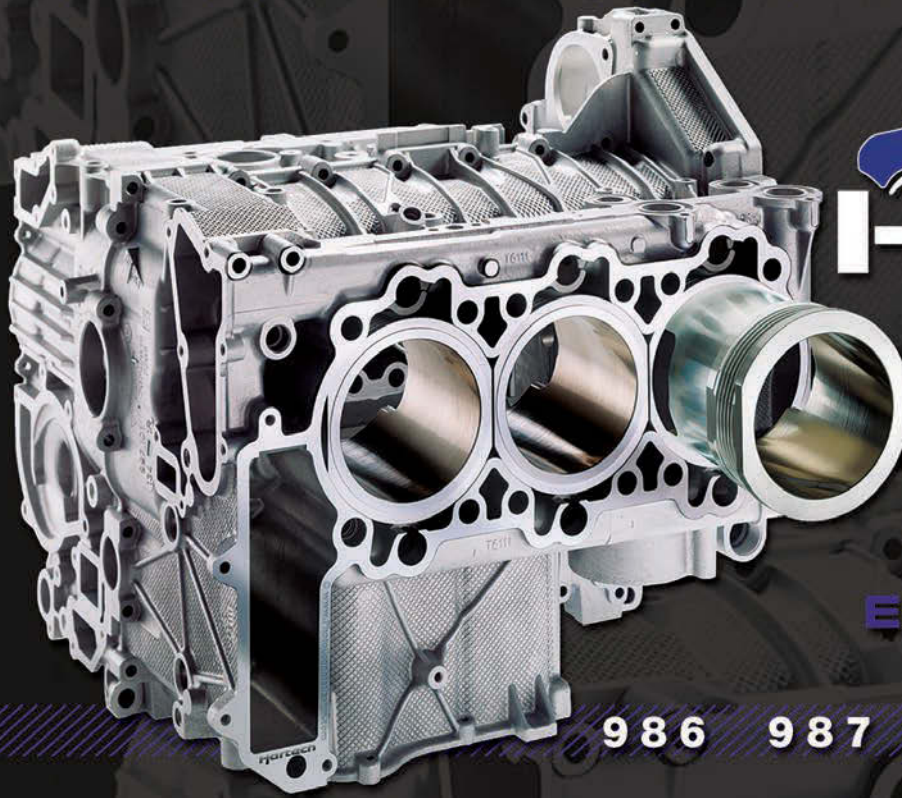
record that Porsche broke in 1951 did much for its credibility as a car maker, and served to build the early foundations of its reputation as an engineering tour de force. That the later run in 1967 did something similar, not just for the 911 R as a model, but also for the wider Porsche brand, is not such a great stretch of the imagination. Fifty years on we perhaps take the reliability and inherent ability of Porsche cars for granted. But think back to the standard to which cars of the 1960s were typically built, and you soon grasp the magnitude an accomplishment such as this would've had back in period. That it came so close to failure is no real surprise, for five decades on this is an endurance triumph that still resonates ○



The 911 R's reliability saw record after record fall at Monza



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911 Carrera 3.2 Targa Sport | 1987 Manual | 66,231 miles | £P.O.A



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Bargain Hunt

With prices starting at £25,000, might the 981 Boxster currently be the best value contemporary Porsche on the market?

Story: Simon Jackson Photography: Porsche





Though today, more than 20-years years since its launch, there is much to be said for the original 986 generation Boxster, it is fair to say that its replacement of 2004, the 987, is largely considered the better car. Although essentially similar under the skin to its forebear, the 987 represented something of a notable step-up in the entry-level Porsche's overall prospect. Its shapelier body more closely resembled the 911 of its era, the 997, available engines were more powerful, its chassis yet more focused and involving. That the 987 Boxster and its Cayman equivalent proved popular was therefore no surprise, yet that their respective replacements were vastly better still was a significant shock, purely for the way in which the 981 generation moved the Porsche story on. The advent of the 981 in 2012 put the Boxster firmly in the spotlight for all the right reasons, arguably for the first time Porsche's mid-engined roadster was a

Finally the Boxster was able to step out from the long shadow cast by the 911



genuine 911 alternative. Refined, sophisticated and accomplished, the Boxster was now a car that didn't just simply hold its own in a crowded market segment, it transcended it as an outright leader. With the arrival of the 981 Porsche's two-seater had not only come of age, it was voting in elections and enjoying wine tasting weekends away.

Larger in size and therefore presence than the model it replaced, the 981 felt like a confident statement from Porsche as soon as it broke cover. Finally the Boxster was able to step out from the long shadow cast by the 911. Boasting the first completely new roadster bodysheet design since the 986 of the mid-90s, despite its longer wheelbase (up 60mm) and wider track (1526mm front, 1536mm rear) the 981 was rather remarkably up to 40kgs lighter than the outgoing 987. Aesthetically striking, the 981's flowing lines spoke of greater class, its interior ergonomics of quality and practicality too. In unison its crisp chassis

and improved mechanicals managed to please both the hardcore enthusiast, and the casual admirer, for whom it represented the gateway to Porsche ownership at the time. But the benefits of the 981 were not just superficial; constructed from a mixture of aluminium (doors, front and rear luggage compartment lids), steel and magnesium, it wasn't just lighter, the 981 was stronger too. Indeed structural rigidity was increased markedly, an aluminium/steel rollover bar offered protection under the worst of circumstances, and it was said to be a staggering 40 percent more rigid than that of the equivalent 911. The Boxster's fabric hood was completely redesigned too, it was now an all-electric three-segment affair, which cantilevered away for storage more neatly and quickly than ever, all at the touch of a button. Easily the slickest of any rag top Porsche yet offered.

Now, when we speak of the 981's overall advance in quality, nowhere was that more

evident than inside. Benefitting from the fresh interior debuted elsewhere in the Porsche model range at the time, the 981 Boxster boasted more of a 911 feel than ever before from the driving seat. Ahead lay the iconic pod-style dash binnacle design, now a mixture of traditional analogue and new wave digital displays. The centre console was home to an array of buttons, but all were intuitive and ergonomically pleasing, placed on its high transmission tunnel which, in conjunction with a beautifully tailored low slung driving position, served to cocoon the driver and passenger from the outside world.

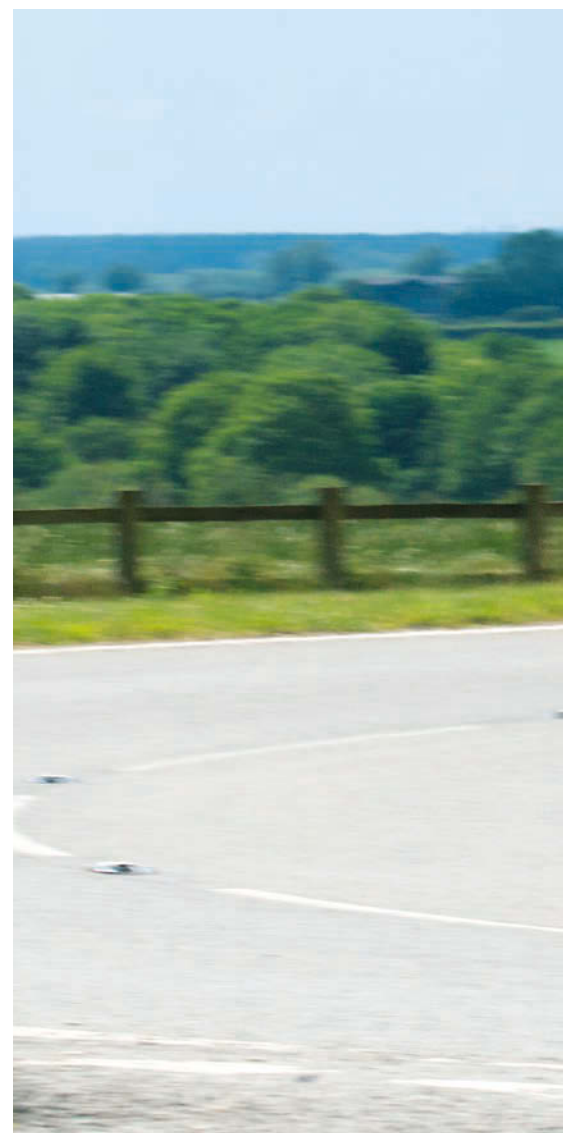
As for the chassis, one that would be heaped with praise over time, it comprised a new design of McPherson front suspension, with Porsche's typical multi-link affair out back. It was designed and tuned it seemed to work harmoniously with the level of performance on tap. And that performance was not a neglected aspect of the 981 package,





two normally aspirated flat six power units were available using Porsche's VarioCam Plus technology; a 2.7-litre 265hp entry-level motor replacing the 987's 2.9-litre starter offering. The 981 S model retained its 3.4-litre mill, but it now produced around 5hp more at 310hp. Each were offered with a six-speed manual transmission or an optional seven-speed PDK. In 2.7-litre form the Boxster could reach 62mph (with Sport Plus and PDK) in 5.5 seconds – a poor man's Porsche, right? However, true to the old Porsche adage, it was not the overall power delivered by the 981 that served to induce the most smiles, but rather the fashion in which that performance was delivered. Silky smooth, tuneful and blessed with character, even in its smallest 2.7-litre form, the 981's engine provided performance enough to both excite and surprise. Under 4,000rpm it was playful enough yet remarkably economical at the same time (35mpg on a mixed cycle), but if one chased the redline to its crescendo they would find both an addictive and rewarding experience – be that power served in harmony with a six-speed manual or seven-speed PDK gearbox. Interestingly, for the first time this was a Boxster that actually suited Porsche's automatic option, yet in a 981 a manual gearbox would still be our preferred choice.

The old slogan goes something like 'power is nothing without control', in a 981 Boxster that's not a concern. So sharp and honed is



its chassis that the 981 is both confidence inspiring and flattering to the driver, wholly enjoyable to throw around and all without any concerns about its handling biting back – such as may be the case with its larger 911 stablemate. Fully exploiting its chassis is the stuff of automotive bliss, it is so stiff and yet compliant when required, it is easy to balance in the corners for its handling is beautifully neutral yet responsive and communicative too, it is fantastically linear and predictable when it does finally break composure. Ultimately it is the epitome of everything a modern sports car should be, and the 981 has lost none of its appeal as a used prospect, in fact, arguably, it might just be more appealing now that its replacement, the 718, has got its feet under the table. It feels at times that 718 bashing is, these days, a semi-professional pastime in Porsche circles. Without wishing to pour petrol on the debate, let's just say that given the drastic changes to the latest Boxster and the mixed reception it has received may well play to the 981's advantage. The replacement for the 981 (which now runs a turbocharged four-cylinder engine), has created a situation where it's plausible that the normally aspirated six-cylinder 981, the last car so endowed, might be more desirable and collectable cars for Porsche enthusiasts. Visually of course there is not a great deal to separate them. At five years old now, the first 981s (2.7-litre cars) are available with prices starting at £25,000,

which is undoubtedly both a lot of car for the money, and a fantastic prospect for anyone in search of a great contemporary Porsche. Don't assume you need the S model, for the 2.7 offers equal driving pleasure, its user-friendly and compliant nature making it a perfect daily driver. From new, Porsche offered a three year unlimited mileage warranty with the 981, so we can safely assume that any potential purchase will have survived its first few years of motoring in the care of an Official Porsche Centre (OPC). What's more the 981's six-cylinder DFI engines seem not to suffer from those issues sometimes associated with the earlier 987s: read bore scoring and IMS problems. While you should undoubtedly keep an open mind so far as which gearbox you opt for with a 981, keep in mind that PDK was a £1900 option when these cars were new and therefore vehicles so equipped may command a slightly higher premium on the used market. Missing options such as sat-nav, PSM or PASM should not be considered deal breakers either – even in its most simplistic form a 981 will prove a worthy companion.

These cars run 20,000 mile (or two year) service intervals, most on the market will have covered up to 30,000 miles. For those that have driven more miles, or those over four years of age, amongst the routine services you should expect to find in the paperwork look for the larger service which should take place after four years or 40k miles. At this

stage in any Porsche's life the stamp from an independent specialist is equal to that of an OPC, the cost difference for something like the four year / 40k service could be as much as £250 between the two options, with OPC prices sitting at around £600 for the 40k service, approximately £350 at an independent by way of an example. A basic service involving the changing of oil and filters, would typically cost around £200 at an independent garage. Consumables such as brake discs and pads on a 2.7-litre 981 might cost in the region of £450 (rear), and £550 (front) from an independent specialist, for cars equipped with 18-inch wheels a tyre is likely to cost around £150, keep in mind that in an ideal world your rubber should carry Porsche's N-rating. Clutch replacement is worthy of consideration in cars of this age, they should last at least 60k on a 981, a clutch kit costs in the region of £900 at an independent Porsche specialist. Also, cars with PDK transmission require their fluids to be changed every six years at a cost of approximately £800.

