

NEW 991.2 GT3 DRIVEN: Behind the wheel of Porsche's latest GT car



GT PORSCHE

The world's premier Porsche magazine

June 2017 Issue 187 £4.80

BACKDATE SPECIAL:

911 Reimagined

Ninemeister's 320hp SC heads a trio of nostalgic 911s reinvented for the modern era...



**RPM
Technik 964**

395hp 911 boasts bespoke touches throughout



**PS
Works G50**

Paul Stephen's latest 911: the 'Clubsport 3.6'

• **WALTER RÖHRL**
Porsche's legendary ambassador at 70

• **968 SPORT: DRIVEN**
Could this be the best transaxle Porsche?



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Ignition



Simon Jackson
Editor [@retro_jackson](#)

The trend for backdating 911s, in simplistic terms that is to make a car appear older than it is, shows no sign of slowing. This issue celebrates that fact and the nostalgic passion for Porsche that drives the creation of these cars. Although some may associate the concept, which is an exceptionally diverse practice, as being ruled from America, that's very much not the case. The UK is a hive of activity for these tastefully reimagined cars, and to promote that fact this issue of *GT Porsche* features three cars from as many highly respected Porsche specialist builders; PS Works, Ninemeister, and RPM Technik. Each offers a different take on a similar idea, using a different base 911 in each instance; G50 (3.2 Carrera), 911 SC and 964. Find out the stories behind each of these unique Porsches, and our impressions of how they drive, in this issue. Don't worry if you can't pick a favourite – we couldn't either...

While nostalgia largely drives the desire to backdate, classic 911s aren't the only area of the Porsche world capable of generating a passionate following. Plenty of you will be eager to read Andrew Frankel's detailed and frank opinion of just how the latest second generation 991 GT3 drives – p60. Also this month Andrew meets a Porsche legend in Walter Röhrl. Walter is a man as associated with the historical Porsche world as he is with the contemporary scene, believe it or not he turned 70 this year – p77.

I'd also like to welcome two new columnists to our pages this month. Philip Raby is name regular readers will already be familiar with, over the coming months Phil will shed some light on the mysterious world of the Porsche specialist dealer. Alongside him, frontman of Tuthill Porsche, Richard Tuthill, joins us with his own page which, like Phil's column, we anticipate will become a firm favourite within the magazine.



p40

Contributors



Andrew Frankel
[@Andrew_Frankel](#)

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

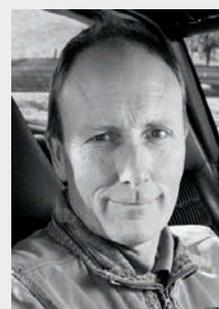
This month: Andrew drives the new 911 GT3, and meets with Walter Röhrl as he turns 70 years old.



Richard Tuthill
[@Tuthill_Porsche](#)

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: Our new columnist, Richard recalls how he was drawn into the world of Porsches.



Philip Raby
[@RabyPorsche](#)

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

This month: Phil starts his new column with us chronicling the life of a specialist Porsche dealer

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SUBSCRIPTIONS

13 issues of GT Porsche are published per annum
 UK annual subscription price: £62.40
 Europe annual subscription price: £74.49
 USA annual subscription price: £74.49
 Rest of World annual subscription price: £82.49

CONTACT US

UK subscription and back issue orderline: 01959 543747
 Overseas subscription orderline: 0044 (0) 1959 543 747
 Toll free USA subscription orderline: 1-888-777-0275
 UK customer service team: 01959 543 747
 Customer service email address: subs@kelsey.co.uk
 Customer service and subscription postal address:
 GT Porsche Customer Service Team, Kelsey Publishing Ltd,
 Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

WEBSITE

Find current subscription offers at shop.kelsey.co.uk/gtp
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DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT
www.seymour.co.uk Tel: 020 7429 4000

PRINTING

William Gibbons & Sons Ltd

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ISSN 2050-182X
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Famed for its collaborations with the Kremer brothers in period, DP Motorsport started as one man's vision, today it survives with a unique repertoire.





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PORSCHE PARTNERS WITH MICROSOFT

Porsche has strengthened its links with Microsoft in order to create an 'eSports' brand experience.

Porsche and Microsoft are set to collaborate more closely together following the announcement of a six-year partnership covering electronic gaming. The move means that in future Porsche sports cars will be more prominent in racing games such as Forza Motorsport and Forza Horizon – music to the ears of gamers everywhere. Porsche hopes that the partnership will aid it in the growing area of 'eSports' – competitions where gamers compete in virtual contests. The move comes after Electronic Arts lost its long-running license with Porsche in 2016, in that past it meant that gamers wishing to race Porsches virtually suffered from slim pickings.

The starting point for this new partnership will be the Forza Racing Championship (ForzaRC). Using as its basis the current Xbox racing game Forza Motorsport 6, which has included more than 20 Porsche vehicles since 2016, the 2017 ForzaRC season will include a

motorsport championship dedicated to Porsche. Registration is open now.

"By having Microsoft as our partner, we have the opportunity to take the pleasure of driving a Porsche and making it an experience in the virtual world", said Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG. "Racing games and eSports connect the real and virtual worlds and enable us to gain further access to the young target group. It means that they can develop a passion for Porsche even before buying their first sports car."

A new and exclusive Porsche package for the Forza Horizon 3 kicks off the collaboration, available to download now. The package contains seven current and historical Porsches, including the 550A Spyder, 718 RS 60 Spyder, and the Carrera RS 2.7. More modern cars available include the 993 GT2, Cayman GT4 and 991 GT3 RS, as well as the new Panamera Turbo.





PORSCHE COMES TO GRAN TURISMO

Porsche will also, for the first time, appear in Sony's Gran Turismo racing game, it will happen in the forthcoming offering, Gran Turismo Sport. It's the first time in around 20 years that genuine Porsche cars will appear in the game, up until this point only RUF versions were available.

The addition has been opened up after Electronic Arts lost its license to replicate Porsche cars in racing games, the firm had largely kept a stranglehold on Porsches appearing in the virtual racing world. It is unclear at this time which Porsche vehicles will appear in GT Sport, but via in-built and downloadable content it is expected to be several.

Gran Turismo Sport, which will only be available on PlayStation 4, is due for release in late 2017.



PORSCHE DESIGN GROUP ACQUISITION

Porsche has acquired 35 per cent of the shares in the Porsche Design Group, making it a wholly owned subsidiary.



Porsche AG already held 65 per cent of the shares in Porsche Lizenz-und Handelsgesellschaft mbH & Co. KG, otherwise known as the Porsche Design Group. In a recent move it acquired a further 35 per cent of the shares from a Porsche family investment company, now making Porsche Design Group a wholly owned subsidiary of Porsche.

Porsche Design is a premium lifestyle brand founded by Professor Ferdinand Alexander Porsche in 1972. As the designer of the Porsche 911, his vision was to create a company that would take the principles and 'spirit of Porsche' beyond the automobile. Since that time Porsche Design products have become synonymous with precision, and sophisticated yet functional design. Designed by the legendary Studio F. A Porsche in Austria, its products are manufactured by carefully selected partners. It has produced everything from watches to coffee makers over the years.

"The acquisition underlines the strategic relevance of the Porsche Design Group for our company. We will ensure there is a closer link

between lifestyle activities and the automotive business", said Lutz Meschke, Deputy Chairman of the Executive Board and Member of the Executive Board for Finance and IT at Porsche. "The fundamental strategy of the Porsche Design Group is unaffected by the buy-out".

"The first evidence of this closer link is the new Monobloc Actuator wristwatch series, which was successfully unveiled at the Baselworld trade fair at the end of March 2017", said Jan Becker, the current spokesperson for the Porsche Design Group Executive Board.

It is said that Porsche Design Group will now look to further develop its strategy of focusing on lifestyle products for men.



PORSCHE DESIGN



PORSCHE JOINS FORCES WITH AUDI

Oliver Blume, and Rupert Stadler, the Board of Management Chairmen of Porsche AG and Audi AG, have announced that Porsche and Audi will cooperate even more closely on the future of mobility. Electrification, digitization and autonomous driving are said to be the main areas of focus for the two car manufacturers, they hope it will enhance the two firm's competitiveness in an increasingly crowded marketplace.

"Together, we will make faster progress in the race for the mobility of the future. We will utilize the expertise of both companies and take advantage of synergies," said Blume, Chairman of the Board of Management of Porsche AG.

"We will cooperate wherever it makes sense. But we will also be very careful to maintain the differentiation between our brands. A Porsche is always a Porsche, and that will remain so in the future."

Porsche and Audi are positioning themselves for the next decade. "The best brains of both companies will together set the technical course for the future," stated Rupert Stadler, Chairman of the Board of Management of Audi AG. "We are united by many shared values, above all, by our pursuit of the best solutions and the best offerings for our customers."

Porsche collaborating with the Volkswagen Group is

nothing new, Audi, VW and Porsche have worked together successfully for many years, in particular in the SUV segment. In the coming months, joint teams will prepare to draw up a roadmap looking ahead as far as 2025.

The teams will focus on the joint development of vehicle styles, modules and components, which likely means we can expect future Porsche cars to share even more architecture with the offerings of the VW Group.



PORSCHE OPENS SYLT SITE



Porsche has opened its first branch on the North Sea island of Sylt...

As part of the expanding of its global dealership network, Porsche has opened a new showroom in Tinnum that offers a unique brand experience. 'Porsche on Sylt' provides visitors to, and residents of, the North Sea island with a showroom, a Porsche Drive rental offering, products from Porsche Design and the Porsche Driver's Selection, a small workshop and exhibition space. The first of its kind, the site hopes to portray the brand on a more personal level, further locations are set to follow this year which will be located in Beirut and Guangzhou.

The new site uses the latest

technology to deliver a unique brand experience, its focus is not on selling cars, but on offering interested customers the chance to experience what Porsche is all about in a first hand and relaxed environment. Should any of the visitors wish to buy a Porsche, one of 86 German Porsche Centres near the visitor's address will then takeover the order, sale, and delivery of the vehicle. The architecture of the building is intended to be evocative of Sylt's beaches, and the openness of the island. Porsche rolled out Patrick Dempsey and Mark Webber to officially open the site.



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The screenshot shows the Elephant Racing website's 'Suspension Builder' tool. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-header for 'Advanced Suspension Systems For Porsche Cars Design & Development' with a globe icon and 'Fast Shipping Worldwide'. A search bar and a 'Sales & Support +1.408.297.2789' link are also present. The main navigation bar includes model year dropdowns (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356) and a 'Merchandise' dropdown. The 'Suspension Builder' section is titled 'ONLINE TOOLS' with links for 'Suspension Navigator' and 'Suspension Builder'. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Review & Approve. Below the steps are two grids of suspension components labeled 'Front' and 'Rear'. A 'PACKAGE CHARACTERISTICS' table is visible in the bottom right of the screenshot, showing 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63. An 'Add To Cart' button is located at the bottom of the review section.



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PORSCHE ON THE PODIUM

Changeable conditions and an aerodynamic disadvantage proved challenging for Porsche at Silverstone...

WORLD ENDURANCE CHAMPIONSHIP

ROUND 1: 6 HOURS OF SILVERSTONE



'Stronger than expected' was the official line from Porsche about the performance of its 919 Hybrid prototypes at the opening round of the WEC at Silverstone, that was following the Porsche pairing finishing second and third. It tells you something about the perceived challenge 2017 will present to the team, not least thanks to what it describes as a 'significant aerodynamic disadvantage' over its rivals. More than 50,000 fans at Silverstone watched an impressive performance from Toyota over the course of the meeting, with Porsche very much trailing in its wake.

The No1 car of Neel Jani, André Lotterer and Briton Nick Tandy

qualified third, one place ahead of the No2 Porsche of Earl Bamber, Timo Bernhard, and Brendon Hartley. With Jani taking the first stint he slipped back behind the sister car in the first part of the opening lap, pitting after 28 laps for fuel only and continuing in P4. Hartley, having moved up from fourth to third followed into the pits just one lap later, emerging back into third spot. At the second round of stops for fuel and tyres on lap 57, Tandy took over the No1 car, moving it up to third spot on lap 64 ahead of the No7 Toyota after it appeared to have an issue. Bernhard, now driving the No2 car moved up to second for the very same reason.