We found three representative 2012/2013 981 Boxsters to illustrate our point, each of which was priced around £25,000-£28,000. The first was a brown manual example offered for sale privately, it had covered 55,000 miles with two different owners and benefitted from a full Porsche service history, the asking price was £25,000. Secondly a white manual example, offered for sale by



an independent dealer, had driven 32,000 miles, it featured a contrasting black leather interior, boasted a full Porsche service history, and some interesting options; sat-nav, 19-inch wheels, Park Assist, and cruise control. It was advertised for £28,000. Lastly, and possibly our favourite of the trio, was an Agate Grey PDK example offered for sale privately, it had covered 29,000 miles. With a full Porsche dealer service history, this two owner car also boasted a Porsche warranty remaining until the end of 2017, it had been optioned with 20-inch Techno alloy wheels, PASM, and PDLS. This car was offered at £28,500. Of those 981s available through Porsche's Approved Pre-

Owned resource, the lowest priced example we found at the time of writing was a 2013 2.7 priced at £29,995, offered for sale at Porsche Centre Colchester. This white manual car had covered 30,000 miles, it featured rear Park Assist and a heated steering wheel. Although priced higher than our other finds, this car naturally benefitted from a two year Porsche Approved Warranty, to some that would surely prove a worthwhile investment.

There are of course other used Porsches, namely 911s, that you could purchase for the same price as a 981 Boxster, however it's a fact that none will be as contemporary, nor (arguably) as much fun to drive. Detractors

may point out the downsides of the 981's character; that its electro-mechanical power steering is not quite as communicative as the old hydraulic setup on the 987, that these cars may yet develop reliability issues like the 987s. But ultimately once you weigh the alternatives, it's no exaggeration to say that the 981 Boxster currently represents one of the best sub £30,000 Porsches available. A landmark on the Boxster timeline, and oddly for Porsche, better than the car that followed it, the 981 Boxster was designed with a purity of purpose: to ensure driving pleasure above all else. It did that when new in 2012, and as a fantastic used prospect it still succeeds in that goal today ○

*We found three
981 Boxsters to
illustrate our point*





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Dark blue with black leather, 25,000 miles£42,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk (58 - 2008) Ba-
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Porsche 911 (997) Turbo 3.6 (08 - 2008)
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Porsche 911 (997) Turbo 3.6 tip cab (08 - 2008)
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Porsche 911 (997) Turbo 3.6 tip (06 - 2006)
Cobalt blue with black leather, 54,000 miles£55,000



Porsche 911 (997) Turbo 3.6 tip (06 - 2006)
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Porsche 911 (997) "Turbo 3.6 tip (07 - 2007)
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Porsche 911 (997) "4S" 3.8 (06 - 2006)
Basalt black with black leather, 54,000 miles£34,000



Porsche 911 (997) "4S" 3.8 tip (56 - 2006)
Silver with black leather, 48,000 miles £33,000



Porsche 911 (997) "2S" 3.8 tip (07 - 2007)
Basalt black with grey leather, 60,000 miles £33,000



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



Porsche 911 (997) "2S" 3.8 (05 - 2005)
Silver with red leather, 52,000 miles £30,000



Porsche 911 (997) "2S" 3.8 (55 - 2005)
Basalt black with black leather, 53,000 miles £28,000



Porsche 911 (996) Turbo 3.6 tip (53 - 2003)
Silver with black leather, 49,000 miles £45,000



Porsche 911 (996) Turbo 3.6 tip (03 - 2003)
Basalt black with black leather, 71,000 miles £40,000



Porsche Cayman "S" 3.4 pdk (63 - 2013)
Agate grey with black leather, 31,000 miles£42,000



Porsche Macan 2.0 pdk (65 - 2016)
Basalt black with black leather, 13,000 miles £50,000



Porsche Cayenne 3.0 diesel tip (15 - 2015)
Meteor grey with black leather, 22,000 miles £49,000



Porsche Cayenne 4.2 diesel tip (62 - 2013)
White with black leather, 32,000 miles ... £40,000



Porsche Cayenne "GTS" 4.8 tip (59 - 2009)
Lava grey with black leather, 51,000 miles ... £26,000



Porsche Cayenne "GTS" 4.8 tip (59 - 2009)
Basalt black with black leather, 60,000 miles £26,000



Porsche Cayenne "GTS" 4.8 tip (58 - 2008)
Basalt black with black leather, 58,000 miles ... £23,000

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Strip Club

Andrew Frankel drives an original factory prototype Carrera Clubsport, a car even more special than the 911 it fostered.

Story: Andrew Frankel Photography: Porsche



*This Clubsport could never be sold
to anyone because it is one of the
original factory prototypes*





We called them 'Clubbies' and here the context is everything. You and I can look at this pared down G-series Carrera and consider that, in isolation, it's a really lovely thing. But in 1987 when the car was introduced, it was far more important than that. To lovers of special, low volume, driver-centric Porsche 911s, it arrived in something of a wilderness between the departure of the 1973 2.7RS Carrera and the arrival of the 964 RS in 1992.

That's a big chunk of time, almost 20 years in fact, and it's too easy to forget when we look back with the perspective of having been brilliantly served by an almost constant stream of superb GT product since before the turn of the century.

So you'd think that 14 years after the 2.7RS, the new 911 Clubsport would be greeted with all the joy of a son presumed lost, unexpectedly returning from some distant conflict. But that's not how I remember it. Yes, the Clubbie was an oasis in that wilderness, but the offer wasn't exactly rivers of free flowing beer, more something to wet the whistle while waiting for the proper stuff to turn up.

Sounds like heresy, doesn't it? But things were different back then. Our only point of reference was the 2.7RS and not only did the Clubsport not have a larger engine than the standard 3.2 Carrera that had already been around for three years, it wasn't even claimed to produce any more power. Its suspension was near standard as, decals aside, was its appearance. It wasn't even an homologation special, whereas the 2.7 begat the RSR which became one of the most revered and successful racing cars of all time. It smacked of something a bit token, perhaps even a bit cynical: after all it appeared to be little more than a Carrera with a few bits removed and, outside the UK, it wasn't even any cheaper than the standard car. At the time the Le Mans winner and doyen of motoring journalists, Paul Frere, considered it 'rather timid'.

It doesn't seem that way now. Even a normal Clubbie is a very special car, not just because it is rare – just 340 were built, which is about one third of the number of Ferrari F40s that were constructed – of which just over 50 found their way to the UK in right hand drive. This car is none of those. This Clubsport could never be sold to anyone because it is one of the original factory prototypes and for reasons that will become very clear, is even more special than those that did make it into the showroom.

For now though, let us remember exactly what Porsche did to the Carrera to turn it into the Clubsport. And it's true most of it was weight saving. But Porsche didn't just do the easy stuff like throwing away the rear seats, seat motors, electric windows, music machine, central locking and a chunk of noise deadening material, it went about the job with



a typically Porsche, almost forensic attention to detail. The glovebox lost its lockable lid and the lids of the door pockets were removed. Little bulbs that illuminated the boot and engine bay were deleted as was the passenger sun visor and, yes, even the coat hooks. It had a lighter wiring loom (presumably thanks to all those deleted electrics) and an aluminium spare wheel. Even the protective undersealing was removed.

But the Clubsport wasn't just a weight saving exercise. The engine was basically standard, but it has been suggested that Porsche used the best engines off the line, and it's certainly true that all came with hollow inlet valves and a new chip for the Bosch Motronic engine management that permitted the motor to run to 6840rpm instead of the standard 6520rpm. It sat on stiffer mounts too. A quick shift gear linkage was fitted to the G50 gearbox and firmer Bilstein gas dampers were fitted all round.

How much lighter the Clubsport is relative to a standard Carrera depends very much on who you ask or what you read. I've seen numbers as low as 23kg, but one from Porsche claiming 100kg. In the middle both 70kg and 50kg are quite popular figures. In Peter Morgan's 'Original 911' book he states the Clubsport weighed 1172kg, versus 1210kg for the Carrera, a saving of just 38kg, which doesn't seem like much given the enormous effort to achieve it.

But this prototype car is much lighter even than that. Years ago someone actually weighed it and recorded a mass of just 1071kg which, even if that's without fuel, makes this one seriously light road-going 911, lighter even than the Touring version of the fabled '73 2.7RS despite its galvanised structure. That's because the early plan for the Clubsport was to do something more extreme than the car that found its way into the market place. Porsche is coy about just how trick this car really is, but

admits that 'many parts are different' to the production cars, including the doors, wings and bonnet all being made from aluminium. Inside you'll know this car is different simply by looking at the gauges: instead of the normal five dials, there are just three, the clock on the far right deleted altogether, the functions of the oil and fuel level gauges on the far left incorporated into the instrument that already displays oil pressure and temperature.

It's been nearly 30 years since I've driven a Clubsport any great distance and I'm itching to find out what this superlight prototype is like. As luck would have it, I have Scotland at my disposal and all the time I need on my hands. Despite its presumably impossible value, the factory has imposed no conditions on its use, other than an instruction that it should be enjoyed to the full. Rest assured I take commands like that seriously.

Although I rate the 204hp, three-litre motor used in late SCs as a better road car engine

*The throttle response is whip-crack,
egging you on every time you
press the pedal*



than the 231hp 3.2-litre powerplant used in the Carrera (because it doesn't need to be revved to give its best), in the prototype the later engine works a treat. With a car as light and sporting as this, you'd rather have the top end power than mid-range torque. I'm sure this car carries even less sound deadening than a normal Clubsport because even grumbling and rattling away at idle, it sounds loud.

First gear is a little tough to engage, hard enough for me wonder why this might be. The answer comes at once: production Clubsports came with the sweet-shifting G50 gearbox which didn't exist when this prototype was being put together: so it changes ratios via the sometime recalcitrant medium of the sulky old 915 gearbox. As probably the only person alive who prefers the 915 to the G50 in the context of old 911s, because it fits the character of the car and rewards a smooth driving style, for me this is entirely good news.

One of the great things about almost all

911s is the way they are happy to amble, waiting for their moment to shine. As a trait, it's core to the enduring success of the car and is as true of a short wheelbase car from 1964 as a brand new Carrera GTS. This is not one of those cars. It's not truculent or tricky at middling speeds but so, clearly, is it not happy either. The throttle response is whip-crack, egging you on every time you press the pedal. You know the good stuff lies between 4500rpm and the rev-limiter and that's where it wants to be. All the time.

Of course you resist. There is stuff you can savour at sedate speeds that must be put to one side when you start to get move on. Then you'll be needing to remember this generation of 911 was one of the trickiest to drive very fast, and when that time comes you'll need all your concentration focussed on managing its unconventionally distributed masses.

For now there is the view down the bonnet, the timing of each gearchange, the gently

writhing unassisted wheel and the sound of the flat-six all to be savoured. You might even pause to think a little philosophically about this car's place in the 911 world, concluding that, as the last and purest expression of the G-series Carrera, it was also the ultimate iteration of the original 911 before it was replaced by the 964. The 964 being a car with power steering, ABS, the option of four-wheel drive and even an almost sensible interior.

But then a straight appears and there is no more resisting to be done. I howl the Clubsport's engine around to the red-line for the first time, amazed to discover that even by 2017 standards, it feels properly fast. No allowances need to be made for it and I suspect the car is not only rather lighter than advertised, but more powerful. I've heard it said that the engine modifications actually provided an unadvertised 250hp and I'd say this car was good for every one of them.

Still before you can make the most of this

*You'll find yourself in the understeer
to oversteer cycle of doom for which
these cars were once famed*



car, you have to remember how to drive it. There is a technique and even brand new 911s will respond to it; the difference is today its adoption is optional, back then it was a requirement, unless you wanted to punch a 911-shaped hole in a hedge. It's popularly characterised as 'slow in, fast out' but this is actually a rather blunt mantra. Entry speed is the only thing that matters because if you get that wrong you'll find yourself in the understeer to oversteer cycle of doom for which these cars were once famed. But so long as you get the nose into the corner, you can do what you like. Could you even lift off? So long as you're prepared for what will come, of course. In fact it's quite a useful way to keep the nose where you want it.

The rhythm returns quickly: you're conservative with braking because locking the front tyres is actually the most typical handling foible you're likely to encounter, then angle into the turn. The steering loads up deliciously and if all you do then is power on

and use traction that is genuinely superb even today, the Clubsport will keep you entertained until the tank runs completely dry. But if you play with the throttle, learn how weight transference forward and aft affects the way the car addresses the corner, you can really make it dance.

That's the joy with really light cars: they not only react more quickly, they have less momentum, and that means that even in a car like this, so long as you obey the rules you can move it around without even using an inch more road than intended. And after a few miles of this, a process that required learning and constant thought now seems innate. You know you're driving the Clubsport properly when you glimpse your hands working away without a feed of conscious instructions from your brain. They just seem to know what to do on the wheel.