At the third round of stops Tandy pitted for fuel only, mounting a challenge on the No8 Toyota thereafter. Just a few laps later rain forced the Briton back into the pits for intermediate tyres though, when Lotterer took over on lap 98 he opted to return to slicks. The car now sat in third spot behind No2 sister Porsche, it had mirrored the No1 car's tyre choices through the changeable conditions. On lap 117, the No7 Toyota crashed bringing out the safety car, during that caution period both Lotterer and Bamber refuelled. Tandy took over the No1 car again on lap 141, on lap 149 Hartley took over the sister car to chase the leading Toyota. When

Hartley pitted for his final stop after 178 laps, he lead the race by almost one minute, but during a thrilling battle for the lead, the Kiwi driver lost the race lead to Sebastien Buemi in the Toyota on lap 190 of 197. The Toyota benefitting from fresher tyres and better aerodynamics due to its high downforce configuration. Tandy followed Hartley home in third spot.

Vice President of LMP1, Fritz Enginger, said: "This was a thriller for us as well as for the spectators. Due to our consequent decision for the low-downforce aero package, as expected we couldn't be a threat in qualifying. Therefore, we are even happier about today's second and third place with such a marginal gap



to the winners. Our low downforce aerodynamic package now has its most difficult race behind it."

After his first race as a regular 919 Hybrid driver, Briton Nick Tandy said: "I felt comfortable with the car and all went well in my opening stint. It rained just after we had stopped for fuel. We had to do an extra stop for tyres which was a shame and that dropped us down. We rolled the dice on strategy with our car in my final stint by taking tyres and although the pace was good, I couldn't pull back the time. That said, I'm really optimistic for the future after such a good run with both cars in this set-up."

Round two of the WEC takes place at Spa on 6th May.

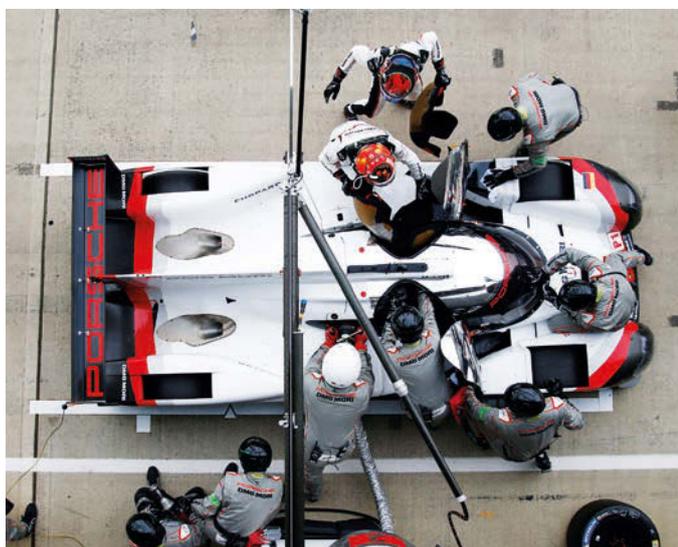
RSR CLAIMS GTE-PRO PODIUM

The new mid-engined 911 RSR started its maiden season in the WEC with a podium result in the GTE-Pro class. Richard Lietz and Frédéric Makowiecki qualified their No91 machine in third, and made a good start to the race. After 26 laps the No91 911 was challenging for the lead, with the No92 sister car of Kévin Estre and Michael Christensen keeping it company. However, at just over the halfway mark, the No92 Porsche had park up with a technical problem.

Makowiecki continued to make good progress though, when he took over driving duties from Lietz he promptly turned in the fastest lap of the race. With one hour and twelve minutes to go, he pulled into the pits as the leader. After a driver swap Makowiecki returned to the race in fourth, and with a breathtaking final push in the closing laps he managed to snatch third spot.

Race result: GTE-Pro class

1. Priaux/Tincknell/Derani	Ford GT	171 laps
2. Calado/Pier Guidi	Ferrari 488 GTE	171 laps
3. Lietz/Makowiecki	Porsche 911 RSR	171 laps



Race result (LMP1):

1. Davidson/ Nakajima/ Buemi	Toyota TS050 Hybrid	197 laps
2. Bernhard/ Hartley/ Bamber	Porsche 919 Hybrid	197 laps
3. Lotterer/ Jani/ Tandy	Porsche 919 Hybrid	197 laps

Drivers' World Championship (LMP1):

1. Davidson/ Nakajima/ Buemi	Toyota TS050 Hybrid	25 points
2. Bernhard/ Hartley/ Bamber	Porsche 919 Hybrid	18 points
3. Lotterer/ Jani/ Tandy	Porsche 919 Hybrid	15 points

Constructors' World Championship (LMP1):

1. Porsche	33 points
2. Toyota	26.5 points

RSR CLINCHES THIRD

At the Grand Prix of Long Beach the new mid-engined 911 RSR claimed its second podium out of three 2017 IMSA SportsCar Championship races.

IMSA SPORTSCAR CHAMPIONSHIP

ROUND 3: LONG BEACH



Starting on the second row of the grid, the RSR of Laurens Vanthoor and Kévin Estre capitalised on a first lap incident between the two cars ahead on lap one at Long Beach, moving into the lead of the race. In the hot seat Vanthoor ran a long first stint and subsequently held onto the top spot until the first round of pit stops. With the car handed over to Estre, it emerged from the pit lane in fifth position.

The second RSR, No.911, started from the back of the grid following a crash during second practice. During the first phase of the race Patrick Pilet had moved through the pack to eighth position come the first stops. Taking over from him, Dirk Werner gained another four places before a gaining drive-through penalty for making contact with another car, this halted his progress.



Race result:

GTLM Class:

1. Gavin/ Milner	Chevrolet Corvette	63 laps
2. Westbrook/ Briscoe	Ford GT	63 laps
3. Estre/ Vanthoor	911 RSR	63 laps

6. Pilet/ Werner	911 RSR	62 laps
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Points Standings

GTLM – Drivers

1. Müller/ Hand	Ford GT	91 points
2. Garcia/ Magnussen	Chevrolet Corvette	89 points
3. Westbrook/ Briscoe	Ford GT	82 points

4. Pilet/Werner	911 RSR	82 points
7. Estre/Vanthoor	911 RSR	78 points

Manufacturers

1. Ford	99 points
2. Chevrolet	98 points
3. Porsche	88 points

Teams

1. Ford Chip Ganassi Racing #66	91 points
2. Corvette Racing #3	89 points
3. Ford Chip Ganassi Racing #67	82 points

4. Porsche GT Team #911	82 points
7. Porsche GT Team #912	78 points

The final laps of a race that saw the safety car deployed five times in total, Estre advanced to fourth place, making it up to third just before the finish line in a last corner melee that cost the leading car victory, it did however secure Porsche's second IMSA series podium of 2017. The Pilet/Werner car came home in sixth place. Patrick Pilet said, "That was a dramatic race with a lot of incidents. There were a lot of collisions and drive-through penalties. And then the front-runner loses the race in the final lap because several cars didn't make it around the bend. That's pretty crazy."

Kévin Estre in the No912 RSR,

said: "It was a difficult race. We actually did everything right with our strategy. We were leading, but then lost places due to the many safety car phases. In my first lap I was hit quite hard in the rear. After that I had hardly any downforce, but I kept fighting and was rewarded in the bizarre final lap."

In the GTD class, Jörg Bergmeister racing for Park Place Motorsports finished in fourth place in class as the best of the Porsche customer teams. Wolf Henzler took the flag in fifth for the TRG squad. Round four of the IMSA SportsCar Championship takes place on 6th May at the Circuit of the Americas in Austin, Texas.





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£46,995



911 Carrera 2 S (997 GEN II)

Basalt Black • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • Sport Chrono Pack with Sport Plus • 64,492 miles • 2009 (59)

£39,995



Boxster (981)

Rhodium Silver • Black Leather Sport Seats • PDK Gearbox • 19" Boxster S III Wheels • Sport Design Steering Wheel 16,514 miles • 2014 (63)

£33,995



Boxster S (987 GEN II)

GT Silver • Carrera Red Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels 45,091 miles • 2010 (10)

£27,995



Cayman S (987 GEN II)

Basalt Black • Black Half Leather Seats PDK Gearbox • 18" Cayman 'S' II Wheels • Pioneer Touchscreen Satellite Navigation • 36,525 miles • 2011 (61)

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CAMMISH WINS SEASON OPENER

Reigning double Carrera Cup GB champion, Dan Cammish, got his 2017 title defence off to a flying start – but he was given a run for his money...

CARRERA CUP GB ROUNDS 1 & 2: BRANDS HATCH

A gap of just 0.086s, or just 3.6 metres, covered the top four cars in qualifying with Cammish on pole, which set the scene for the opening race of the season. Cammish and his Redline Racing team mate Charlie Eastwood got away cleanly from the rolling start, chased by the JTR duo of Lewis Plato and Dino Zamparelli from the second row. Eastwood's attack on Cammish was thwarted by a necessary defence from a racy Plato, Tom Oliphant chased Plato for third. Having pulled a pass on Oliphant and showing good pace, Zamparelli slipped back to fifth after a trip through the gravel. In their first Pro category start Euan and Dan McKay both showed good pace, they

finished in sixth (Euan) and seventh (Dan) positions.

Ross Wylie ended up sideways and being collected by an unsighted, (and Pro-Am2 leading) Peter Kyle-Henney. The resulting contact put both drivers, and Jamie Orton, out of the race and brought out the safety car. In eighth overall, and winning Pro-Am1, was Greg Caton who came through the mid-field chaos to take his first category win. The returning Alex Martin made an early pass on teammate Justin Sherwood, the two taking second and third in category respectively. Iain Dockerill took his first Pro-Am2 category win, with Shamus Jennings shadowing him to the line. Peter Parsons snatched the

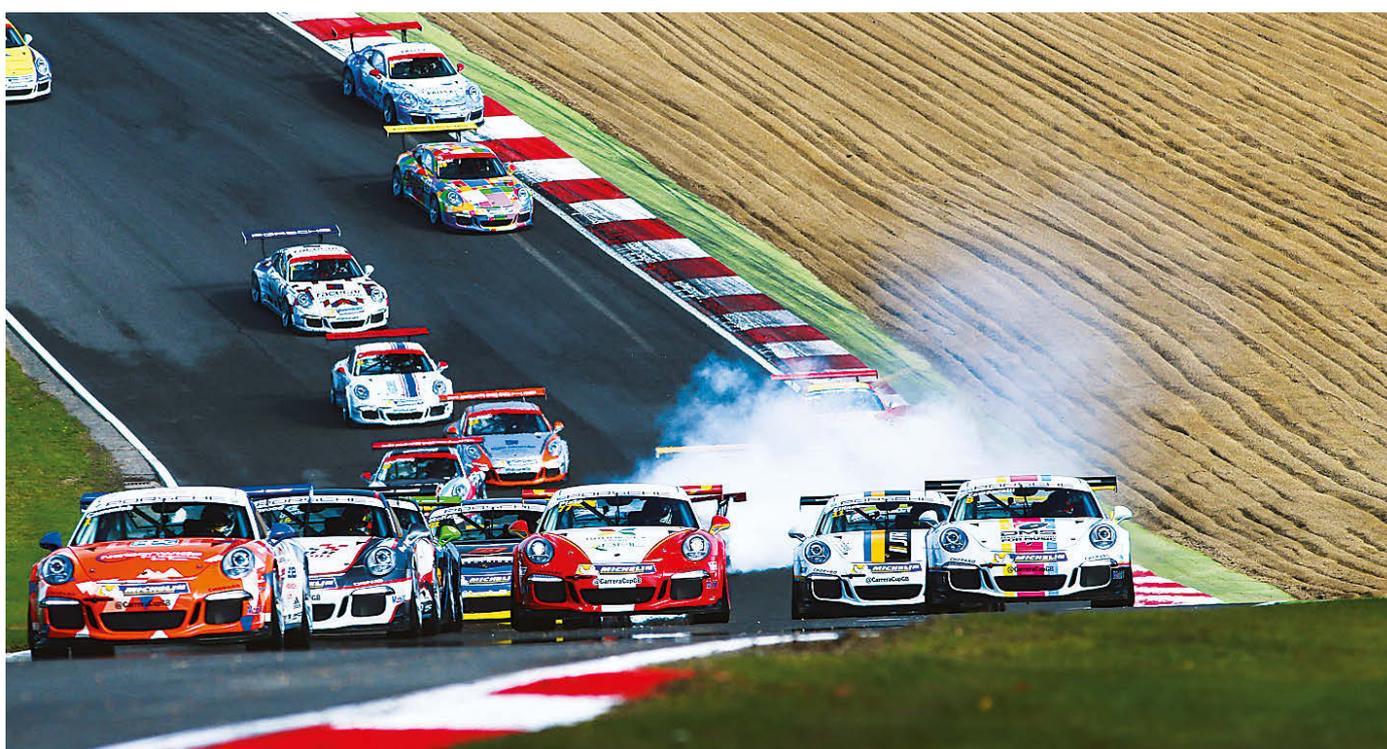


final podium place.