In the end a car I had thought of as little more than an interesting curio provided a truly epic drive. And I regretted being so

dismissive of the Clubsport model in the past. No, it's not an RS, but that doesn't stop it being a superb driver's car. And heavier and swifter shifting though they are, I'd not expect a production Clubsport to be materially less rewarding to drive.

Of course after the 911 Clubsport came the 968 Clubsport and I thought at the time a sub-brand had been born, but it was not to be. The name was revived last year for the Cayman GT4 Clubsport, but only as a racing car. As a road-going proposition, the idea of a 911 Clubsport might appeal massively to you and me, but I expect such feelings would not be mirrored in Stuttgart: making lightweight cars but not charging more money for them turned out not to be a viable business case even back then. The world has changed and we have changed with it, and that's why a car that appeared to be a little half-hearted 30 years now seems to be one of the most lucid, vital and enjoyable driving machines any true enthusiast could imagine ○

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Classic Cut

Highlighting its ability to cater for classic Porsches, TechArt's reworked 928 also serves to remind us how well the coupé responds to a few subtle touches.

Story: Simon Jackson

Photography: TechArt

Since its inception in 1977, the 928 immediately became the subject of various extensive programs of modification, both at the hand of Porsche itself and external bodies. The proposition of a 911 reworked to personal tastes, or chopped about in the name of experimentation, has become rather familiar to Porsche enthusiasts over the years. However, the dramatic exploratory surgery conducted on the 928, right at the start of its life, might with the benefit of hindsight be

argued to have been far more extreme. No matter the justification, ideas were seemingly launched at the model like they were going out of fashion, rather ironically many did the second they landed. Today, 40-years on, popular German tuner TechArt stopped many in their tracks at this year's Geneva Motor Show with a subtly modified 928 S4. It was wearing little more than a set of wheels and a bodykit accentuating its original lines, yet it looked fantastic. The car was evidence that TechArt can still cater for many older Porsches,







The car is a modern take on its first offering for the 928, originally debuted in 1987...

including the 928, but also that the coupé still has a few tricks up its sleeve.

As early as 1978 enthusiasts outside of Porsche were cutting up 928s in the name of fashion. The alterations undertaken were as diverse as you can imagine, but one of the more popular activities involved taking an angle grinder to its structural pillars. In the USA creating a convertible 928 from an original coupé might be somewhat understandable, taking into account its warmer climate and acceptance of individualisation. Indeed there was a firm in Beverly Hills undertaking drop top conversions on 928s, but there were domestic specialists at it too.

Perhaps the most notable was Frankfurt-based firm, bb, Rainer Buchmann's company was arguably the most controversial and innovative modifier of cars (and motorbikes)

in Germany in the 1970s and '80s. Spotting the same gap in the market as the Americans, bb began developing a convertible 928, something of a obvious step given that the specialist was known for this sort of thing. Both a straight convertible and Targa variant were developed, the latter sponsored by audio firm Clarion who fitted its speakers into the rollhoop which, incidentally, was lifted straight from the Porsche parts bin. As a result the Targa was, by the firm's own admission, not the prettiest of the two offerings, the full convertible being far more pleasant on the eye. For that prospect bb developed its own rear decklid to replace the factory glass hatch, while also utilising its existing research and development in combining Mercedes parts.

British outfit Lynx Engineering, based in Hastings, was busy finishing its own attempt in the mid-1980s, one almost unashamedly

inspired by bb's work. Like the Americans and Germans, the British needed to counter the loss of structural rigidity which presented itself as soon as the 928's roof was deleted. Lynx Engineering fabricated box sections for the sills as its solution, in doing so it estimated the retention of 90 percent of the original car's strength. Hand beaten rear panels and an electrically-operated hood were the highlights of the package, which in 1986 would've cost £14,000 plus VAT – around half the value of a second hand 928 at the time. The bb offering cost around £10,000 more, before any taxes were applied. Though you might assume this kind of thing to be a minority exercise, Porsche at this point took notice.

The idea of a convertible 928 had been floated by Porsche as early as 1977, but it wasn't until at least a decade later that the concept was revisited with any level of



seriousness. With the 944 convertible already providing much of the basic concept, perhaps the research and development legwork too, a 928 convertible prototype was commissioned, outsourced to the American Sunroof Corporation (ASC) in Michigan. Despite being worked-up to prototype stage though the idea went no further, a casualty of Peter Schutz's exit from Porsche management. It was not, however, the last time the 928 would be pulled apart and reworked.

Keen to experiment with the idea of a true four-seater 928, Porsche had built one such two-door car as a 75th birthday present for Ferry Porsche. Based on a 928S, the '928-4' featured a wheelbase lengthened by 25cms, uprated springs and dampers together with wider (eight inches) rear wheels. Though unique, it was another four-seater car that undoubtedly led the more realistic chance of

making it to market – the four door 928. Once more Porsche turned to ASC commissioning a prototype four door 928 to be built using its own design drawings as a basis. This time the car was 30cms longer than standard, and alongside the car built to Porsche's own specifications came a second designed by ASC itself. Though similar and not entirely unsuccessful in its execution, neither made it any further towards full production. Another new 928 concept was dead.

Porsche would use the 928 as a guinea pig some more throughout the 1980s, it was employed to test advanced crash safety structures and modern fuel efficient engines. A modified 928 was even taken to the famous salt flats at Bonneville for a top speed run of some 170mph. And, of course, the model would be further finessed and uprated before its ultimate demise in the mid 1990s. But,

in very recent times, it has undoubtedly enjoyed a revision in status, becoming a genuine alternative to the classic 911 for some Porsche enthusiasts. More often than not those enthusiasts look to keep cars original, but perhaps given the 928's history, a touch of individualisation wouldn't be out of the question – would it?

TechArt's stand at Geneva served to highlight not only how much enthusiasm for the 928 exists on the current classic car scene, but also how well the coupé responds to a few styling tweaks led by contemporary thinking. Owned not by the firm, but kept in private hands, the S4 model on show was employed primarily to showcase TechArt's ability to support the classic Porsches for which it has long offered aftermarket solutions, even today in its 30th year. The car in question is a modern take on its first offering for the 928,



originally debuted in 1987 – thus it wore a simple yet effective colour-coded bodykit, and ran a set of 18-inch TechArt Formula wheels. Though you'd likely never have seen a 928 shod with 18-inch wheels in period, and the dimensions by modern standards are small, they work effectively here. Pretty much the only other area of the car that has seen work is the interior, which has been retimmed on site at TechArt's Leonberg premises, home to its expert trim shop.

The 928 never replicated the success of the 911, that remains a fact, and how many of the (approximate) 61,000 built remain roadworthy today we cannot be certain. However, it is not stretching the truth to say that there is a genuine and gently expanding enthusiasm for these Porsches today, if that results in more cars like you one you see here being reborn and appreciated, then that's a very good thing indeed ●

FANCY A 928? HERE'S WHAT TO LOOK FOR...

Broadly speaking 928s are either in good, or generally poor condition, the latter may cost more to rectify than you might think. All of the 928's steel panels were zinc galvanised, the rest are aluminium, the bumpers are polyurethane, so it isn't all bad news on the bodywork front. Of those steel parts though (roof, rear wings, sills and rear hatch) rust can be found anywhere, so be vigilant. Pay special attention to 928 weak points such as the fuel filler area, high up in the wings, around the side quarter lights and the battery box.

Inside, seat bolsters can wear heavily, cars equipped with leather dashboards suffer too, keep in mind that 928 fabric trim is hard to find these days. The 928's electrics are, rightly or wrongly, notorious for going wrong. With electric windows, mirrors, seats, and sunroof issues ranging from annoying to expensive problems to rectify.

Engine rebuilds are typically required from around 150k miles, smoke on start-up (especially if this continues when warmed-up) is indicative of worn valves guides and bores. Oil problems can strike the GTS models in particular due to porous cylinder liners, automatic models suffer from incorrect flex plate tension, check if the car you are viewing has been assessed for this.

There are approximately 800 928s currently on UK roads according to www.928.org.uk – it also states that prices are currently ranging from £5000 (for a project) upwards, with £7000 a typical price point for a 928 in 2017.

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STAGE
two



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gt porsche retrospective

ONE
YEAR
AGO
AUGUST
2016



Twelve months ago contributor Andrew Frankel proved his mettle by purchasing a 968 Sport solely in order to drive a 918 Spyder. What resulted was one of the strangest, yet most entertaining, twin car tests in the magazine's history. Of Porsche's modern day hypercar Andrew said; 'I'd like to tell you what it was like when the novelty wore off, but it never did.'

We also examined Steve McQueen's relationship with Porsche, put the 991 Turbo S through its paces on UK roads, and examined the first ever 911 Turbo of 1974 at the Porsche Museum in Stuttgart. Further into the issue we met a man deciding between ownership of an air-cooled or water-cooled 911, and joined the first generation 2.5-litre 986 Boxster with its modern day 718 counterpart to celebrate the Boxster's 20th.

FIVE
YEARS
AGO
AUGUST
2012



We got up close and personal with the 964 Turbo five years ago, the car has a reputation as a 911 bad boy and Andrew Frankel found out why, saying: 'It's like going on a date with a girl so pretty you can forgive that she's also a homicidal maniac'. We can all relate to that, right?

Current Editor, Simon, popped along to the Porsche's Experience Centre at Silverstone to tackle its Classic YouDrive offering, sliding a 3.2 Carrera around for the day. Also in this issue we drove the Cayenne GTS – we liked the new V8 offering. We also very much liked Speedart's SP91 R – a 991 with quite a bit of attitude added to it. Lastly, we asked four of our contributors to name their favourite Porsche race cars – they picked some corkers.

TEN
YEARS
AGO
AUGUST
2007



We billed it as 'the hottest 911s head-to-head', and that it was. An all star cast including Chris Harris and Colin Goodwin pitted the 997 C2S against the GT3, GT3 RS and Turbo around Bedford Autodrome. A lot of text later, and even some graph work, concluded that the GT3 was probably the pick of the bunch.

Sticking with Harris, we followed his progress at the Nürburgring 24-hour race as he drove a 997 in anger, and we looked at the event from the spectator's point-of-view too. We also drove the 997 Turbo Cabriolet, the most expensive Porsche you could buy at the time, looked at the Type 3512 3.5-litre V12 Mezger engine, and got behind the wheel of a '71 911S in the UAE – reportedly the oldest 911 in that part of the world.

Those who feared the 911 Turbo would lose kudos with the introduction of a force-induced Carrera need not have worried. The second-generation 991 Turbo S remains otherworldly...

Story: Simon Jackson Photography: Gus Greeney

Story: Simon Jackson Photography: Gus Gregory



A cartoon illustration of a man with blonde hair, wearing a white racing suit with red and blue stripes on the sleeve and a 'Puma' logo on the chest. He is holding a black helmet in his right hand and waving with his left hand. He stands next to a light blue sports car with orange accents, featuring 'Puma' and 'Gulf' logos and the number '27' on the side. The background is a solid dark grey.

Steve McQueen

Porsche fanatic Steve McQueen indulged his love of fast cars and motor racing in the movie *Le Mans* but, as a new documentary highlights, its production was a near-disaster...

Story: Philip Dingham Photography: Verissa Illustration: Kjell Simonsen

[illegible]

In 2008 Puschke opened an Experiential Center, constructed adjacent to Silverman's house. Hungry Struggle: Built on the former site of the Omaha's old, only stage (and until 1979, an outdoor) theater, in the 1980s for the 400+ weekly Rally Against Apartheid, Puschke's new one was designed to be a world-class venue for development facility. Aside from the outstanding office and steel design of the main building, which houses a display arena, restaurants, gift and lecture/conference theater, the most exciting part of the complex has to be the Puschke Theater. As an original model you probably know this stage, even better than yourself, but for those who have, here's a recap. The facility incorporates a "standing Chorus" intended to motivate a lively

[illegible]

like the air bill, in order to allow a driver to bring their car to a halt when the inevitable sign appears. Some approaching whizz by at a speed (occasionally 110mph) the kick plate is a miniature hydraulic piston that thrusts into the road directly beneath a driver's foot sideways in the left or right as it comes. It's there to induce a hard sideways movement. A car won't do that when the plate will then slam, and the severity of the kick is wholly dependent on the vehicle's speed, the faster the approach the harder the kick. Your legs are again employed to time the correct, and moment added, disengage, once in a moment of the driver's control it's right on impossible to bring a halt. The skill here is catching the slide below the car's breaks into a full spin, in any second case, but a sure?

This automotive playground is the stuff of dreams, and the beauty of it is that you can take your own car around here and it's safe and be less stressed than a track day at an outdoor without, thus, this experience is affordable too. The machine is priced at just \$100, and thus includes expert driver instruction and the chance to get behind the wheel of the latest Porsche 911 (the video is also used to measure driver timing resulting in an extremely easy percentage of 99% being on offer) for a half hour. Way around the 'Porsche Circle', we're sure many a day playing at Brandon's playground is the latest Porsche products, but today we're going to say it's something a little easier in keeping with the other cars in attendance, a 1986-91 3.2 Camaro.