For race two Cammish and Eastwood once again lined up on the front row, with Plato and Zamparelli behind. A puncture put Plato into a spin at the exit of Paddock Hill, Zamparelli, now third put on a charge, setting concurrent fastest laps, Oliphant slipped to fifth. Despite his best efforts, Zamparelli was hampered by traffic and had to settle for third spot. Former GP2 driver and Carrera Cup GB rookie, Tio Ellinas, put on a strong debut performance, he finished fifth after a battle with Oliphant, underlining his potential. Euan McKay finished in sixth, brother Dan in seventh. In Pro-Am1 Alex Martin came through

to take his maiden win in the category, with Caton second and Justin Sherwood in third. In Pro-Am2, Jennings was followed home by Peter Parsons with Rupert Martin scoring his first podium visit.

Cammish headed to Donington Park with the early advantage, but a parallel Porsche Mobil 1 Supercup campaign means the reigning champion needs to build up a points cushion due to clashing weekends in July. Hot on his heels are 2016 / 2017 Scholar and 2016 Rookie champion Charlie Eastwood, Dino Zamparelli and his JTR team mate Lewis Plato. The 2017 season may well prove to be the trickiest yet for Dan Cammish.





EASTWOOD WINS AT DONINGTON

CARRERA CUP GB

ROUNDS 3 & 4: DONINGTON

Porsche GB Scholar Charlie Eastwood swept into the lead of the 2017 championship in fine style at Donington...

Following a dramatic qualifying session race one at Donington promised much, and it delivered. Porsche GB 2016 / 2017 Scholar, Charlie Eastwood, produced a lights to flag victory, the second win of his career. Behind Eastwood though his Redline Racing teammate (and reigning champion), Dan Cammish, started from 10th on the grid and gave what he described as one of the best performances of his career to finish on the podium.

Eastwood fended off an early charge from Lewis Plato, who later slipped back into the clutches of third-placed Dino Zamparelli, the ensuing battle allowed Tom Oliphant to close up on Zamparelli and challenge before being shuffled back in the close-running pack. Meanwhile, Cammish had steadily worked his way forward after passing two cars on the opening lap. Ahead, Zamparelli made a move on Plato while Cammish made it up to fourth. Cammish wasted no time in dispatching Plato, but couldn't get close enough to a hard charging Zamparelli before the flag fell. Due to a technical infringement, both Zamparelli and Plato were excluded

from the final results, promoting Cammish to second and a delighted Tom Wigley to his first Porsche podium in just his third race.

In his first appearance of 2017, Peter Jennings came through a race-long contest with Alex Martin to take his first Pro-Am1 category victory. In Pro-Am2, Peter Kyle-Henney managed to shrug off his misfortune at Brands Hatch to convert his practice and qualifying pace into a strong category win.

In race two Eastwood converted his third championship pole position into an unchallenged drive to the flag for maximum points across the weekend. Behind him Plato and teammate Zamparelli battled with Oliphant, who subsequently passed Zamparelli. The pack fell into order, with Tio Ellinas hounding Zamparelli for fourth, and Oliphant looking racy behind Plato for second. Oliphant took second with a move on lap two, Plato took the place back just one corner later, but a mistake for Plato at Coppice allowed Oliphant to reverse the positions once more and settle into second spot. Third placed Plato led Zamparelli and Ellinas as they battled for fourth. This allowed

Euan McKay and Wrigley to close up, and brought a flying Cammish into play. Cammish had once more been relentlessly working his way through the field and by the fourth lap had already moved from 20th to 10th. Zamparelli once more halted his progress though, he finished third

with Cammish an impressive fourth, Ellinas took fifth.

In Pro-Am1, Alex Martin finished ahead of round three winner Jennings to take his second class win of the season, with Justin Sherwood in third. In Pro-Am2 category Kyle-Henney clinched the class win.



Points Standings After Rounds 3 & 4:

Pro Category:

1. Charlie Eastwood	Redline Racing	76
2. Dan Cammish	Redline Racing	72
3. Tom Oliphant	Redline Racing	47

Pro-Am1 Category:

1. Alex Martin	Team Parker Racing	38
2. Justin Sherwood	Team Parker Racing	32
3. Graeme Mundy	Team Parker Racing	21

Pro-Am2 Category:

1. David Fairbrother	Slidesports	19
2. Rupert Martin	Team Parker Racing	28
3. Thomas Jennings	G-Cat Racing	28

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The Riot Club

Based on a G50 3.2 Carrera, the Clubsport 3.6 is the latest offering from PS Works, one of the world's most established purveyors of reworked 911s...

Story: Simon Jackson
Photography: Gus Gregory

You'd be forgiven for assuming that the idea of a backdated 911 is a new one. The concept has gained massive mainstream momentum in recent years with a large number of Porsche enthusiasts warming to its charms. As a result a wave of firms, some old, some new, now offer high quality conversions making contemporary 911s appear older than their years. But Essex-based specialist, Paul Stephens, has been at it for longer than most – much longer. So fine-tuned are its offerings today, through years of learning and experimentation, that the company boasts two distinct product lines providing different approaches to the prospect – PS AutoART, and PS Works. AutoART came first, launched more than a decade ago, it is aimed at those who care for originality and obsessive detail

at any cost. PS AutoART cars are, as the name suggests, more often than not fit for an automotive gallery, and that's all well and good, but that approach is not to everyone's taste. If that sounds like you, then Paul Stephens has something else for you, as the man himself explained to us:

"We launched AutoART in 2005, then we launched our first cheaper PS Works car in 2007," he said. "Works is aimed at the guy who finds AutoART a bit obsessive, he wants his car a little bit more hardcore, simpler perhaps. Our PS Works Mk1 Clubsport had plexiglass windows, a full rollcage, it was very light and raw – the concept was that you could take it to a track day, drive it around all day and then come home again."

That first Clubsport car took its inspiration largely from Porsche factory offerings of

the same name, but what it was missing in adhering to the traditional rules and regulations of an obsessive classic Porsche restoration, it more than made up for in sheer sex appeal. Since 2007 Paul Stephens has steadily evolved its Works cars, so that what you see before you here now, the latest PS Works offering, while connected by blood is in some ways a rather distant relative of that first car. In short it represents an overall improvement on that original recipe, as Paul highlighted as he talked us around the car:

"This car is a softer interpretation of that first PS Works project," he said. "It's more in-line with the Clubsport theme you might have seen on a 3.2 Carrera, or a 968 – so no rollcage, but it's lighter than a standard car."

Lewis Cracknall, Senior Technician at Paul Stephens, filled us in on how this car came



to be: "The idea was to take inspiration from 1970s motor racing, but to also borrow cues from current cars, and our favourite Porsche models throughout the years," we're told. "The front bumper is '70s RSR inspired, the headlights are a modern touch – as similar in look as we could get to a current 911, and infinitely better in functionality than the originals items."

The overall visual clean-up has affected each and every element of the Clubsport's exterior, and those additions or subtractions to its makeup have been carefully considered. There's a crisper look to the lighting all the way around; headlights, sidelights, even the indicators (the rear lights are all red, taking their inspiration from current 911s). With LED lights inside the modern headlamp cluster (those have been lifted from the AutoART

cars), air intakes inspired by the 964 RS now sit in their place and they're functional, one feeds the oil cooler, the other would send air to an air-conditioning system were it fitted, or perhaps another oil cooler. The small ducts cool the brakes – and talking of brakes, more on those later.

There's certainly an element with this car of cherry picking the best parts from a broad range of 911s from across the decades, but there are also some nice custom modern touches too. The Cup-style mirrors and roof gutter delete again tidy the lines of the car and modernise its overall feel, Paul is a firm fan of when Alois Ruf de-seamed his CTR in an attempt to reach 200mph with it. A nod to the 2.8 RSR, the front 'bib' spoiler, is a bit of a throwback while also somewhat modernising things. Lightweight bumpers with built-in

overrides remove the need for any chrome to appear on this car, it just wasn't required. The panels (bonnet, boot, and bumpers) are all manufactured from fibreglass, but PS Works has total control on their production so they boast a factory-esque fit and finish. Shot in Graphite Blue, a contemporary 911 colour, like the rest of the car's body, you simply wouldn't know these panels weren't crafted from metal.

"We wanted to use the '73 ducktail on the engine lid because it's such an iconic design, but we also wanted to modernise it as well," explained Lewis. "Current 911 models, such as the 911 R, have gone back to the split engine grilles, so we wanted to incorporate that. We've used a 993 C2 grille, which mirrors the 993 engine in this particular car." We'll get to that engine shortly. The torsion bar covers are remanufactured to fit in with car's lines.



Clubsports will be available with 3.2-, 3.4-, 3.6-, or if you're feeling wild, even a 3.8-litre engine...



The forged alloy wheels, Outlaw 001s, are a relatively new design – a modern twist on the timeless Fuchs rim. You may have seen them on a few 911s in the UK already, we think they work well on this car. They're from Fifteen52, a Southern Californian company with roots in the world of modified water-cooled Volkswagens, history with the Porsche brand, and licenced by Magnus Walker.

"We're now a Fifteen52 distributor, the wheels fitted the bill perfectly being a Fuchs- inspired wheel." Lewis said. "They're lightweight with a modern twist so they tie in with the whole ethos of the build."

The long wheel studs with open lug nuts add to the motorsport-inspired look of the wheel, and to the car as a package really. So too the interior, which benefits from a blend of motorsport meets road-going Porsche.

"We fitted simple lightweight seats – we specifically didn't want harnesses as this a road car, we've tailored everything to be

lightweight, fast and useable, but it is a road car at the end of the day," Lewis explained. "The whole idea of the car was to focus back on driving. Modern cars have lost that a little bit in our opinion; there are too many gadgets and things to distract you from what you've actually bought a Porsche for. We deleted all the switches around the instruments so all you've got is the instruments in your line of sight, then we put a double stitch around the binnacle to focus your attention on where you're going, and the dials – we feel that's what is important in driving these cars."

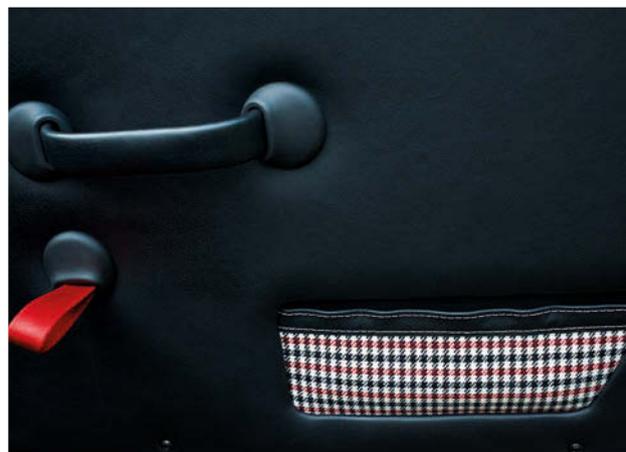
The houndstooth trim is a nod to the new wave 911 R, but a tasteful flash of colour has been introduced via red accents. It's simple but effective in here – note the door pockets just large enough to hold your phone and a pair of sunglasses, what more do you need these days after all?

"We didn't want it to feel like we'd just bolted parts on, every aspect has been

considered," Lewis explained, "We even bought a brand new Momo steering wheel and tore it to pieces, and recovered it in leather, then put the red ring on the top of it rather than the yellow it comes with. We re-coloured the Momo lettering to match too."

It is attention to detail like this that is an intrinsic part of Paul's personality, and by all accounts it's a method of working that is very infectious - the whole PS Works team now thinks along the same lines as a result. We hear the team meetings about even the smallest of details can last for hours on end. This car's G50 gearknob, for example, has been modified to look like an older 915 version. Ultimately everyone in the business is involved in the process of designing and building a car.