Classic YouDrive at The Porsche Experience Centre gives you the chance to put your cherished Porsche through its paces. More fun than a track day, safer than a trip to the supermarket and not as expensive as you might think...

Story: Simon Jackson Photography: Matt Woods



46 WWW.GTPURELYPORSCHE.COM

We all know old 911s never die, and that mantra rung true when we uncovered this '71 911 S, the oldest 911 in the UAE

We all know old 911s never die, and that mantra rung true when we uncovered this '71 911 S, the oldest 911 in the UAE

Words: Stuart Gallacher **Photographs:** Max Earsy



24. IT IS BILLY BOESCHE

More than 230,000 people descended upon the Nürburgring for the annual 24 hour race. We were there both behind the wheel and in the grandstand.

Editorial note: James H. Garvey

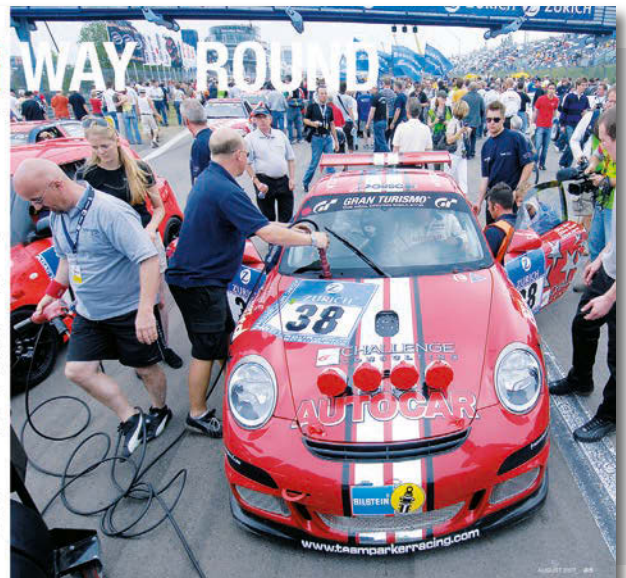
PART ONE: THE EYE OF THE DRIVER

to the storm again in 3 hours, I rolled back on the couch a few seconds later, pulled out my cello, drew fingered and bowed, and then ran out to the porch to watch the fall's series of demonstrations, songs and musings that characterize a Hokie who has been woven at our university here. Eight hours ago, arriving about the grid to finish overall, evidence surfaced around a house on the hill that the 2009 season had been delayed the start of the 15th Nittanyburg 25 by nearly two hours as storm spawned on various sections of the circuit. In the Woposession, site of the toughest points on the trail, I was formed that overnight the storm, it was years dried and aching here, 100 miles and expiring life - the Elk Mountains here. Anticipation for two hours and the water was

The pits are mostly open at 1.5 mm. The other activating mechanism helps from pit-groove to track like a fly spinning between hedges and a few openings glow as can be fruitfully required, but otherwise the race has nothing and the thousands of spinning supporters have disappeared to go down. Who knows.

We're playing catch-up on a gravel and dangerous side. Eight hours in the company against me in 7th position from 220 meters. It's an unambiguous situation for a Porsche 977 CTS Gap car that should glow, a starting position of 24th, be underlining in the top 20 in 200. But that doesn't take into account the huge costs in the pits after the second cell.

gives me a sense of the way the car will drive, how she derived from the impact and control passing from a failed calibration was used to make a new one. I have been thinking about working for the pulled training table that was working last term performs extremely well. I have been thinking about the way the car will drive, how she derived from the impact and control passing from a failed calibration was used to make a new one. I have been thinking about working for the pulled training table that was working last term performs extremely well.





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Porsche 928 GTS

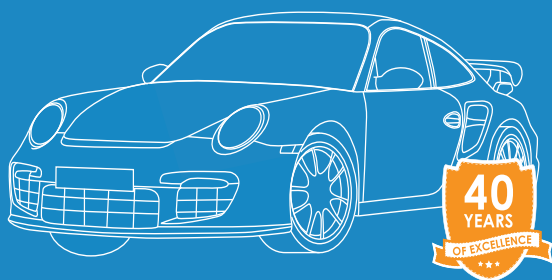
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the market place

Dan Bevis

Dan Bevis takes a unique look at the current Porsche market...



Hammer price:
€358,400

Everyone was talking about the never-raced, never-driven, all-original, special-order 1993 911 Carrera RSR 3.8...



It's been a pretty strong month for news; the precedent set by 2016 and Q1 2017 has ensured that more news (and, er, #fakenews) has been crammed into each day than ever before, but even by those busy standards there's a lot to get your head around right now. At the time of writing, UK politics is fully mobilised on the campaign trail (by the time you read this, you'll know how it all went down), that Flock-of-Seagulls-haired spectacle in the White House invented the word 'covfefe', and Sir Roger Moore broadsided his bisected Renault 11 through the pearly gates with a gloriously characteristic flourish. But the one big news event that everyone was talking about was this: the never-raced, never-driven, all-original, special-order 1993 911 Carrera RSR 3.8. People talk in blasé terms about barn finds, but when RM Sotheby's rolled this timewarp across the block at Villa Erba, complete with authentic crud and grime all over its flawless bodywork, the world genuinely tilted a degree or two off its axis. The final selling price for this astounding discovery? €2,016,000.

Also bringing hot results at the Villa Erba sale were a gorgeous 1954 356 Pre-A Speedster (one of only 1,233 Pre-A cars built) selling for €336,000, and a fresh 2016 911 R, in the already-classic combo of silver with green stripes, for a solid €358,400. Fewer than 1,000km on the clock for that one – it may well end up in a collection, but let's hope for the car's sake that it gets thrashed to within an inch of its life by the lucky new owner – that, after all, is the point of the 911 R.



Hammer price:
€336,000



Hammer price:
€2,016,000

Hammer price:
£556,875



Diversity was the watchword at Silverstone Auctions' May sale, with a variety of delicious Stuttgart fare available for bidders of every budget. Well, almost – you're not going to pick up a pristine 928 for a couple of grand, that ship has probably sailed. But still, this broad scope of offerings spanned the entire range of the retro Porsche genre; let's start, if we may with the 1976 911 2.7 S – an entry-level opportunity to ease into seventies air-cooled thrills; a snip at £21,375. Impact bumpers, Platinum Metallic paint, 174k on the clock and a smattering of parking dings may not set everyone's heart racing, but here's a 911 you wouldn't be afraid to use every day in the city.

Similarly bargainous was the 1978 Series 1 928, the hammer falling at £11,813. Its past life in the US has left it sun-bleached and careworn, but it's a lot of car for the cash.

Moving up the scale, the lurid orange 1975 911 3.0 Carrera Sport Targa looked like fun at £69,188. And finally, the march of 964 values continues unabated, with this '93 Turbo S Leichtbau weighing in at £556,875 – no.51 of 86, it's in full lightweight spec with manual steering, yet retains its airbags and air-con; it was first registered in the UK in 2014 and its history before that is patchy, but the provenance of these cars speaks for itself. A Singer may be a sumptuous trinket, but you can't put a price on authenticity. (OK, actually you can. That price is £556,875.)

*You can't put a price on authenticity.
(OK, actually you can. That price is £556,875)*



Brooklands never fails to surprise with its peculiar spread of offerings in the Historics sales, and May's auction was no exception. Nestled among the Dodge Vipers, Nissan Presidents, Renault Avantimes and Ford Capris were a clutch of noteworthy Porsches of various breeds and price points. We liked the look of the E-reg 930 Turbo Cabriolet – black-on-black with black wheels, just like Hotblack Desiato's stunt-ship in The Hitchhikers Guide to the Galaxy, selling somewhat above its £79-89k estimate at a juicy £95,200. Headscarf motoring with a spiky forced induction whistle.

The 928 S4 seemed like a cheeky amount of fun for £11,648, resplendent in Lagoon Green paint (which really looks blue, doesn't it?) – D90 wheels, a pop-up spoiler, and oodles of character, all for the price of a Ford Fiesta.

Serving as proof that the position of the steering wheel needn't be an impediment to spicy hammer prices, the left-hand-drive 964 Turbo sang out a sonorous £75,040 – another classic superstar rocking the black-on-black-on-black look. Perhaps that's bang on-trend right now?

And arguably the prettiest thing to cross the line was the sylph-like 1967 911 S. This divine Fuchs-shod poppet was one of the first in the UK, and owned by its original keeper right up until the year 2000; it's only had two owners since, the latter lavishing a lovely resto upon it, and it gleamed spectacularly under its £203,000 banner. One for the ages.

Hammer price:
£21,375



This special edition was created to celebrate Porsche's domination of the Can-Am race series

Hammer price:
£203,000



Hammer price:
£95,200



Hammer price:
£72,870



Spa-Francorchamps is perhaps best known for being a bit wet. Or maybe for that astounding Mark Webber overtake through Eau Rouge, remember that? But it's also noteworthy for the Bonhams auction, which this May served up a platter of piquant treats. If you fancy a matching-numbers 1966-model 911 but don't want to burn your fingers on a six-figure deal, you may be interested to learn that this particular blue example sailed through at £72,870 – not chicken feed by any means, but certainly not too terrifying compared to a number of other contemporary alternatives.

The 356 A 1600 Super Speedster was a real crowd-pleaser, its wraparound screen, lower doors and fully retractable hood imbuing a sense of rightness and good cheer to the room – fully restored and modded to mild-race specs, this SC-engined classic sold for £279,473.

Speaking of Speedsters, how does a 1989 narrow-body 911 tickle your pickle? One of just 171 such cars built, this one was delivered new to Sweden, then spent much of its life in Italy. With 20k on the clock it's barely even run in, and the Guards Red paint is so period perfect for this hump-backed oddball. Selling price? £240,007. And finally, who could fail to be won over by the charms of the Bumblebee 914 Targa? This special edition was created to celebrate Porsche's domination of the Can-Am race series – weirdly sporting a black-over-yellow colour scheme that the Can-Am 917s never used. But it was a highly-specced 1-of-500 edition for the US market, and you don't exactly see them every day – someone bought well here at £30,941.

Hammer price:
£279,473



EBAY WATCH:

Cayenne V6

If you were reading this a decade or so ago, you might have found an apologetic tone – a sort of ‘oh, we know, it’s an SUV, but it’s still a proper Porsche, honest’. Those days, however, are long gone – in this decade we’re in, that strangely doesn’t seem to have found a name (the teenies? The tweenies?), performance SUVs are all the go; not just supercharged Range Rovers, but fiery upmarket offerings from Jaguar, Maserati, Tesla... hell, even Bentley have had a pop at it. Rolls-Royce and Lamborghini are smiling wryly from slightly off-camera too. So the modern Cayenne owner gets to enjoy the smug early-adopter feeling of driving the model that got there first.

Now, the car that’s standing out on eBay this month is a 2006 V6 Cayenne [item no. 252949221045]. Why should this be noteworthy? Because it has a manual gearbox – and if you know the Cayenne market, you’ll know that this is a pretty rare find. I was recently talking to Ash Winston, boss-of car-buying service Palmdale Motors, and I suggested that I quite fancied a manual Cayenne. “Please, please don’t buy one,” he said. “You’ll never sell it again. Nobody wants them.”

Taking a broad market view, he has a point. But in my own automotive microcosm, I’d always prefer three pedals and a stick, whatever the car. Sure, it’d be a residuals disaster, but who cares?

Thankfully, as this car demonstrates, manual buyers have the upper hand. The market has dictated that this tidy looking V6, admittedly with relatively high miles at 155k but presentable nonetheless, is on offer at just £5,495. And that’s a classified ad price – get your haggling boots on, you could be marching away with a sale price beginning with a four.

QUICK BUYING GUIDE

Buying a cheap Cayenne, of course, can be a recipe for disaster – much like buying a bargain Boxster or a budget 911; the buying price pales in comparison to the ownership and running costs, and there could be all manner of hidden horrors. You need to make sure you buy well. Ideally then, you’ll get your performance family wagon properly inspected, and as your starter for ten, here’s our bite-size buying guide for the Cayenne:

- Pre-2007 cars have been known to suffer disintegrating Lokasil cylinder coatings after the 70,000-mile mark, leading to total engine failure – which, naturally, results in quite a big bill. Many were repaired/replaced and this isn’t the concern today that it once was, but it’s still something to bear in mind with low-mileage early cars.
- Sat-nav systems on older models are prone to failure, so it might be worth considering an aftermarket one rather than persevering with the flaky Porsche setup.
- The optional air suspension is desirable (it was standard on the Turbo model) – it lowers the car at speed and raises when it senses things are getting bumpy. But beware – failed air spring units can lead to a four-figure repair bill. The steel sprung models may be a bit harsher, but it’s a simpler setup. As the saying goes, you pay your money, you make your choice.
- The Cayenne Turbo will, if you’re lucky, return 14mpg. The performance is hilariously mighty, but the thing will never be cheap to run, even if you’re sensible (which you shouldn’t be, with a silly car like that).
- Coil packs can fail, leading to misfires, and the early V8’s plastic coolant pipes are rubbish and should be replaced with superior aluminium ones from later cars.
- The valve block on the automatic gearbox can fail – if you mysteriously lose drive, then find it jerk back into life, that’s a symptom. Replacement is around £1,800.
- The tube to the rear window washer, which runs along the A-pillar, can freeze and become damaged, leading to water dripping into the ECU. This, obviously, is bad news. Try turning the headlights on – if they immediately flick to main beam, or if the indicators flash, there’s your problem.

If you know the Cayenne market, you’ll know that this is a pretty rare find...



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with Black interior.



Porsche 911E 2.7L 1971 Targa
Manual Gearbox, LHD, Yellow,
Original Colour Gold Metallic 8810.



Porsche 911 2.0L 1967 Coupe
Manual Gearbox, LHD, Ivory White
6604 with Red interior.



Porsche 911T 2.4L 1972 Coupe
Manual Gearbox, LHD, Slate Grey
with Red leather interior.

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Wavetrac Differentials

Regal Autosport looks at the benefits of the limited slip differential, paying particular attention to the products of specialist, Wavetrac.

If you're a fan of driving quickly, no doubt you find the progress-halting phenomenon of an inner wheel spinning a little frustrating.

But why does this happen? Well, in a car with an open differential the power will take the path of least resistance to the ground. It

means that once you get spinning over bumps, in the wet or simply because of an over exuberant right foot, you'll be stuck there until the difference in grip levels between the two wheels evens out and power can be transmitted to the other wheel. A limited slip differential



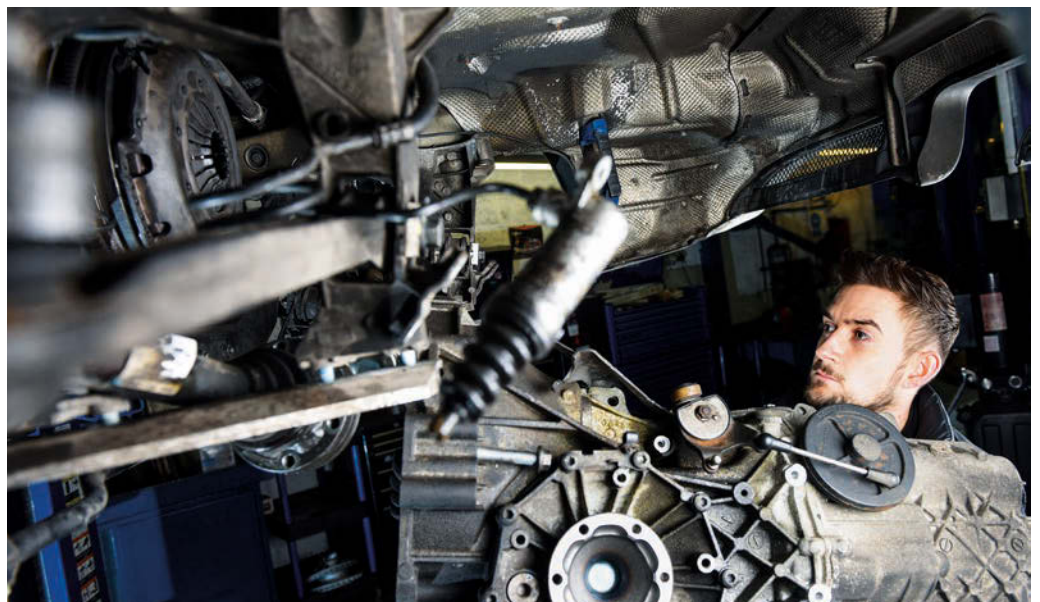




does exactly that; it limits the slip possible before power is transferred to the other wheel.

The purpose of a limited slip differential (LSD) is to share power across the axle in a way that maintains acceleration and keeps wheel spin to a minimum. There are two traditional designs of LSD, plate types and those with helical gears. In the plated design the differential represents a clutch between the two wheels on the axle. As a difference in wheel speed occurs across the axle a mechanical friction is generated and the axle 'locks' to rotate both wheels at the same speed. This slows down the spinning wheel and speeds up the non spinning wheel, sharing power and traction over the axle as a whole. A drawback here is that the differential does not care if the difference in wheel speeds is because of a very tight corner or because one wheel is spinning. This can lead to understeer at low speeds or tight cornering and can be particularly frustrating in the

There are two traditional designs of LSD, plate types and those with helical gears



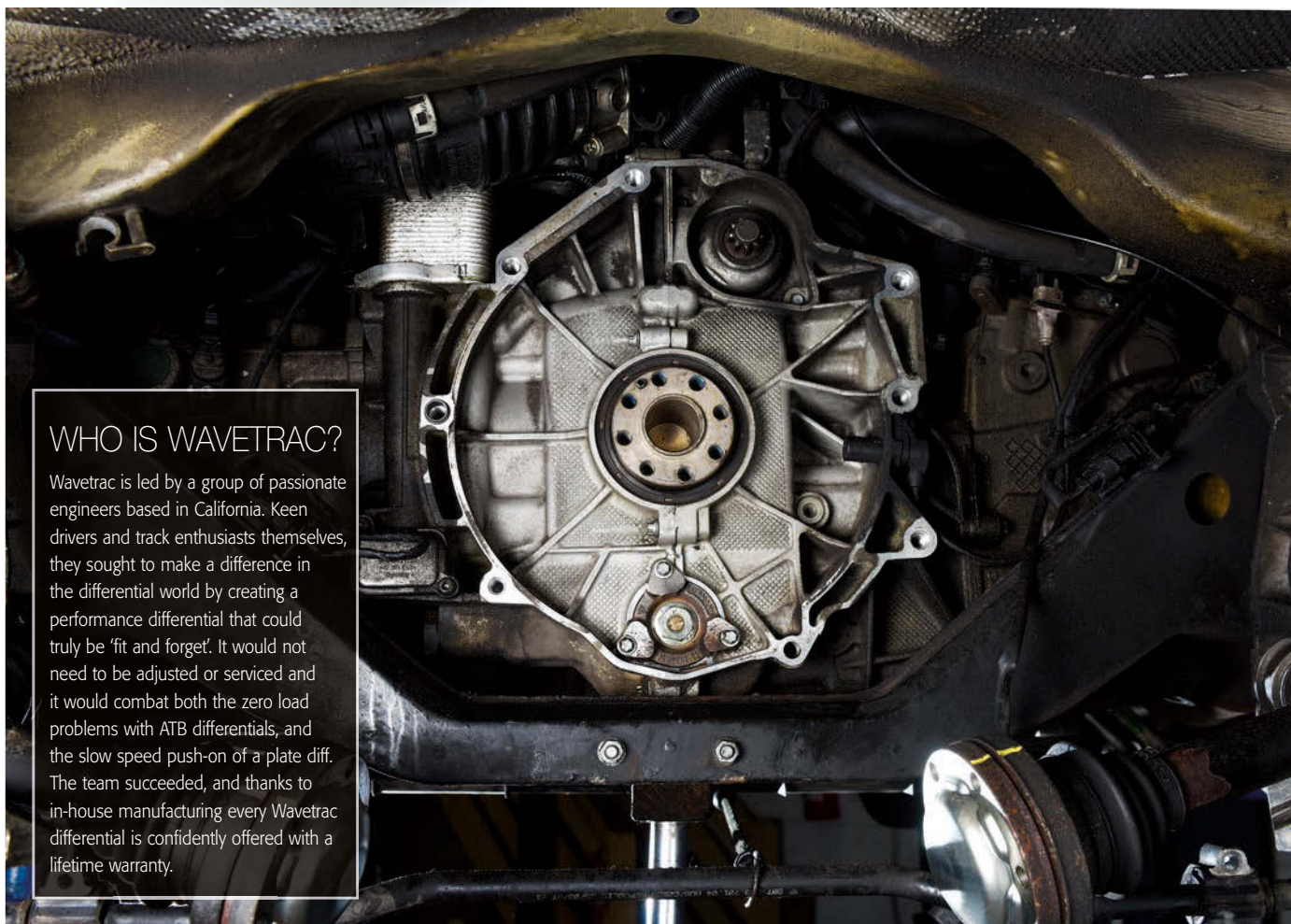


PATENTED WAVE PROFILES

The innovative, patented, Wavetrac device in the middle of the diff responds when zero or near zero axle load occurs. At or near zero axle load, the axles (and therefore each side gear in the diff) start to turn at different speeds.

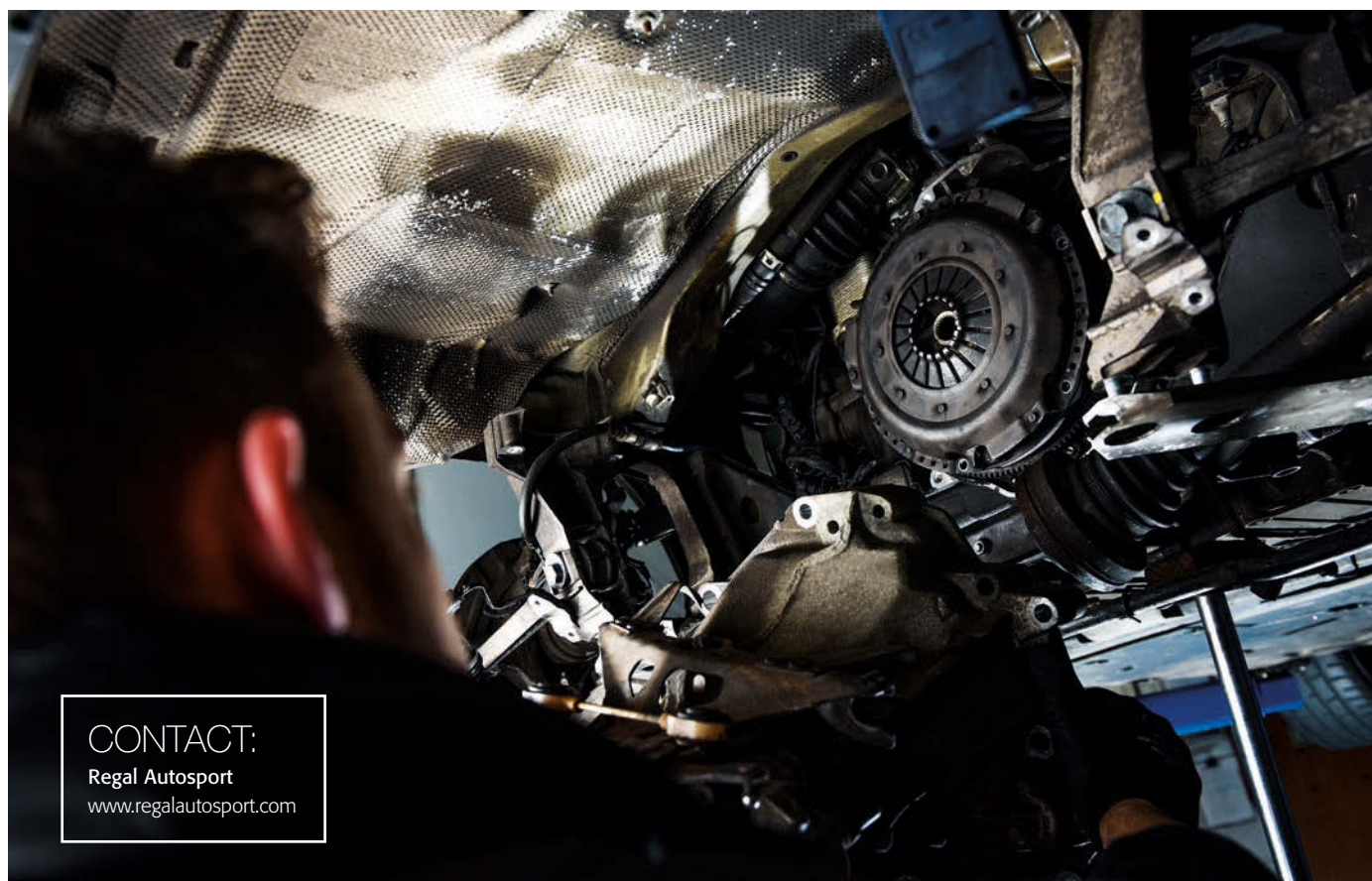
This speed differential causes the Wavetrac device to step into action. Precisely engineered wave profiles are placed on one side gear and its mating preload hub. As the two side gears rotate relative to each other, each wave surface climbs the other, causing them to move apart. Very quickly, this creates enough internal load within the Wavetrac option to stop the zero axle load condition.