"We've been building these cars for more than 10 years now, they've always been very well received. Back then not many people were doing it, now there's a lot of people doing



it, so we're trying to raise the bar with how considered everything is," Lewis said. "It's quite easy to get hold of an old 911, sling some bumpers on it, put some seats in it and call it a 'backdate' – but we like to think we care a lot more than that, and put thought and attention to detail into every aspect of a car."

Out back raising the engine lid on this car reveals more of the same attention to detail. The car you see here runs a 3.6-litre 993 Varioram motor, but PS Works Clubsports will be available with 3.2-, 3.4-, 3.6-, or if you're feeling wild, even a 3.8-litre engine. The block here has been detailed and tidied up, anything non-essential has been deleted, and yellow zinc parts have been used liberally to afford a period aesthetic.

"If you had a 911 in the Sixties it was all black under the engine cover, so we've gone back to that deliberately," Paul explained. "The difference between AutoART and Works here is that it allows us to put a more modern

finish underneath, it isn't original but it's very durable." It's pretty too.

A standard 993 Varioram engine like this should be producing around 285hp, the power unit in this car is without a catalytic converter, it boasts a sports air filter and a free-flowing exhaust with an RSR-style exit. The team is conservative with its power estimate of 290hp, I get the sense deliberately so for, like the Porsche factory, it is far better for people to be pleasantly surprised by the available power rather than disappointed. This particular car, a demonstrator in many respects, has some options on it including a Quaife limited slip differential, plus an RS flywheel and clutch. But there is a larger factor here influencing the way this car drives and why its power output is not as important as you might first think – it is extremely lightweight. Tipping the scales at just 1070kgs (200kgs lighter than a 993 RS), for a road car still benefitting from a comfortable specification inside that's light.

It would be lighter still with a 3.2-litre engine out back.

"The whole concept is less is more – less weight," Paul said. "It goes back to my days with Caterhams, the lighter you can make something means you need less power, less brakes – less everything."

This car currently runs its original 3.2 Carrera two-pot brakes, but Paul is still experimenting with the options. A four-pot conversion will be offered for more powerful Clubsports. Those brakes fitted as standard though are perfectly adequate for remember – the car has shed so much of its factory bulk. Time we put that theory to the test.

With Paul's words, "give it some beans," or phrasing to that effect ringing fresh in my ears we fire the Clubsport 3.6 up and navigate our way out onto the road. Beautiful, snaking roads surround the specialist's headquarters, just outside of Halstead, we're only 12-miles from Colchester but the open scenery, twists

"The whole idea of the car was to focus back on driving. Modern cars have lost that a little bit"



and turns are ideally suited to testing a car of this nature. It is more about the thrill of the drive than the pace deployed during it, but I'd wager this car is packing a tad more than 300hp. An immense soundtrack is a great starting point in falling for this car's charms, so too the fashion in which it squats down and gets going – most certainly a result of both that sticky Advan rubber on each corner, and the limited slip diff working its magic. That plentiful level of grip stays with you as your pace builds and any corners approach at greater and greater angles.

The Clubsport 3.6 sits on KW Variant 3 adjustable suspension, it can be rearranged however you please, but in this current setup it is both nicely pliant and reassuring on bump and rebound. The sense of this car coming alive as you build speed, like all old 911s, remains in evidence, and yet it is markedly easier to drive than you might imagine. Nail the throttle and that Varioram motor sings

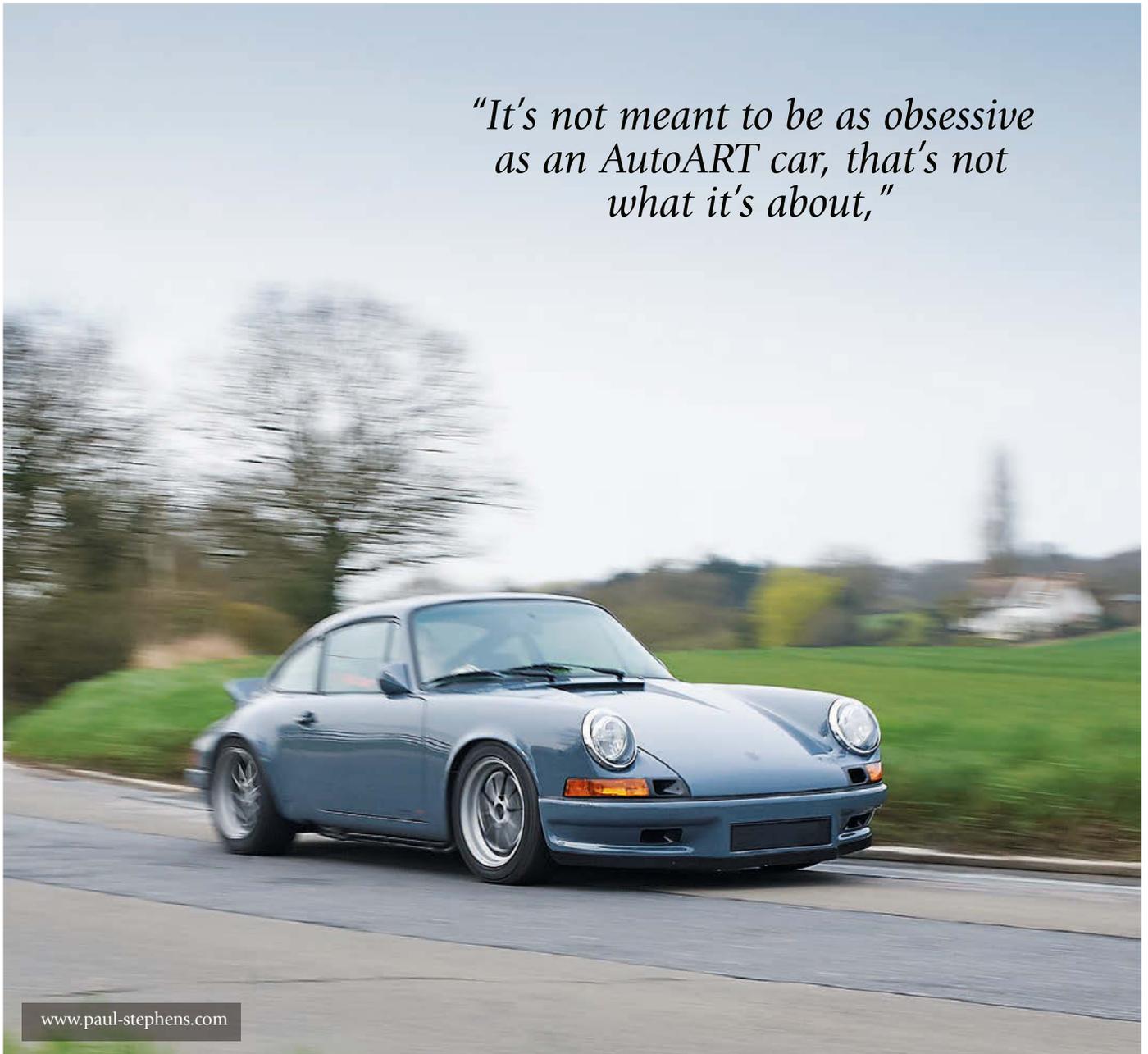
its heart out before you stand on the brakes to scrub off some speed ahead of the next switchback of bends. The nose dives, the brakes grab, and then it's back on the power to balance the car through the turn. It truly does feel incredibly light this car, and its keen balance promotes an addictive relationship with the throttle pedal and slick gearchange. I can see what Paul is saying about the brakes, some may wish to upgrade them depending on how they plan to drive their Clubsport. While they won't fade, and they can be wholly replied upon, they don't have the harsh bite a larger four-pot might. All told though this car is ideal for getting from A to B quickly, very quickly, with a huge broad smile planted across your face for the entire journey – especially if your route between those two letters involves a twisting back route.

"It's not meant to be as obsessive as an AutoART car, that's not what it's about, we treat this more like a restoration – though it's

very thorough," Paul said. "Nothing's meant to be overstated – if anything it's understated. It's not meant to be a replica of any one car – and it's not too shouty in the engine department."

Think of this car as a (very) finessed 3.2 Carrera and it starts to position itself nicely in your mind, and in the ultimate 911 hierarchy. It may mix 911 styles, but each element of this car has been blended together for good reason. You get the sense from driving it that, just as PS Works has considered every aspect of its aesthetics, so too has the team deliberated over how best to make it perform on the road, and even the track. I'd say you can feel the experience of the PS Works crew, and the experience of the larger Paul Stephens parent company, coursing through this car as you drive it. The result is a 911 that is enormous fun to drive, but also one that boasts enough touches of modernity to make it entirely usable too. This is a Clubsport 911 in the truest possible sense ○

*"It's not meant to be as obsessive
as an AutoART car, that's not
what it's about,"*



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Carrera Cup GB

Key Moments

This year the Carrera Cup GB enjoys its 15th season, and it's more competitive than ever...

2003

Champion: Barry Horne.
Barry also competed in Porsche Supercup through 2003-4 (as seen here)



2008

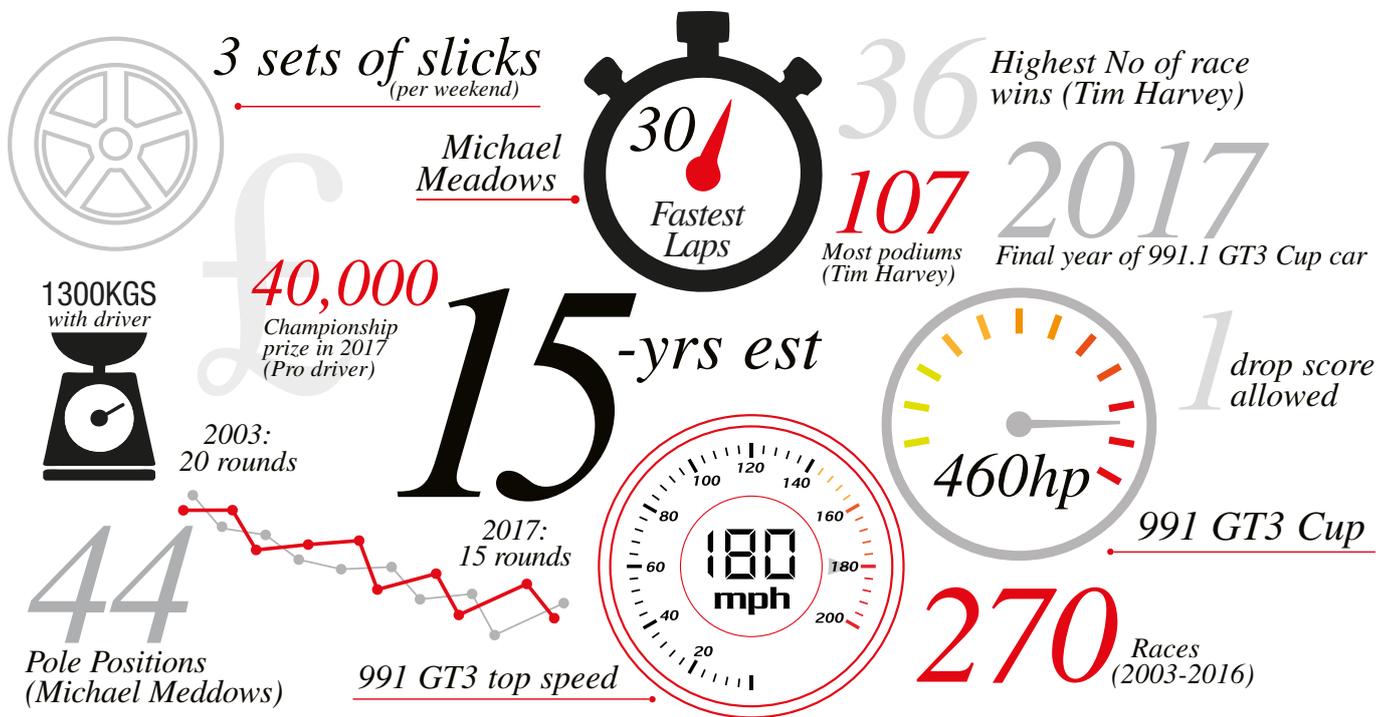
Champion: Tim Harvey.
Tim would go to take 36 wins – the highest number to date for any driver



2012

Champion: Michael Meadows.
Meadows still holds the record for most pole positions at 44





Champion: Josh Webster. The Porsche scholar would later move into Porsche Supercup



Final season of 991.1 GT3 Cup car. 22 cars: 11 in the Pro category, which is more competitive than ever

2014

2016

2017

Champion: Dan Cammish. Double Carrera Cup GB champion Cammish has dominated the series in recent years





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porsche moments

by Richard Tuthill



Frontman of Tuthill Porsche, Richard has been involved with building and driving Porsches for decades...