The zero axle load condition is halted, and the drive torque is applied to the wheel on the ground (the gripping wheel). Some gear differentials rely solely on preload springs to combat loss of drive. The drawback is that you can't add enough preload to prevent loss of drive, without creating tremendous handling and wear problems at the same time. So, to avoid these problems, the preload from ordinary spring packs must be reduced to a level that renders them ineffective at preventing loss of drive. The Wavetrac product is the only differential that can automatically add more load internally when it's required. In the case where both wheels are on the ground during zero axle load, such as during a transition to deceleration phase, the Wavetrac device is able to prepare the drivetrain for when the zero torque condition stops, eliminating the delay seen with conventional gear diffs.



WHO IS WAVETRAC?

Wavetrac is led by a group of passionate engineers based in California. Keen drivers and track enthusiasts themselves, they sought to make a difference in the differential world by creating a performance differential that could truly be 'fit and forget'. It would not need to be adjusted or serviced and it would combat both the zero load problems with ATB differentials, and the slow speed push-on of a plate diff. The team succeeded, and thanks to in-house manufacturing every Wavetrac differential is confidently offered with a lifetime warranty.



CONTACT:

Regal Autosport
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wet. Careful setup of the plate diff can alleviate this tendency but there is rarely one 'all conditions' setting.

A differential more suited to tight, bumpy or wet conditions is the helical or planetary gear type. In this design the wheels across the axle are linked by a series of gears inside the differential. Each wheel has its own set of gears and the range of motion is limited by the differential casing. When there is a difference in wheel speed across the axle the gears for the fastest spinning wheel turn inside the differential and 'lock' against the casing – accelerating the slowest wheel. The transfer of power can be described by the gear ratio in the helical gears and is also referred to as 'torque biasing' or 'torque multiplying'. This design requires not only a difference in speed between the wheels but also a difference in load. An exception to this is when there is no load at one of the wheels. In this instance power cannot be shared because anything multiplied by zero equals zero. This happens more often than you might think and over bumps, crests of hills or on exceptionally greasy surfaces

this trait can be felt as a lack of forward motion, just like wheel spin.

There is however another design available and Wavetrac patents this design. It combines the plate and helical gear type principals. The Wavetrac differential has helical gears and operates in the same way as a torque-biasing differential for the majority of the time. This gives good low speed maneuverability and wet weather performance. Unlike a torque-biasing differential however, when a low load situation is encountered the unique Wavetrac internal cam takes over and the differential can transfer power just like a plate diff. It gives Wavetrac's option an unrivalled range of performance, it is perfectly suited to Porsche performance models. It's a strange marriage of technology that affords Wavetrac benefits of both the plate and ATB designs without the negatives of either. Regal Autosport are well versed in the installation of Wavetrac differentials, it has been involved with the brand for 10 years, in that time everything from early 911s to 800hp Turbos have benefitted from its technology ○

ABOUT REGAL AUTOSPORT

Regal Autosport was established in 1988, which makes this year its 29th in business. Over that time it has grown into one of the largest tuning shops in the south of England. Located at the bottom of the M3 in Southampton, Regal runs both a highly efficient and professional workshop, plus a parts distribution business. This makes Regal Autosport a one-stop shop for tuning goodies from US-based manufacturers like SharkWerks. An on-site 4WD Mustang Dyno has seen all sorts of high powered Porsche projects over the years. Company MD Chris Stewart is himself a Porsche enthusiast, owning a tastefully modified 997 GT3, he has years of experience in Carrera Cup racing too. This, coupled with a Porsche dealer level of equipment, makes Regal Autosport a great choice for looking after your Porsche, be it for general servicing and maintenance or modification.

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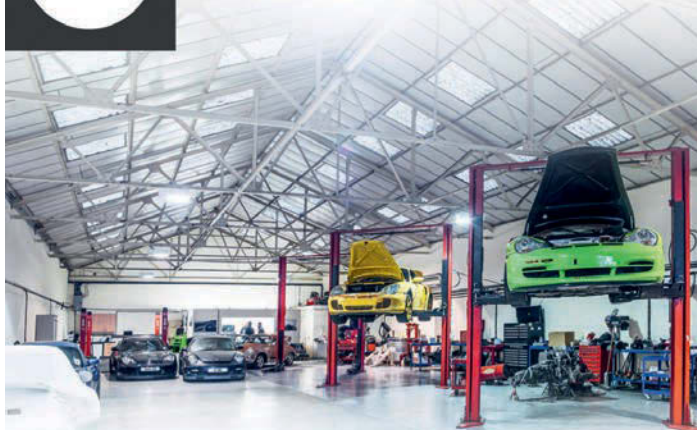


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Matt Biggs

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Jack Wood

2015 981 Cayman GT4 and 2004 996 GT3

[@Jackkwood](#)



Rob Richardson

**1978 911 SC,
1986 944**

[@Racereightsix](#)



Andrew Frankel
1994 968 Sport

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Ryan Stewart
2007 987 Cayman S

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Martyn Morgan-Jones
1986 924 S

[@MartynMJones1](#)



Philip Raby
2009 Cayenne Diesel

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Martin Spain
2002 996 Turbo

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long term fleet

2007 987 CAYMAN S

If you thought I'd been more than a little fortunate over the last two years of this project, with no major failures or circuit driving offs, then you might be right.

The universe has a great way of leveling this out though; catching you off guard just when you think everything is going swimmingly. This update then is one of failures, repairs and routine maintenance, the first in some time.

It's been 18 months of serious track driving, four Nürburgring visits, a trip to Austria and several weekend jaunts to Wales. All without so much as a hiccup.

Routine oil changes, alignment, brake bleeds and health checks at Regal Autosport have kept this record spot free, but there is only so much preventative maintenance you can do. This month I had two track days booked, the VW dominated GTi International show at Rockingham and Players Classic at Goodwood. At the time of writing the UK was experiencing a 30-degree+ heat wave, no doubt now a distant memory. This sort of heat uncovers all sorts of unexpected revelations, most of all the failure of the A/C system in the Cayman.

Rockingham is an excellent track, but one that is quite harsh on the car. High kerbs and several fast sections can be perilous for tyres, especially in extreme heat. I chose a VW show to attend with the Cayman because my brother, Ash, was already booked on the day in his track prepared Mk7 Golf R. Both Ash and I fell foul of the curbs through the esses on the National Circuit after the Steel Straight, popping a front Michelin Pilot Sport Cup 2 on the Golf and putting a bulge in my offside front R888R.

Ordinarily this would have spelled the end of the day, but luckily I found a fellow Porsche guy out on track that day, Matt Roberts. Matt's 993 Cup car is a serious bit of kit and Matt was kind enough to lend me his spare wheels to get the Cayman back out on track. A stack of spacers later and we were ready to roll. The rest of the day the Cayman ran faultlessly, and I was exceptionally careful not to mess up Matt's Nankang AR-1 tyres. I had







a little (controlled) venture onto the grass which launched the splitter into orbit, but other than that no dramas.

Next up came Players Classic. A rare opportunity to drive on the hallowed Goodwood circuit with a mixed bag of very modified track cars. From BMW M3s to Nissan Skylines and every type of pocket rocket in between, even Honda-powered

Minis! The day is always highly entertaining; the fast circuit with little run-off really makes for an interesting mix of restraint and commitment. Sadly, after only a few sessions the clutch release bearing gave up the ghost. Cue lots of squealing noises and even more sweat pouring from my brow. If the 35-degree interior temperature wasn't enough I was

petrified it was an engine bearing noise. Luckily when in the paddock area it was clear the clutch wasn't quite the same as before. We'll have to inspect it to see the actual cause of failure, but this is one of the very first upgrades we carried out, and two years of hard driving isn't bad going in my book.

Ryan Stewart

Ryan Stewart
Cayman S

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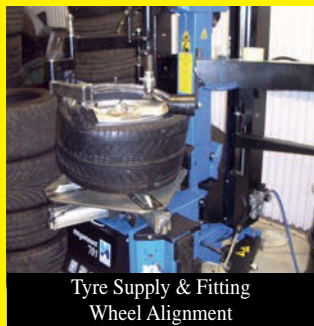
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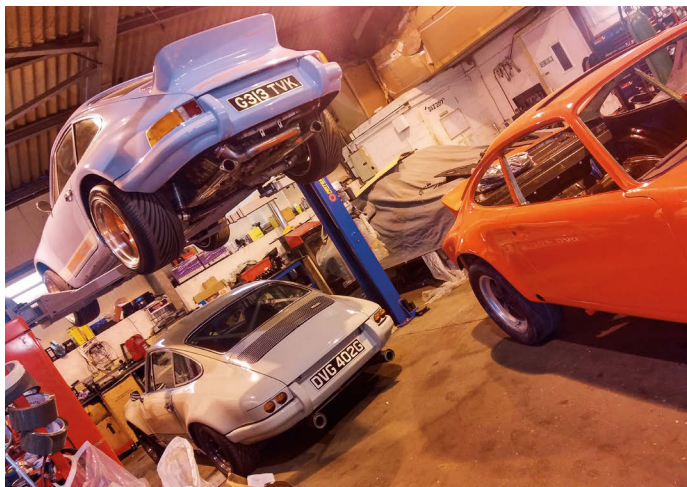
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1986 944

It's not the way I wanted to end what had already been a stressful commute home from work: "mate, stop, there is a trail of fire out the back of your car." But with A courteous (concerned) Volvo driver behind flashing and tooting to alert me to the trail of smoke and fire out the back of the 944, that is indeed how my journey ended on this particular Tuesday.

I pulled over somewhere safe and turned the car off as fast as I could. There was now a lot of smoke coming from under the bonnet. I had no extinguisher and was in the middle of nowhere; I thought this might be it for the 944. I jumped out, grabbed my phone just in case and tentatively lifted the bonnet, trying to avoid some sort of Hollywood backdraft explosion (yes, I was feeling that dramatic by this point), but luckily there were no flames, just smoke. The kind man in the Volvo was thanked for his intervention and then left me. Now convinced it wasn't going to burst in to flames I assessed my situation: I was lost, in the middle of nowhere, with no phone signal or battery. Not ideal. I'd come to be in this position as the M40 had been closed causing massive traffic jams all around my normal commute, so I'd taken an unknown back-road using my phone as sat-nav. Because I was only probably 20 minutes from home I'd not plugged it in to charge so it was almost flat by the time of my 'thermal incident'. That, and out of signal. I walked a mile or so to the end of the road and, waving the phone in the air, got



sufficient signal to send my girlfriend my location and request a lift home if she hadn't heard from me in the next hour. With the final 5% battery I was able to call the AA and explain where I was. Phew. I walked back to the car and put my phone on charge so I could use the AA app to track my recovery and make sure they could find me.

With time to further inspect the car waiting for recovery it was clear the cam box gasket had gone just by cylinder four. It had only pinholed, but was spraying hot engine oil at full pressure directly onto the manifold. Now oil doesn't burn that easily, but spraying at high pressure

against an exhaust manifold and vaporising is about the best way to get it to. I was very lucky. The AA arrived quickly and tried to tighten the cam box down to stem the leak, but to no avail. I was towed home.

Replacement of the gasket is actually quite involved requiring the removal of the fuel injection system, cam belt (and thus associated covers and auxiliary belts), cam pulley and then a myriad of fixings holding it to the head. Porsche actually provide a special allen key tool in the tool kit to access some of these bolts as they are deep inside the cam box itself. With the manual consulted I was confident it wasn't beyond my

capabilities but unfortunately, with it being my daily driver, I just didn't have time. Luckily I live near Pro-9 Porsche and a quick call to Simon had the car booked in.

With the car dropped off it was only a couple of days until it was ready to be collected. Not only had they replaced both the cam box gasket and rear cam seal they had addressed a couple of soft tappets, some rounded bolts from someone else's previous work and given the engine bay a good clean. With the car test driven and the fluids topped up it was back in my hands and back on the road, quieter and stronger than ever. With the added piece-of-

mind it won't need looking at for another 31 years. Plus, the 911 could stand-down from daily driver duties and return to a life of luxury in the garage and only come out for special occasions.

Rob Richardson

Rob Richardson
944

[@Racereightsix](#)





1981 911 SC

Many months ago, I forget when, I was on my way to work in the SC, because why have it and not use it? I made it out of the close and just before the main road when I heard a loud bang. I pulled up immediately. It wasn't the engine – I'd have stopped on the spot, for that. From the kerbside, I could see the front suspension had collapsed. I made sure the top mount hadn't pushed through, or anything drastic, and the suspension and shock absorber was all looking as it was meant to be before crawling back to the house and collecting another car. At that point my guess was that the cause was a broken torsion bar.

For those among you that are only familiar with modern cars, torsion bars are what we had before coil springs. So, instead of a coiled length of metal in each corner,

with dampers, the SC uses metal rods, clamped at each end, that twist along their axis as a spring. There is more physics involved, but fundamentally the effective spring rate comes from the thickness of the bar, the thicker it is the stiffer the spring.

I raised the front of the car up enough to try and determine exactly what the problem was. As far as I could tell everything was in tact and the wheel hub could be moved up and down relatively easily. It seemed to me that the shock was working and it would therefore be the torsion bar. The wheel went back on. It was time to consult the documentation.

In one of my maintenance manuals I found an exploded diagram of the front suspension. While the smart money was on a broken bar there was the outside possibility that one of the brackets that holds the bar in place, was

broken. To save ordering the wrong part I needed to dismantle that corner of the suspension and confirm what I suspected.

One of the problems of having multiple cars that need attention and a single garage, is one of space. The 924 S was occupying the garage and this wasn't a job I could do on the drive. Accepting that when I did get the front of the SC off it wouldn't be going anywhere for a little while, I needed to wait for a time when I could afford to lose the garage for a little while. Months passed by.

When I did get the 911 on the stands I was expecting a small amount of confusion before I was left with a collection of suspension parts on the floor, and the problem, it was, well, let's just say I needed more swearing than I budgeted for. The bolts were all removed easily enough, but when it came to disconnecting the track rod and

removing the suspension arm it took me hours, mostly because I didn't want to bend or break anything. Ultimately, though, I confirmed the problem was a snapped torsion bar.

Now I need to decide whether I want to replace the front bars, they need to be done in pairs, or I could take this as an opportunity to stiffen up the car's setup ever so slightly, by replacing all four. Let the procrastination about which way to go begin.

Matt Biggs

Matt Biggs
911 SC

[@PawnSacrifice](#)





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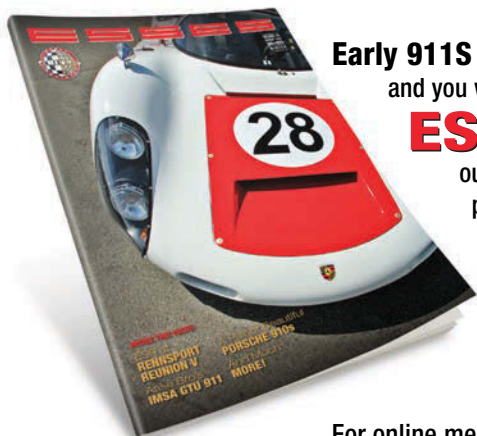
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2002 996 TURBO

This month is annual service time for the Turbo. Previously I'd always had it serviced in January ready for the year ahead, but last year it ended up being serviced twice – one major 48k service at the end of January with RPM Technik, and then

a second major service in the middle of the year with Nine Excellence (9E) ahead of the tuning and upgrades. This moved my annual service window forwards to May, so I booked the car in with 9E earlier this month for a standard 12k oil service.

Technically, my car didn't need

the service – the service indicator hadn't come on and I certainly hadn't covered 12,000 miles since the last service, but I like to make sure the oil is fresh every year regardless of mileage. It's also a good opportunity for a general inspection and health check, to make sure any potential

issues are caught early on.

On this occasion, in addition to carrying out the service and health check, I asked 9E to diagnose an annoyingly intermittent ABS problem I'd been suffering from recently. They fixed a similar issue last year, though that was easily reproducible simply



by touching the brake pedal and was diagnosed as a faulty brake light switch. A replacement switch was fitted and all was well until a couple of months ago when the familiar yellow PSM/ABS warning lit up on the dash again. It only happened occasionally, and only at very low speeds with very light braking – usually just as I was coming to a halt. Additionally, I thought I could feel a very slight pulse of ABS triggering on gentle brake applications in similar circumstances.

9E plugged the car into its diagnostics equipment and discovered an ABS sensor failure on the offside front wheel. Once a new sensor was fitted and the error was cleared from the ECU, the issue was gone. Another minor annoyance sorted, though the price for the sensor was £72 (excluding VAT), which struck me as a bit steep. The Porsche tax strikes again.

Last month I mentioned that the rear callipers needed refurbishing, but I decided to see what could be done with a few detailing products instead. With the rear wheels off, I cleaned both callipers thoroughly

with Gyeon Iron, which is an iron contaminant remover. It smells vile but does a great job of removing baked-on brake dust and other dirt. After a careful brush around the callipers and rinse with water, they were already looking much better. Finally, I applied some GTechniq C5 Wheel Armour to the paint which had the benefits of not only protecting the finish but also evening out the more faded paint to match the rest of the calliper. They still don't look quite as bright and shiny as the new front brakes, but they look much better than before.

I also tried some GTechniq products on the black plastic trim areas around the wing mirrors and wipers, and the C4 Trim Restorer worked absolute wonders with dull, faded grey plastic. It's now all back to black, and hopefully shouldn't fade for some time.

Inside the car, I've finally fitted the replacement gearknob. It's not the easiest job, requiring you to lever out the plastic trim around the gaiter without snapping it. With the aid of a thin screwdriver and gritted teeth I managed to remove the trim

without mishap, but it took quite some time and patience! Removing the gearknob from the gear lever was thankfully much simpler, only requiring an allen key to loosen the securing screw. The next step was to remove the gaiter from around the base of the old gearknob, remove the old knob and fit the new one, and then re-fit and secure the gaiter again. The gaiter was held on with two cable ties, so I'm almost certainly not the first person to do this job – I doubt Porsche use cable ties!

Once the new knob was fitted and the gaiter secured, I screwed the gearknob can onto the gear lever and gingerly pushed the trim back into place, only for the gaiter to fall down immediately. Clearly I hadn't secured it tightly enough! After repeating the removal process again, I found some bigger cable ties and got it secured properly. By this time I'd got the refitting process down to a fine art, and the new gearknob looks much better in the car now.

Finally, while I was working on tidying up the interior, I decided to refit the rear seats. Now that my son is a little older and in a bigger

booster seat, there's no need for the extra space in the back that the seats took up, and the back of the car looked a bit scruffy with the seat backs and bases missing. Refitting them was very simple, just as soon as I remembered how all the various pieces fitted together! A quick wipe over with some leather cleaner and they were looking good as new.

If you follow me on Twitter you'll already know where this is going, and if you read between the lines of all the above you may have guessed that the Turbo was being readied for sale. I've loved my time with the car, but for a number of reasons it's time to move on. I'll post an end of term report on the last three years of ownership soon.

Martin Spain

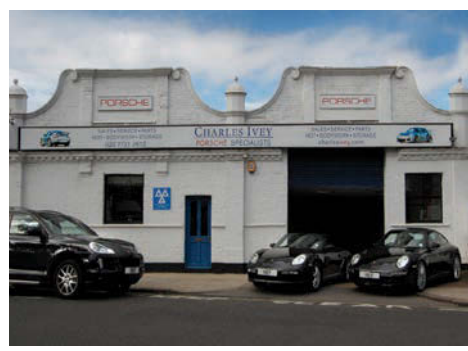
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1986 924 S

The 924 S really has not done too well for having been stood up for a year, I mean, it's nothing drastic, but niggles for not having been used. I thought I was through the worst of it when I got the car was MoT'd, that has not been the case. That said, it has been great fun, thrown into daily use while I ponder a Boxster replacement, it certainly made for some great drives through the countryside in the early summer weeks – I am certainly more inclined to take to the back roads with it than I was the other two. Despite being set just a couple clicks back from track use, the SPAX coilovers certainly handles the council's mañana road resurfacing policy well.

One hot evening I was leaving the office late and looking forward to a traffic free run, hoping the lollygaggers were done with their commutes. When I started the car I glanced down to change the radio and noticed that the volt meter was dead on 12V. Not good. If you don't have a volt meter, another of the valuable gauges that has been axed from modern cars, you might

be thinking 12V is good. It is not. With the engine running and the alternator spinning, that little needle should flick itself around to 13.5V – 14V, as it charges the battery.

By habit I keep a bag of tools in my older cars, just in case I need rolling repairs. What I tried was not elegant, by any engineering standards... I put together a few of the socket extensions to form a pole and gave the alternator a good whack; I have seen it work in the past. This time it did nothing. I knew that I had a spare battery in the garage, that was fully charged, so I decided to set off for home with the hope I would breakdown somewhere close.

The ventilation fan was set to Zero, the stereo fascia removed to turn it fully off, and I tentatively set off. The plan was to monitor the power supply and pull in when it started to get too low and breakdown was inevitable. It might have been an over reaction but I drove incredibly gently, to avoid the engine getting hot and the radiator fan cutting in, I braked as little as possible, those pesky lights, and confess to only indicating where

absolutely necessary – I could see the volt meter nodding when I did. Remarkably I made it the full 20 miles home, and still reading around 12V, likely a testimony to the trickle charger keeping the battery nicely topped-up.

When I got the chance I removed the alternator from the car and took it apart. I cleaned up the voltage regulator, that did nothing. Then I dismantled the whole thing and cleaned it up, again – nothing. Fitting a new voltage regulator did nothing, either. Time for another alternator. I ordered a refurbished one from eBay, and that worked

right away, as I'd possibly made a mess of the old one when I took it apart I decided not to get an exchange one, it didn't seem fair.

Matt Biggs

Matt Biggs
924 S

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POWERFLEX 964 / 993 BUSHES

How much? From £22.74

Where from? www.powerflex.co.uk

Powerflex has just released a range of stiffening inserts and bushes for the transmissions of the 964 and 993. Designed to be a quick and easy solution for excessive transmission movement, the items provide further stability and more predictable

handling. OE replacement bushes can only be purchased as part of a complete bracket housing assembly, which can be prohibitively expensive, these Powerflex bushes provide a cost effective replacement for worn original bushes where your car's bracket housing is still serviceable.

Tailored to fit RWD models comes the Mount

Bracket Small Bush (£25.14), Mount Bracket Bush (£56.34), Mount Large Bush (£57.54), Mount Large Insert (£31.14), and Mount Bracket Bush Insert (£22.74).

Designed for AWD models comes the Mount Large Bush (£53.94) and Mount Large Bush Insert (£29.94). Visit the website for more information.

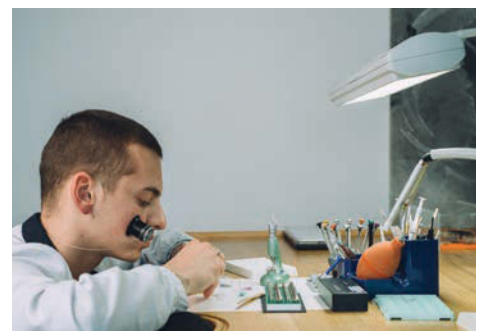
MINIMAX/SPARK 1:43 MILLIONTH 911 SET

How much? £175.00

Where from? www.racingmodels.com

Here's an apt inclusion for this month's *Porsche Shop* given our cover car. This two model set celebrates the production of the one millionth 911 since its introduction in 1963. The set features a model of the very first 911, the type 901 in Irish Green, and it also replicates in 1:43 scale the 'One Millionth 911', the 991 Carrera S (also painted in Irish Green) that you can read about in this very issue. This official Porsche release has been produced by Minimax/Spark, and the models are resin in construction. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





A dive watch capable of being water-resistant to 600m needs to be constructed from the finest materials available. That's why we've made this Trident: limited to 316 pieces – a celebration of the premium 316L steel alloy used in its bezel and case – and with a vibrant matte orange dial, the Trident 316L LE will stand out anywhere.

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SPARK 1:43 CAYMAN S

How much? £52.00

Where from? www.racingmodels.com

The Team Securtal Sorg Rennsport Porsche Cayman S was driven to 86th place in the 2016 Nürburgring 24-Hour race by Peter Haener, Paul Follet, Ugo Vicenzi and Alberto Carrobbio. The colourful car is replicated here in 1:43 scale by Spark, these are numbered limited edition models of just 500 pieces. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



TW STEEL VOLANTE WATCH

How much? £189.00

Where from? www.twsteeluk.com

The Volante Collection is new from TW Steel, and is said to be 'driver orientated', it features 12 different incarnations. Available in sizes 45mm and 48mm, you can choose your favourite type of movement; three-hands, chronograph or dual time. The premium quality textile strap comes in four different colour variants.



WINGBACK TRAVEL WALLET

How much? £60

Where from? www.wingback.co.uk

London-based boutique, Wingback, has released this stylish travel wallet enabling you to keep all your travel essentials in one place. The slim wallet holds a passport, boarding pass, travel cards and currency, and it will fit into a shirt pocket. Handmade using quality Italian leather, after tanning the hide is left untreated to retain a natural grain quality with individual markings. Available in charcoal black, chestnut brown, chilli, cognac and whisky tan, with a choice of seven thread colours, it measures 130 x 98 x 5mm. Personalisation with up to 20 characters on the front and 35 on the inside is also available for an additional cost of £10, any inscriptions are laser etched.