New columnist Richard Tuthill recalls how he was drawn into the intoxicating world of Porsches...

Welcome to my first regular column. Over the coming months I shall endeavour to share some thoughts, experiences and insights into what I am doing and how Tuthill Porsche, as a company, got to where it is now. I suppose the best place to start is at the beginning!

Living 200 metres from my dad's (Francis Tuthill) original garage, and therefore being exposed to all things mechanical from my earliest days, made it almost impossible not to end up fully submerged in rear-engined German cars. The reason I say 'almost impossible' is that my elder brother has, in fact, disproved that. I put it down to overexposure, if there is such a thing. Being the elder of two sons, he often spent his weekends (from the age of four) in the front of the service van going as far as the most Northern points of

Scotland with the lads, whilst dad, without a care in the world, was charging around in his infamous and all-conquering VW Beetle.

So I guess I was the lucky one, from a very early age I was hooked. I was driving a VW Beetle by the age of eight, I managed to roll it over in a nearby field shortly before my ninth birthday. I had to get up to speed firstly with how to drive fast and safe. But more importantly, I needed to learn how to keep a car going, regardless of the abuse it was being subjected to.

Whilst my early school years were, largely speaking, not very productive (despite being a lot of fun!), after a few interesting jobs between the ages of 16 and 19, I eventually went to Oxford Brookes University where I studied Engineering Management. Against my previous form, I graduated with a first-class honours degree with

distinction, and an engineering prize! Both during and following university, my rally driving career was on the up, with my first Junior title coming in 1996, behind the wheel of a 1300cc Vauxhall Nova. I then spent a season driving a self-built 1965 2.0-litre 911 against the likes of Björn Waldegård and Jimmy McRae, before graduating into 4WD machinery. This included Subaru, Mitsubishi and Hyundais: the latter two cars in the US rally championship, where I notched up a couple of international wins.

My first proper involvement in the Tuthill Porsche family business came when I agreed to help Stuart Rolt, a family friend and client, tackle the 2003 East African Safari Classic Rally. The deal was that I would teach him to drive one of our cars then co-drive for him on the event. This would be my third visit to Kenya for the Safari Rally. The first,

as shown in the photo, was when dad drove a Saab, which he had built specifically for the event. I still remember it vividly. The second was at the wheel of a Subaru Impreza, which ended in a coming together with an eland antelope! Finishing third overall with Stuart in 2003, following an impeccable drive, was an amazing result of which we were very proud. It also reignited a passion to rally in Kenya: something that has become a big part of where the business is now.

What all of these experiences gave me is arguably the best possible background on which to develop a business making the best road, rally and racing cars possible with one common ingredient: the 911. I am not shy about how I now feel about this extraordinary car. It's not uncommon for me to drive a 1965 911 before 10AM and, by 5PM that same day, to have

I needed to learn how to keep a car going, regardless of the abuse it was being subjected to...

been in a current model with a PDK gearbox. I am extremely lucky to walk into a workshop with fifty or more of these great cars spread around our fabrication, paint, engine, build and service departments. Ably assisted by an amazing team, we deliver something special for those kind enough to ask us to work on their cars. But I also remember where it all started ○



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



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In his first monthly column, Philip Raby tinkers with 996 Turbos, and talks to strangers in a car park...

It's been a month of 996 Turbos, which has to be a good thing. I love this first-generation of watercooled 911 Turbo – it offers stupendous performance in an all-round usable package for sensible money – we've just had three in the workshop at the same time.

First of all, we bought a black coupé into stock and, when it went in for an inspection, we found that one of the turbochargers was leaking a bit of oil. Now, most people wouldn't have worried about this, but we do like things to be right, so off came both turbochargers to be sent for reconditioning (well, there was no point in just doing one). And, of course, while they were off, there was a host of other jobs that we did 'while we were in there', including replacing the exhaust heat shields, fitting new coil packs, replacing the air-conditioning condensers (they invariably rot and leak), undertaking a major service and goodness knows what else. Before we knew it, the bill came to a hefty £7500, but at least we know that the car is now well sorted. People sometimes forget that these are supercars, in terms of performance, and need looking after accordingly. That supposed bargain you find on eBay will inevitably need money spending on it and the costs soon creep up. You really can't skimp on a car that's capable of 185mph.

The next Turbo was a manual Cabriolet, also black, which we had sold a while ago and it had come back with a warranty issue. The transmission had started to jump out of second gear if you suddenly lifted off the throttle. It's not an

uncommon problem with these cars and, if you go online, you'll read stories about fitting a modified 'detent' to help hold the gears. We weren't convinced that this was the answer, but we thought we'd give it a go first of all, anyway. It didn't help, so out came the gearbox for a rebuild. As with many things in life, there are no magic cures with Porsches, even though it's nice to think there could be.

The third 996 Turbo to come through the doors was in for a

I almost wept when I saw that we'd sold it for just £25,000...

service. It was a lovely silver example that we'd sold three years ago. I checked our records and almost wept when I saw that we'd sold it for just £25,000. That's what the cars were worth back then; in fact, Turbos dropped below £20,000 for a tired example, and it was hard to spend over £30,000 for a really nice one. Today, that same Porsche would be worth in excess of £45,000. Who could have predicted that these Porsches would go up in value so much? I wish I had done so! They really have become modern classics, and with good reason too.

Speaking of modern classic Porsches, I was walking across a supermarket car park recently when I couldn't fail to overhear a gentleman telling his friend that he'd been toying with buying a 944, but was erring towards a 968. Well, I couldn't

resist introducing myself, mentioning that we were based just a couple of miles away, and just happened to have a brace of 968 Sports in stock!

The next day, he rang up and made an appointment to visit that morning. A thoroughly pleasant man (as most of our customers are), it turned out he used to race a classic 911 and was tempted back into the fold. He drove both cars (very well, I might add) and was obviously impressed by the 968 Sport's predictable handling and superb build quality. He went away to ponder what to do and, as yet, he's not made a decision. I don't mind whether he buys or not, though, as it's always good to make people welcome and, even if he doesn't buy a Porsche from us, he may well pass on our details to someone else. It's amazing what business you can do in a supermarket car park! ○



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

Dino Zamparelli looks back on a challenging start to his 2017 season racing in the Carrera Cup GB...

Finishing fifth and third in rounds one and two respectively of the Porsche Carrera Cup Championship of Great Britain at Brands Hatch meant I was keen to make progress at Donington Park – host for rounds three and four of the series. Donington is one of my favourite circuits – I've got some great memories there including coming from 15th place to take victory in my 2008 Ginetta Junior Championship winning year. But back to Porsches. I knew the importance of starting to pick up bigger points and some wins, so no mistakes could be afforded.

Looking back, the weekend was weird from start to finish. We had Free Practice on Thursday, as oppose to the traditional Friday. Thursday was strange as my mechanic didn't turn up for work – he's not been in contact since and no one has heard from him, though he's been active on social media. As a result I wasn't able to change much of the set-up on my Cup Car over the two practice sessions.

I spent all day Friday watching TV; Formula 1, Countdown and Bargain Hunt. It was actually quite an enjoyable day – I cracked open my laptop and did some work in the morning before watching the F1 practice, and then honing on my word and maths skills with Countdown. Bargain Hunt was quite useful for preparing my negotiating skills for another mechanic...

Saturday came and I qualified third for both races, it wasn't a perfect day as I felt confident for pole, but we're not still in the sweet spot with the car. It's amazing how the small things can make a

difference – despite being only a tenth or so off pole, I couldn't take it with the balance I had. We'll get there, and we've got work to do, but I could race hard from third.

Race one was a lot of fun. I was tucked in behind my teammate, Lewis Plato, or 'Luigi' Plato – I enjoy 'Italianising' him. He seemed to be struggling on his tyres so I went for a move around the outside of turn one and made it stick for second spot. I chased down the leader and claimed the fastest lap in the process, ending up around a second behind the winner – I just ran out of laps. The car felt strong in the race and I was happy with our direction of progress. Unfortunately, that evening things turned sour.

The car felt strong and I was happy with our direction of progress. Unfortunately, that evening things turned sour...

Myself and Luigi's cars were disqualified for failing a post-race scrutineering check. The team had the wrong camber set-up and were subsequently thrown out of the race results. Here's the thing: I've done 160 races in 10 years and not once has my car failed a post-race scrutineering check. We've all seen it can happen, but this little human error, despite not being one to gain a performance advantage, has cost us deeply. I lost second place and my fastest lap, and I carry a disqualification and a big fat zero

next to my name for the rest of the season. All that hard work, the months of preparation and finding sponsorship, came flooding back.

I had to pick myself back up, as did my teammate. We both went into the race on Sunday with a gung-ho attitude. I started third and finished there after a titanic battle with Dan Cammish. I managed to hold him off (just), but for about 10 minutes I was praying for the chequered flag. We over compensated for having the wrong set-up on Saturday, so the car's balance was all wrong making it hard work on Sunday.

Naturally I was gutted as I expected so much more from the weekend. On the face of it finishing

second and third and still working with the team to improve the feel and balance of the car isn't bad. But with the disqualification, things have changed. The goal posts have moved. We'll go away and come back fighting – all we can do is make each weekend count.

There was big crash during one of the Formula 4 support races at Donington, you might have seen it, we're all praying Billy Monger is okay, it serves as a reminder of the dangers of motorsport – things can happen at any time. It also helps put my weekend into perspective...

The next race is a few weeks away, my time will be spent making progress with the car and the team, we're almost there with it. We've got to draw a line under the weekend and go again. If Countdown had a seven letter conundrum for us to solve, the word would be 'persevere'. Did I say seven letters? I meant nine – I was always rubbish at the maths bit on Countdown ○



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



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

'Backdated', 'reimagined', or 'restomod' – Simon wonders if it ultimately matters how we categorise this breed of reworked 911...

Apart from getting to drive the cars themselves, one of the things I've found most interesting about putting this 'backdate' themed issue together has been the different terms people use to characterise them. The most common way of describing a 911 reworked to appear older than its years is 'backdate', but I know some find that has rather negative connotations. It's true that the term gets bandied about no matter the era of car in question, or the style it emulates; race, road or other.

Arguably, and rightly or wrongly, the firm most associated with this kind of thing is Singer. It is strict in its use of the term 'reimagined'.

I guess it all boils down to personal preference, and the fashion in which the car in question has been altered, or the appearance a company may wish to portray. At the end of the day though, these are all 911s modified in such a way as to appear very different from how they left the factory, so they do share that common link.

As a rule of thumb you can operate on the assumption that a car like this, built to the standard of the three in this issue for example, will cost you around £100,000. Some may be a little less, some a touch more, but (depending on specification) on the whole it is presently tough to justify a car of this ilk costing a great deal more than

that. That's not to say some don't – Singer vehicles cost somewhere in the ballpark of £400,000 so I hear. With that level of expense asked of customers it is little wonder that a company might want to make its wares sound as appealing as possible, using language it feels appropriate. Personally I don't think the term 'backdate' sounds downmarket or negative, but some will undoubtedly disagree.

All of these cars however are 'modified', and that is a term with negative connotations. Blame the 1990s *Max Power* era for that if you will, but is what the people involved in that culture back then were doing so vastly different to what we're witnessing now with the Porsche backdate scene? Back then car modifiers were altering a vehicle to their own taste, in line with the fashions of the period, you might describe what's happening now with the current trend for backdating Porsches in the same terms. For both camps it's a case of

'personalising' a car – now that is a horrible term, isn't it?

Parking the debate about how we refer to these cars, these 911s all share another common theme – they have been designed primarily for the thrill of the drive. Each is an antidote to the modern automobile, even the contemporary Porsche in some cases, and that's interesting. Most of the owners of these backdated 911s agree on an overarching fact: contemporary Porsches are fantastic at what they do, but they miss that visceral feeling delivered in spades by the older cars. Especially classics that have been honed and finessed in the way that these backdates have. They are designed to accentuate the fireworks provided by driving a classic Porsche, commonly with the added spice of a more potent engine and capable a very reworked chassis. Build one, or simply drive one, and you won't care how people refer to it, for you'll be far too busy enjoying yourself... ○

These 911s all share a common theme – they have been designed for the thrill of the drive...

Judging by the legal paperwork I've seen it employ that probably has more to do with not getting sued by Porsche than anything else though! I noticed that PS Works, the arm of Porsche specialist Paul Stephens responsible for the G50-based 911 you'll find on page 20, are happy to use 'backdate'. Even though its creations often mix old with new. Ninemeister, the firm behind the SC on page 40 are also not afraid to use the term. RPM Technik, builders of the 964-based car on page 48, prefer the term 'restomod'.



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.

Boxster Manoeuvring...

Your magazine features fine articles, reviews and beautiful pictures. I am on my third Porsche having started with a 2002 986 Boxster, I moved swiftly to a 2008 987 and now to I own a 2013 981. The driving experience is the real joy for me but one of the frustrations is not being

able to see the engine. However, there is a bigger issue – magazines never mention the dreaded ‘clunking’ that occurs during manoeuvring, and not necessarily at full-lock.

It occurs going forward or backwards. All three of my cars did it to a lesser or greater extent. It's as

if the wheels are going over small logs. ‘Perfectly normal’ is what I am told by Porsche dealers but surely there must be something that can be recommended to minimise this issue? Please come clean when reviewing these cars.

Hugh, email

We're not entirely sure what you're referring to here Hugh, other than perhaps the sensation caused by the tread blocks on the tyres whilst manoeuvring? Aside from perhaps running slick tyres, illegal on the road, there isn't much you can do about that. GTP



GTP Columnists

I am saddened both journalists Colin Goodwin and Peter Morgan are leaving *GT Porsche*. I hope it is not ‘new broom’ syndrome. Their knowledgeable contributions balanced an old with a new Porsche outlook. As a Porsche devotee they increased the worth of the publication for me. The likes of the late Denis Jenkinson are few and far between though Andrew Frankel gets close.

Whilst I admire current Porsche engineering I am none too impressed by VW sponsored marketing clap trap. But that is the

modern world. Ferry Porsche would have loved the sales volumes and profit margins but hated much else.

Richard, email

Never fear Richard, although Colin and Peter will no longer be penning monthly columns for us they will both remain as contributors to *GT Porsche*, we expect regular in-depth features from both.

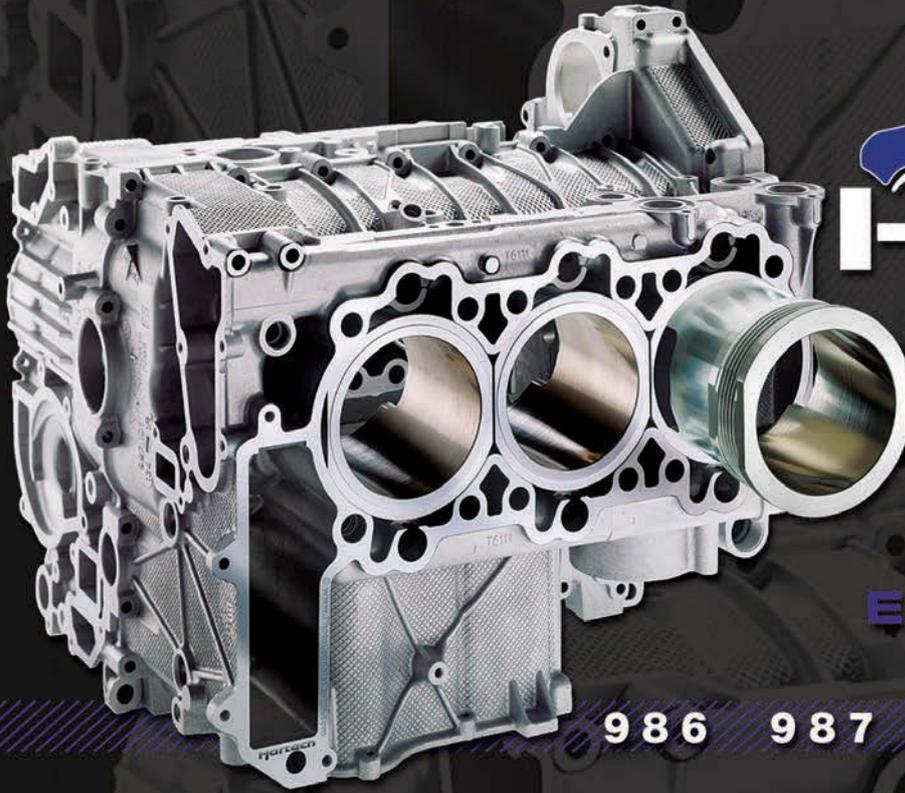
We hope our new columnists, Richard Tuthill (p31) and Philip Raby (p33) will prove as entertaining each month as Colin and Peter did for a great number of years. GTP

have your say

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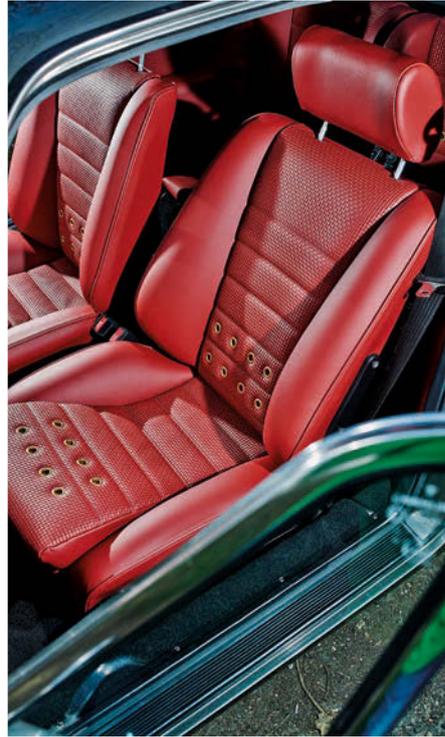
NORTHERN SOUL

Tired of the soulless driving experience offered by modern sports cars, Adam Stroud discovered the concept of the reimagined 911, then he tasked Ninemeister with building his dream Porsche.

Story: Simon Jackson Photography: Gus Gregory



"Adam knew what he wanted – a fast, dynamic, early 911 with no frills"



Contemporary sports cars, like the 991, are exceptionally good at what they do – there's no getting away from that fact. Efficient, fast, safe, reliable, these are all words we can use to describe most modern sports cars – Porsches included. And yet there often remains something missing from the driving experience they each deliver. It's a sensation really, a gut feeling of being connected with the car, a psychical sense, an emotional reaction in some way too. However you care to label it though, for Adam Stroud it was sorely missing from his life. A string of quick contemporary cars, most recently an Audi R8, had passed through Adam's possession but none could offer the visceral feel from behind the wheel that he lusted after. And so it was, tired of driving bland vehicles, that in 2015 he encountered a revelation at London's eXcel exhibition centre.

"I didn't even know this kind of thing was possible with cars until I went to the London Classic Car Show," Adam explained. "I saw the Paul Stephens stand, one of its PS Works cars

peaked my interest – I loved the principle."

A spark was ignited in Adam's mind, this was his answer, it was what he'd been looking for, and so he began comprehensively researching the subject matter. Soon Adam's mind was boggled by the sheer number of Porsche specialists available to him, many very good at what they do, each promising to turn his dream into a reality. Now armed with some knowledge he did the rounds, visiting a few specialists, before deciding that Warrington-based Ninemeister was the one for him. Ninemeister's CEO, Colin Belton, takes up the story:

"The most difficult part of any build is interpreting what the customer wants," Colin said. "Adam knew what he wanted – a fast, dynamic, early 911 with no frills. He was driving an R8 at the time, he said it did everything well but it was bland – I appreciated what he meant so we sat down together and came up with a specification for his 911".

Naturally a base car would be required, and for this Colin had just the thing – his own

1982 SC: "It was my first 911 – in fact the first Porsche I ever owned," Colin recalled. "It was 1988 and a mate had bought a 911 Turbo, I wanted a 3.2 Carrera but I couldn't afford one, so I got this very SC with 55,000 miles on it and the number plate '911 DHO' – it was £19,500! Those were the days..."

Colin kept the car for 13 years before selling it on to a friend who drove it for an equal amount of time, that friend's decision to sell it happily coincided with Adam becoming the latest Ninemeister customer. Colin knew the car inside-out, he knew it was solid and straight, it was the perfect donor vehicle for Adam's project.

"It was just what I wanted," Adam recalled. "I didn't want to go for a 964, I know you gain a lot in terms of driving dynamics, but I wasn't after that. I'm not interesting in power steering, I'd rather a car feel a bit lumpy and bumpy – that's the luxury of it not being an everyday driver – you can have that."

With the base car sourced, the rest of this 911's recipe began to come together. "Adam



wanted a significantly quick car that was easy to drive," said Colin. "The only option as far as I'm concerned for big naturally aspirated power in the 3.2 Carrera and SC is to drop in the 3.6-litre 993 engine. It works so well, it gives you drivability, torque, and flexibility. Best of all, the power is there at the top end to give it 911 Turbo performance, and being a high compression engine, it will return 30MPG too."

Ninemeister isn't typically in the business of keeping an engine stock, and so said 993 engine was fitted with 993 RS cams and subsequently remapped to produce in the region of 320hp – plenty of power for a car that would weigh under 1150kgs. With the decision on the engine made, Ninemeister set about building the rest of the car to strike a chassis balance with the kind of performance it would be capable of producing.

"Bilstein shock absorbers are industry standard for early 911s," Colin said. "They work, they've always worked, so we don't break the norm just for the sake of doing something different."

This particular car already boasted Bilstein suspension, so Ninemeister fitted fresh Race inserts up front, new Clubsport shocks on the rear, and added Turbo torsion bars to stiffen the car's back end. The SC was already wearing Turbo steering arms and good quality top mounts, so what Colin calls 'the usual chassis refresh' was all that was required – including the fitting of new spring plate bushes and the like. Although it's an SC, the car also already benefited from 3.2 Carrera brakes, a legacy of Colin owning it all those years back, and so a simple Boxster brake calliper conversion was performed on the front.

"Whilst the 3.2 brakes are not lacking, you really need a little bit more feel on the front end when the car is enhanced with turbo power, the 4-pot Boxster calliper gives you exactly that," Colin said. "For road use it's fine, for track use you might want to upgrade further to Turbo brakes, but on Adam's car we chose the smaller brake package as wanted the option to run 15- or 16-inch wheels."

Keen to source an original set of Fuchs

wheels, Adam settled on 16-inch Braid wheels in staggered sizes, partly influenced by Colin's own 3.2 Carrera which had been floating around the workshop during his first visit.

"I didn't want to go bigger than 16s as I think bigger wheels start to look wrong with the overall look of the car," Adam explained. "I don't mind a twist of hot rod, but there's a limit – I think these cars were designed to have a bit of sidewall."

Finding seven- or nine-inch genuine Fuchs for sensible money was another deciding factor here, you simply can't these days it seems. Making the choice yet easier was the fact that the Braid wheels you see now could be tailored to suit it precisely, employing the correct widths and offsets.

"They're half the price of a genuine Fuchs wheel," Colin said of the Braid items. "Yes you can tell the difference, but we've not tried to disguise what this car is..."

The SC shell was in fine form, requiring the fitting of just one fresh quarter panel, it had a new one prior to Colin's ownership



which he felt it wasn't quite perfectly aligned. A sunroof delete and new factory roof skin followed, while original all-steel early Porsche front wings, bonnet, and bumpers were fitted and extensively reworked in traditional Ninemeister fashion for the perfect fit.

"Adam was adamant that he wanted steel bumpers, he wanted the car to look like a proper classic S model," Colin said. "We've had experience of building cars with GRP bumpers, they never quite fit or look right, so we decided we'd use steel versions – original Porsche parts. Even then there are subtle issues, the new panels are made from old tooling so are never quite pressed perfectly. For instance we re-fabricated the ends of the bumpers so that they matched the profile of the wheel arch. It's subtle details like this, and the hours to achieve a perfect door shut line, which makes a car 'right' – at Ninemeister there are no excuses, everything has to fit perfectly."