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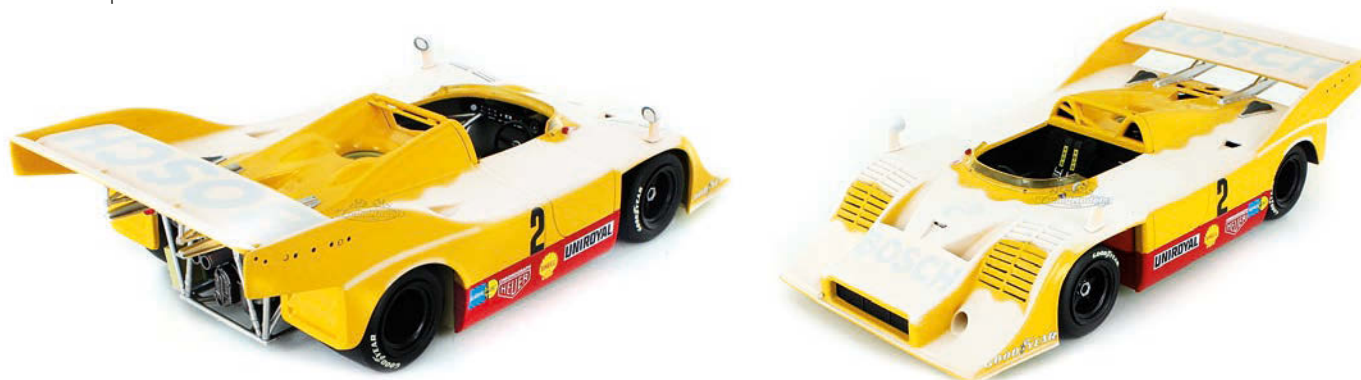
www.classicsatthecastle.com

MINICHAMPS 1:18 917/10

How much? £86.95

Where from? www.racingmodels.com

The Willi Kauhsen Racing Team Porsche 917/10 was driven by Willi Kauhsen and Dr. Gustav Heinemann. The President of West Germany, it was Dr. Heinemann's dream to drive a 917 around the Nürburgring, that dream came true on 3rd April 1973. Dr. Heinemann was to be seated next to Willi Kauhsen in the 917/10 Turbo, everything was planned, then it snowed during the night. At the age of 73, Dr. Heinemann was determined though and stepped into the car anyway, in a business suit and coat not racing overalls, he put a helmet on and off they went. Unfortunately the car ended up in a ditch. This 1:18 Minichamps diecast sealed bodied model is limited to just 504 pieces, and even includes snow effect detailing. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



CLASSIC 911 A/C SYSTEM

How much? £3,594.00

Where from? www.classicretrofit.com

As summer officially arrives, Classic Retrofit has shared the first CAD image of its all-new electric air-conditioning system, designed for classic Porsche 911s. A further refined development of its Electrocooler electric air-conditioning system, Classic Retrofit's new system has been created with features leagues ahead of the original unit. Its compact dimensions, revealed here for the first time, ensure it fits in tight spots yet boasts impressive functionality.

Manufactured in the UK, the bespoke air-conditioning system's design has recently been finalised to allow production to commence. Once an initial run of thirty kits are sold, work will resume on a new system specific to the 964. We expect both version of this kit to prove extremely popular within the Porsche community.



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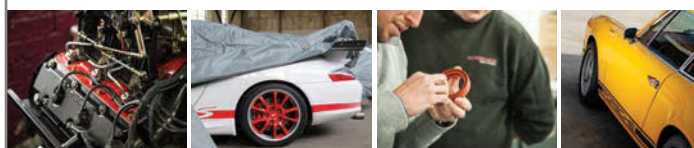
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DYMAG CARBON WHEEL

How much? £TBC

Where from? www.dymag.com

British wheel manufacturer, Dymag, has launched its latest carbon hybrid wheel, snappily named the BOXSTROM® 7Y Carbon Hybrid Auto Wheel. Using CNC machine forged aluminium centrepieces together with titanium and carbon, it is very lightweight, strong and highly-durable. Typically 40 percent lighter than a standard cast aluminium wheel, and 25 per cent lighter than equivalent OEM forged aluminium wheel, the 7Y is approved for road use in the EU, USA, Japan and China. Available in 8- and 9x19-inch, 9-, 9.5-, 10.5-, 11-, 12- and 12.5x20-inch, it comes in a range of fitments, including centre locking.



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How much? From £112

Where from? www.carcovershop.co.uk

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SPARK 1:43 996 GT2

How much? £50.50

Where from? www.racingmodels.com

This model depicts the Estoril Racing Porsche 996 GT2 as entered into the Le Mans 24-Hours in 1998 by Michel Maisonneuve, Michel Monteiro and Manuel Monteiro. The team sadly retired following engine failure. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



BLUETOOTH STORMTROOPER SPEAKER

How much? £24.99

Where from? www.firebox.com

Modelled on the original 1976 Stormtrooper helmets and armour from *Star Wars*, this fully licensed mini Stormtrooper bluetooth speaker might be small, but it's a powerful portable speaker. It easily connects to your smart devices via Bluetooth, features a lanyard to hang it wherever you please, and a built-in microphone for making a receiving hands-free phone calls. With a Bluetooth range of 10 metres, and a battery life capable of three to four hours of continuous playback, it measures 5.5cm(W) x 5.5cm(H) x 5.5cm(D) and is a cool bit of kit.

ZIMMERMANN 911 TURBO BRAKES

How much? £154.95 (per side)

Where from? www.heritagepartscentre.com

Heritage Parts Centre has enlisted the help of German braking guru, Zimmermann, to offer a range of brake discs to empower drivers with confidence both on road and track. Amongst its new offerings are these front discs for pre-'89 911 Turbos. Sold individually, they are directionally drilled, and, like all Zimmermann brake discs, meticulously manufactured under strict OEM guidelines in Germany. You can run these in conjunction with upgraded pads, or keep your car stock with Heritage Parts Centre's choice of original specification TRW brake pads – visit the website for full details.



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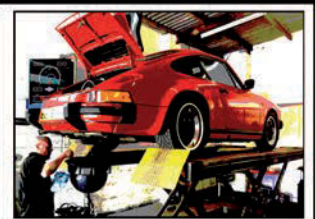
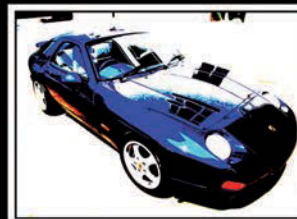
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How much? £24.99

Where from? www.firebox.com

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SPARK 1:43 718 RSK

How much? £50.50

Where from? www.racingmodels.com

The Porsche 718RSK mimicked here in 1:43 scale by Spark was raced to 10th place in the 1963 Dutch Grand Prix by Carel Godin de Beaufort. The organisers wanted to have a local driver in the race, so Godin de Beaufort was allowed to compete despite his machine being a sports car, not open wheel car. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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Where from? www.firebox.com

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CAYMAN THRILL DRIVE

How much? £99.00

Where from? www.virginexperiencedays.co.uk

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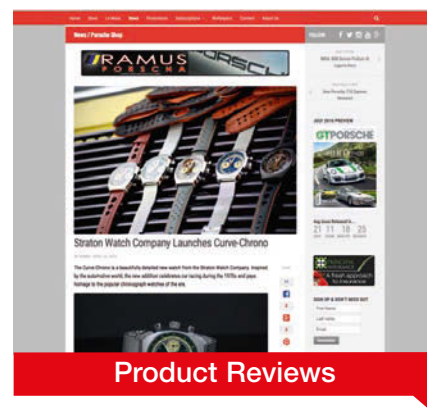
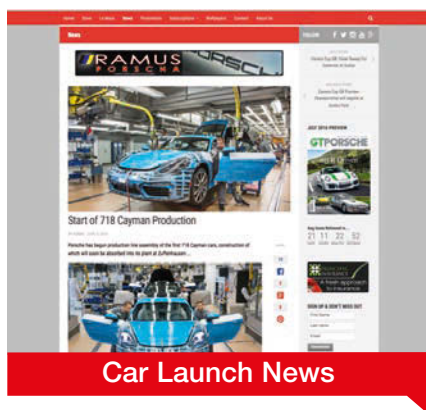
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AUGUST 2016

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



SEPTEMBER 2016

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



OCTOBER 2016

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



NOVEMBER 2016

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



DECEMBER 2016

Cover Story: 981 Cayman vs 997 Carrera
Inside: Ninemeister 911 SC, prototype Porsches (911 Speedster, 928 Cabriolet, 984), Gijis van Lennep, Sebring 911 RSR, restored 924 S, 919 Hybrid in London, 959 road trip, *Market Place*: Carrera 3.2 Supersport, *All You Need To Know*: sound



JANUARY 2017

Cover Story: Greatest Porsches of 2016
Inside: 911 R, 718 Cayman vs Boxster, Cayman GT4 Clubsport, RUF 964, 911 2.7 RS, restored 356 vs 356 Outlaw, Ninemeister profile, *GT Porsche* track day, *Market Place*: Investment Porsches



FEBRUARY 2017

Cover Story: 911 2.2
Inside: TechArt 991 GTstreet R, 904 GTS, Al Hobert remembered, RAC Rally of the Tests, 911 RSR, 964 3.3-litre vs 3.6-litre Turbo, Lufttechnik 911 SC, *Market Place*: 356 Speedster, *All You Need To Know*: Adaptive Cylinder Control



MARCH 2017

Cover Story: New 911 GTS
Inside: Autofarm 911 2.7 RS, 944 S2 Cabriolet, TechArt 718 Boxster S, 964 Carrera, 910 at 50, Macan Turbo with Performance Pack, Macan GTS, *Market Place*: Cayman, *All You Need To Know*: brakes, *GT Infographic*: GTS



APRIL 2017

Cover Story: 996 vs 997
Inside: One-off 959 Cabriolet, New Panamera 4 E-Hybrid first drive, RUF CTR3s, History: Porsche 804, 924 vs 987 Cayman, IMS bearings - Autofarm's solution, *GT Infographic*: 959



MAY 2017

Cover Story: New 911 GT3
Inside: F1 star Daniel Ricciardo's 912 Outlaw, Prefab rally 911s, History: Carel Godin de Beaufort, Adelaide Motorsport Festival, 991 GT3 RS vs 993 Carrera RS, Panamera Sport Turismo, Profile: Abbots Porsche, *GT Infographic*: GT3



JUNE 2017

Cover Story: 911 Reimagined
Inside: Backdate special; Ninemeister SC, PS Works 3.6 Clubsport, RPM Technik 964, 991.2 GT3 First Drive, 968 Sport - driven, Walter Rohrl at 70, Profile: DP Motorsport, Tech: GT1 engines, *Infographic*: Carrera Cup GB



JULY 2017

Cover Story: 996 GT2
Inside: Steve McQueen-style 911 SC, rare 964 Carrera 2 'Turbo-look', 917 tribute by Bailey Cars, 996 Turbo Tiptronic, 'Scary Porsches', TechArt at 30, Destination Nürburgring - Part One, *Porsche Tech*: 997 GT3 radiators

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RPM Specialist Cars

We find out about RPM Specialist Cars in Harrogate, specialists in the service, repair and sales of Porsche cars...

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

Nick Roberts and Andy Meeking started the company in 2004, we based ourselves in a new unit on the outskirts of Harrogate.

Who is in charge and what is their background?

Nick and Andy are joint partners, both worked within a local Porsche dealership covering various rolls for many years. Andy started with Porsche as an apprentice technician, Nick in a more senior management role. Having seen the personal touch slowly disappearing from the main agents we decided to leave the corporate world and go it alone as Porsche specialists.

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

We offer full service and repair facilities for all models of Porsche, from the early air-cooled cars to today's water-cooled models. The car sales side of the business has grown in recent years, we usually

have around 10 cars in stock at any one time.

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

They're looking for expert service and advice at a cost that represents value for money, not just a faceless repair. We feel it is important to explain any work required and often provide a maintenance plan for future works, allowing our customers to plan ahead and spread costs.

What facilities do you have on site?

As well as our showroom, we have all the facilities of a Porsche service and repair centre. The equipment and systems we use meet the same standard as you would find in a Porsche main dealer for both servicing and repairs.

What is your USP?

We are genuine Porsche specialists with good old fashioned values, offering tailored solutions designed around our customers.

Which Porsches do you cater for?

A lot of our work tends to be with the newer water-cooled models, but having said that we do love to work on the earlier air-cooled Porsches, this is a specialised area and we have experience in it.

What is your background with the Porsche brand?

Nick worked at Porsche Leeds for around 10 years, Andy joined as an apprentice. Both shared a work ethic and passion for the brand and so RPM Specialist Cars was born.

How many staff do you employ?

We employ five members of staff including Nick and Andy. however, we are currently looking for a new technician to join our team and help with our increasing workload.

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

Detailing has been a popular service we've carried out for our sales cars, we are now offering this service to customers as well. We are currently testing a new paint protection

product which we will hopefully be rolled-out to customers later this year.

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

In one word, strong. We don't recall the Porsche market ever being this strong, we have classic 911's reaching new highs, with the more modern Turbo and GT cars seeing significant increases also. These are cars that would have once been frequently used and enjoyed, but they are now seen by many as viable investments, in some cases these cars are being tucked away, never to be driven.

Porsche has broadened its line-up over the years with the addition of SUV's, four door cars, even diesels and Hybrids, this has seen large technical advances both for the customer and us with the maintenance side of the business.

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