The narrow body look was something Adam had already firmly cemented in his mind: "I didn't want to go with the Singer-look with flared arches," he said. "I think what works in America is probably not so good for the UK. I like the fact that this car is so narrow – you can slip through gaps, and it's not too shouty – it's more subtle and svelte."

That sentiment fits with Ninemeister's approach in not trying to make this car something it is not, as Colin elaborates: "We were never trying to pretend that this car was an RS – it's effectively a Carrera body S – a perfect early looking car," he said. "There's only one thing on the whole car that we compromised on – we retained the original

SC rear quarter panels rather than adopting the preferred 2.7 RS rear arches. That's because between our last conversion and this, the RS panel has risen from £1200 to £4500 each."

In essence there was no need to fit anything over the top to the exterior of this car, and Adam's choice of that stunning Dolomite Grey paint serves to accentuate the classic lines.

"I've always liked this colour combination, like on the old Gullwing Mercedes cars, I like the dark red, ox blood rather than a lighter shade," Adam said. "I saw the colour online, it was on an old 911 – but I was very pleased when I saw it in person, it is very rich and it works perfectly with the interior."

Knowing the car to be bodily sound, whilst it wasn't necessary to go crazy in the paint shop, Ninemeister still painted the exterior from bare metal, the underfloor and some of the interior around the dashboard in that beautiful hue. Talking of the interior, it too was chiefly led by Adam's desires, requiring Ninemeister to work in collaboration with a little known Italian firm called D'esper.

"Colin sourced the leather, he sent the hides out to Italy," Adam said. "D'esper are small but they make cracking seats. You'd think there would be somewhere here in the UK that could make something like this, if there is then I didn't find them..."

Colin admits that liaising with the Italians wasn't without its issues, mainly due to the fact that they spoke no English at all and his Italian is rather non-existent. But the effort was worth it because the quality of the seats, refinished with a kind of basket weave, is impressive. Along with four hides, Ninemeister sent

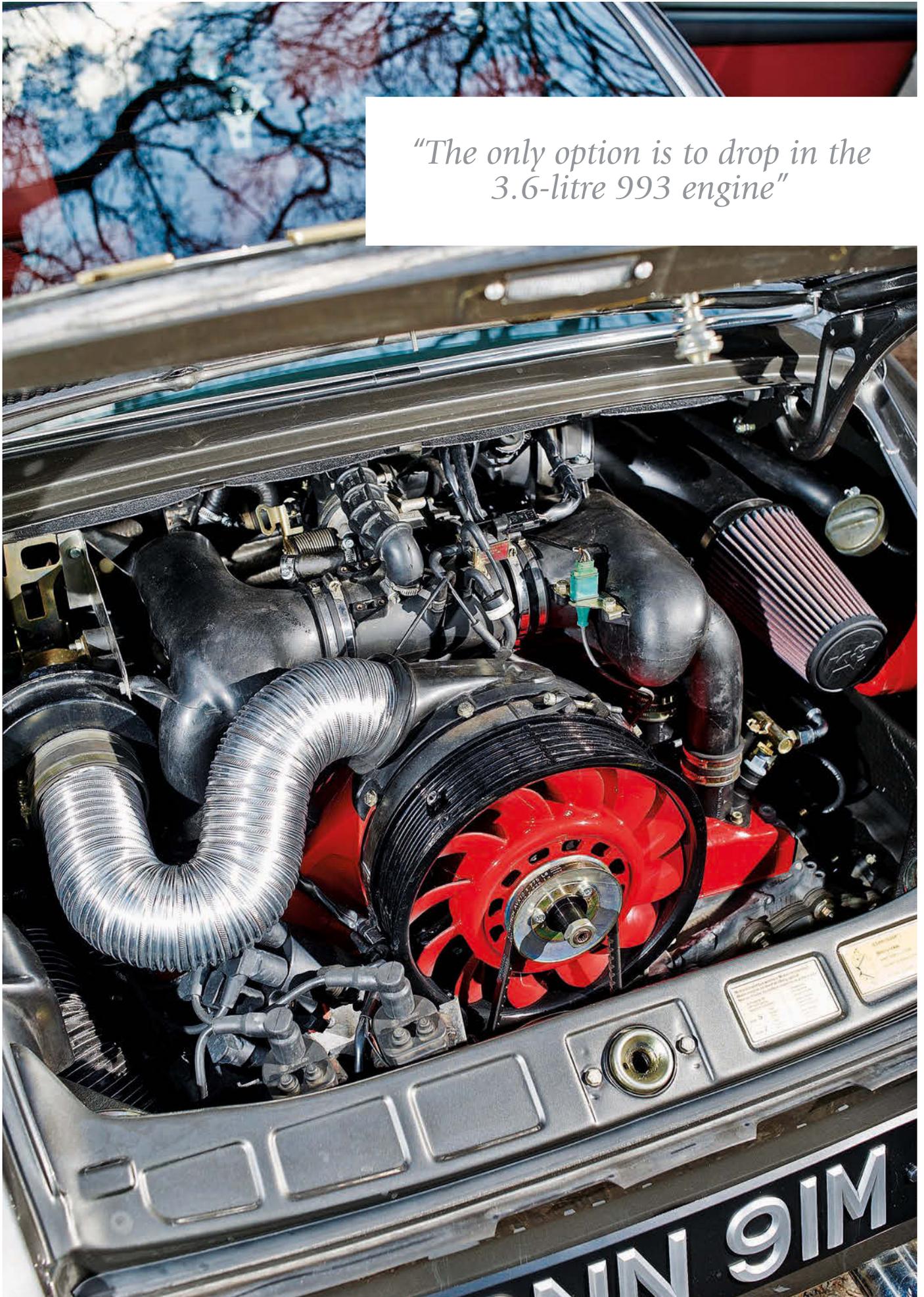
the SC's rear bench out to be recovered too, ensuring a perfect match with the front seats. Complimenting that is the rest of the interior, including the original Porsche headlining and a carpet set from Southbound Trimmers, all installed by Ninemeister's assembly team.

"It then became an exercise in perfectionism – detail assembling the best car we could using original components – it's almost hand building and perfecting what you've got," Colin said. "It's all about the details; making sure that the electrics are fine, the trim is perfect, the doors shut with just the right 'clunk'. The car was put together with a lot of love and care before everything was tested over and over to make sure it was simply as good as it could get. It was a lovely car to build from start to finish."

Adam recalled his first encounter with the finished article: "When I collected this it was an exciting day, I got the train to Warrington and drove it back to Sussex," he said. "This is my first classic car. I'd always loved the idea of a classic but one thing that steered me towards this rather than a straight restored old car is that I don't know enough about cars, I don't have the patience or time to look after one. I wanted a car I could just get in and drive it with no hassle."

Adam can't get enough of the way this car drives, and he does drive it – hard, which is great to witness: "I had the R8, but I still think this 911 has it licked – this is just something completely different. In some new cars I've had you get two minutes of fun and then you're at illegal speeds – that's not the case with this car. You just feel everything – it's a more visceral

*"The only option is to drop in the
3.6-litre 993 engine"*



and connected experience, I love it!"

Colin, who has built a number of 911s along these lines now, is clearly smitten by the end result too: "The beauty of an early 911 like this over something like Adam's R8 is that you're not cosseted; it's an experience to drive it – if you're doing 100mph you know it, you feel it, whereas in a modern car you just don't," he said. "I think it's a car for our time; efficient, economical, lightweight, it does everything you want it to do – it ticks every box."

Its usability extends to a few creature comforts, during its scheduled nut and bolt check back at Ninemeister after a few hundred miles, Adam requested a new Carrera windscreen with a built-in aerial and booster amplifier be fitted to ensure his Porsche sat nav system works effectively and receives signal. Impressively Colin travelled the eight-hour round trip in person to collect the car in a covered transporter, and delivered it back again a fortnight later. Moreover Adam is shocked that not a single thing has gone wrong with the car since he first picked it up as a fresh build – that's testimony to the way it was built. But, what's it like to drive?

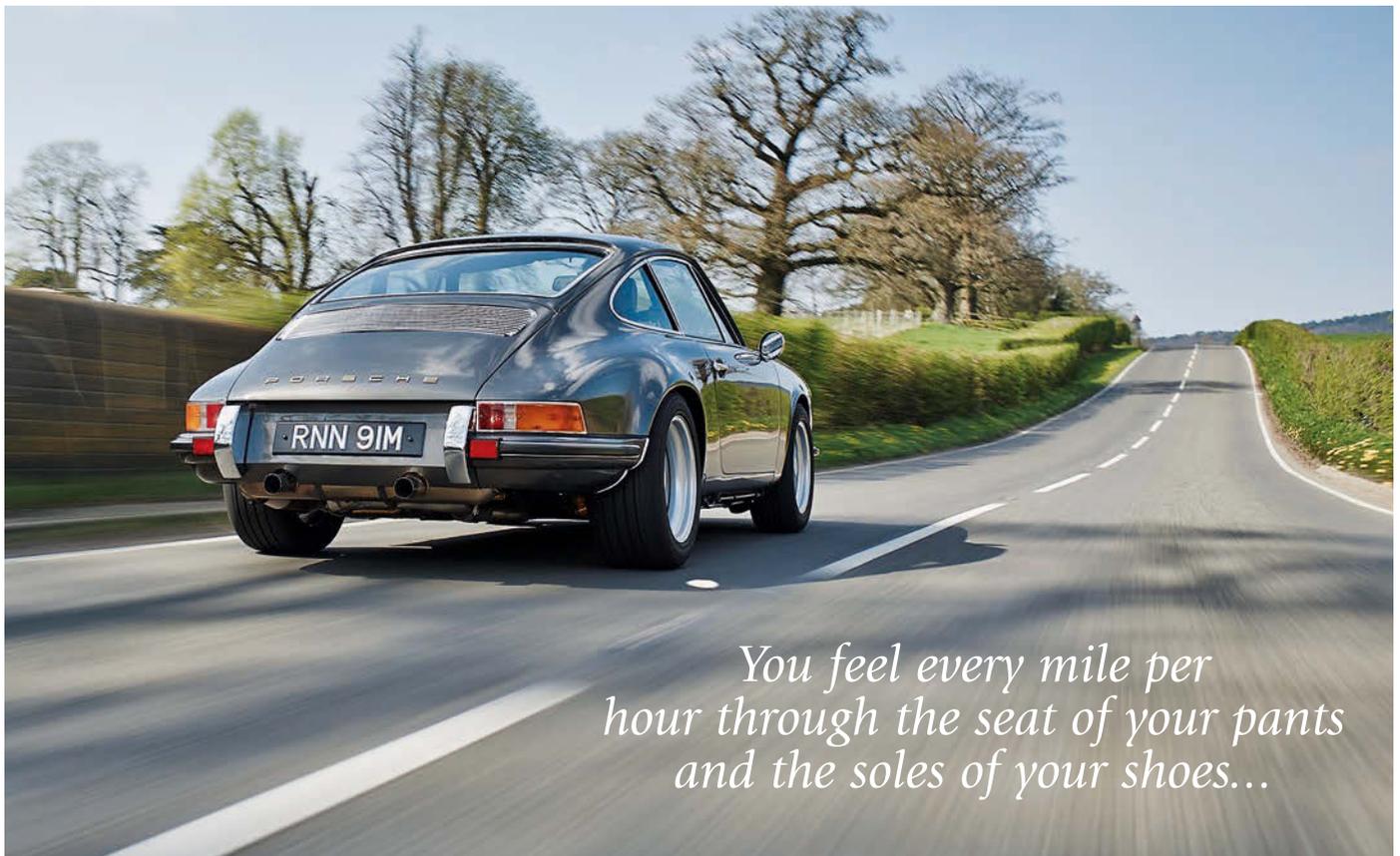
It's quick this car, and it sounds immense too thanks to one of Ninemeister's typically dramatic exhaust systems. The 993 motor barks and screams, encouraging the driver to push harder and harder. It's great. The refreshed chassis is both tight and light at speed, only loading up during manoeuvres, the balance between available power and handling prowess is perfectly refined. The original 915 gearbox was refreshed here, and

Colin has fitted a Type 954 shifter, it's the factory quick shift from the mid-1980s SC RS.

"It's the only one I'll use because it's the only one that actually works and doesn't cause you to balk your changes," Colin said. "It makes the change far more positive."

We'd agree, and we'd agree with Colin's assessment of this car's overall performance: "The handling on that particular SC was always good after I sorted it, but when you start putting a big lump of power and torque in the back you can get up to some exceedingly quick speeds you need that chassis underneath you – it's deceptively quick."

It's true that racking up pace is easy in this car, but it can handle it. Unlike in an R8, or even a modern 911, you feel every mile per hour through the seat of your pants and the soles of your shoes. It's alive, a thoroughly physical experience to drive, and precisely what Adam wanted. Loud, but not offensively so, it constantly communicates with the driver through audio and visual inputs. This reimagined 911 offers Adam the involved, hair-raising feeling he wanted from a sports car. For someone completely unaware of this genre of car customising just two years ago, Adam has commissioned and achieved something he should be exceptionally proud of – his 911 is a very cool. So too should Ninemeister be satisfied with this car, its talents made it what it is – more than the sum of its parts. This car is the classic 911 antidote to a world increasingly filled with quick, capable and pretty modern sports cars – yet ones that are all too often rather soulless ○

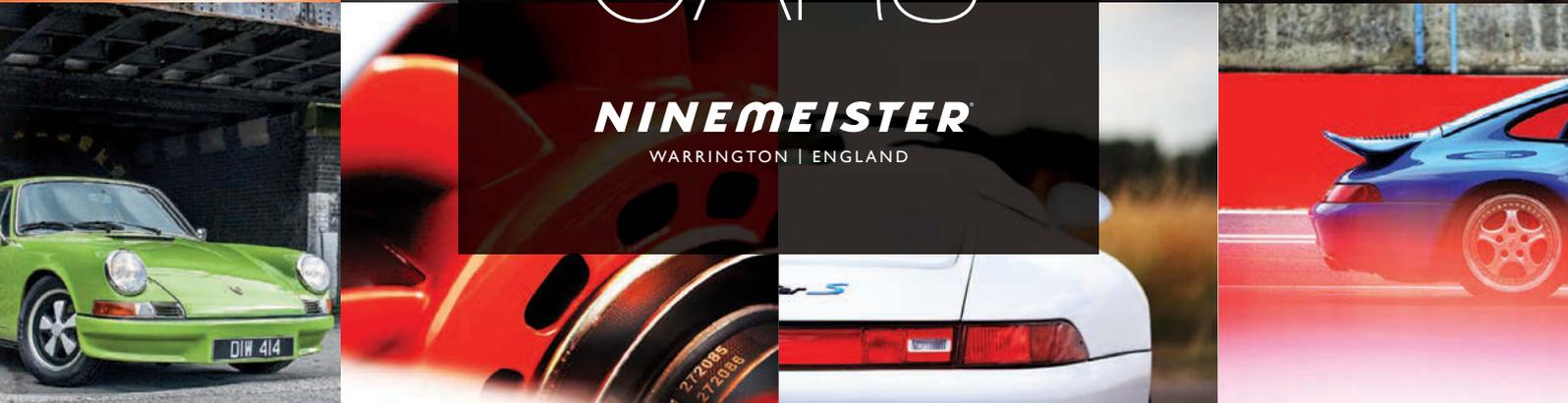




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Second Chance

When Nick Fitch turned to RPM Technik to build him a 964 'restomod', neither party can possibly have expected the result to be quite this spectacular...

Story: Simon Jackson Photography: Gus Gregory

To a degree Nick Fitch can laugh about it now, and that is more than admirable. Not only would crashing any 964 be tragically unfunny, but when that car is a fully rebuilt custom Porsche, it's utterly heartbreaking. That the accident also happens to occur before even a couple of hundred miles have passed beneath that car's wheels? Well, that's simply devastating, surely?

"I hadn't been involved in a car accident for 20 years," Nick recalled, "I was in slow-moving traffic, I remember looking over to a church of all things – I don't know why but I focused at it for about one second too long, when I looked up the traffic had stopped..."

Nick bled off what speed he could before the impact, but contact with the Audi Q5 up ahead was inevitable. And so it was that he connected the front of his freshly restored and beautifully modified Ivory 911 with the back end of a mid-size SUV, somewhat rearranging the hard graft of Porsche specialist, RPM Technik, in the process.

"I now say it's the best thing that could've happened, but at the time it was horrific," Nick said. "I'd taken the car for a long weekend, it was the shakedown phase of the build and we were trying to bed everything in, there was a small list of stuff that still needed to be done – that's when I crashed it..."

You might be wondering how crashing your 911 could ever be described in such a positive fashion, but trust us, Nick has his reasons.

His story with the car you see here begins with three or four less than desirable 964s, all bought in slightly dilapidated states for less than market value. The idea was to revive them all, turning them around for a profit. It was through these cars that Nick was introduced to the talented chaps at RPM Technik, Porsche specialists based near Tring.

"It's quite funny how it all started," Nick recalled, "I explained to Ollie Preston at RPM Technik that I had this really doggie 964 I'd bought. It was structurally sound and drivable, I think I paid £18,000 for it."

Nick got to know Ollie and rest of the boys at RPM Technik well in those early days, and in the process this predominant fan of water-cooled Porsches began to learn a little about air-cooled 911s – mainly 964s. Finding himself in a financial position to tackle a restoration project, Nick, now emphatically sold on the abilities of RPM Technik, posed the question: could it tackle a full-blown restoration on his behalf? It all started from there, slowly, with that initial conversation, building a momentum all of its own as, between them, Nick and Ollie collaboratively began painting a mental picture of what the car might become.

"I design jewellery for a living so I love design," Nick told us. "I knew how I wanted it to look, for all the other stuff I told Ollie that I'd like him to bring RPM Technik's expertise to the table, and it very much did that. I have to give Ollie credit, he advised me to stick with the narrow body – I was automatically



"I'd taken the car for a long weekend, we were trying to bed everything in – that's when I crashed it..."

thinking of a wide body car because I like the look of the Turbo body. When Ollie first suggested it to me I was quite resistant, but he was completely right."

Nick drives a modern 911 everyday, a second-generation 991 Carrera S, so what he wanted from this rather retro 1991 911 project was something entirely more visceral. A car that didn't cosset, one that was exciting to drive – a Porsche 911 with a sense of occasion about it, that was the order of the day. Nick describes his 991 as a wholly capable car, a Porsche that's easy to drive and one that does pretty much everything expertly well. But for him there's no denying that a contemporary 911 lacks a certain level of driver involvement and zest in comparison with an older counterpart. It was this feeling that Nick wished to accentuate in his 964 project, and his wishes were RPM Technik's command.

The mechanics of the project are one aspect, but there's more to this car, a feel which comes across both when you speak with Nick and Ollie, and when you drive it. The shell was stripped and dipped, seam welded and strengthened. The original 964 sunroof was deleted, a signature RPM Technik carbon

roof panel fitted in its place. The front floor area was modified for the early long hood look, a genuine 2.7 RS bonnet was fitted, so too genuine (yet modified) front wings. RPM Technik calls the carbon fibre front and rear bumpers 'one-offs', they've both been altered in their appearance, but it's chiefly the depth of the front item's mid-section which was changed more than the rest, it has been tweaked to ensure the car looks visually balanced, both from the front three-quarter aspect and in dead-on profile.

"We bought off the shelf front and rear bumpers but they were just too high," Nick recalled. "It didn't look right, so we tapered the rear bumper to get the balance – I was pleased with that."

A handmade bespoke grille was an equally custom element of the car's exterior, so too custom made sills which mimic the 964's original plastic items, designed to cover the oil lines revealed were they to be removed entirely. Underneath, this car takes from the 911 parts bin a number of highly regarded parts, repurposing them for a new function. There are all sorts under here; 993 RS uprights, GT2 Evo tie rods, 964 RS brakes, RS ARBs,

935-style spring plates. And that's not to mention things like the deletion of the power steering system, the re-bushed arms and a set of Ohlins suspension cryptically labeled by Ollie as 'custom'. And then there's the engine. Nick admits that, despite his love for cars, his knowledge of the mechanical side of things is limited, and so for the power unit's specifics he was happy to let RPM Technik take the lead. The 3600cc air-cooled mill was fitted with (are you ready for this?); 3.8-litre barrels and pistons, a GT3 crank (with gas flowed crank case), custom RPM Technik rods, bespoke RPM Technik rods, flowed and ported big valve heads, an RSR individual throttle body inlet system, and its bottom end was lightened and balanced. We're not done yet. There's are RSR-style exhaust headers reworked to fit 964 ports, a custom rear exhaust box with a centre exit, a carbon engine shroud with matching associated trims, and an RPM Technik coil pack conversion. Of the other mechanical modifications the RPM Technik fly-by-wire throttle conversion is a particularly interesting and effective one, so too this car's multiple stage switchable map. It allows the driver to turn a rotary dial located under the



dash selecting one of ten different driving modes. The most sedate is with full traction control and around 250hp, rising to a 395hp (295 lb ft of torque) mode described as 'flame spitting monster' by RPM Technik. For his own reference Nick has devised, typed-up and laminated a piece of paper in his glovebox with definitions he arrived at for each of the modes available. His descriptions, which include a note on the level of ferocity from the exhaust, are priceless. They range from '1) low power/dry traction/no pops', to '12) full power/no traction/full pops'. For the most part he stays locked into '8) Full power/dry traction/medium pops' with the occasional stray into number definitions ending with the words 'major pops'.

Aside from a full rebuild, the gearbox boasts a custom differential set up, plus RS clutch and flywheel, but there are numerous other touches we must bring to your attention with this car, before we get on with the important part – driving it. While RPM Technik's plentiful bespoke touches, from a custom fuel tank filler under the bonnet to ensure clean lines up top, the fitment of early chrome washer jets and genuine Fuchs wheels, to the use of twin oil

coolers with additional electric coolers and fresh custom lines throughout, and a clever hybrid electric heater system removing the need for a bulky traditional heater system, are more than enough to drink-in. There's more still inside.

"A friend of mine, Simon Harcourt, is a leather guru," Nick explained, "His company perform commercial installations, like leather clad handrails, walls and floors. I asked if he fancied tackling a car, he'd never done one before. I quizzed him about the parts that might go wrong, he said we'd just keep going until we got it right – we shook hands on that. He's done a brilliant job."

The details inside are to die for and unique with it, the door cards for example are Simon's own creation. Inspired by RS cards, yes, but they're a more practical solution than we've seen in many a car of this ilk – Simon sketched them out by hand in 2D before making them a 3D reality. The use of beautiful leather, not intended for use in a car and therefore boasting something of a more luxurious and soft feel, is more akin to the inners of a high-end private jet than a 911. But don't assume all the solutions in here to be extortionately

expensive: the base seats used were one of the cheapest parts of the build, now wrapped in hide (with a perforated detail inspired by driving gloves) they simply look stunning. The door pull solution Simon has devised is one of the simplest yet most practical I have seen, or used, in a classic 911.

"There were no rules to any of the interior; it has the 356 inspired dials because I like them, the seats are there because I like them, the original heater controls employed because I like them," Nick smiled.

I know the interior isn't the most important part of a car like this, but the inners of Nick's car hit a sweet spot. From the brown suede detail on the top of dash, to the ox weave carpet and custom shade of seat belt, it feels unique, bespoke, comfortable, practical and somewhat factory-esque, all at the same time. In short it's a lovely place to be, and a vantage point all the better for seeing that stunning Chartreuse Green bodywork – a colour Nick only chose after he crashed the car...

"I could make every other decision on this car so easily, but the colour was such a nightmare," Nick recalled. "It could've been any colour, but in the end I decided to play it

"If you do it wrong it'll piss you off forever – I played it safe and it did piss me off!"



safe, because if you do it wrong it'll piss you off forever. I played it safe and it did piss me off!"

There's nothing wrong with an Ivory coloured 911, but it's clear that Nick felt by playing it safe with his decision on colour, and a few other aspects of this car, that he'd somewhat missed his own mark. He says if he were to grade himself out of 10 that the car, in its Ivory incarnation, might've made a seven – but now, in its green guise, it's a 10 out of 10. So what changed? Nick clearly struggled with his colour choice on the car, which is understandable, but how many of us would a) have the balls to admit we'd make a mistake, and b) be lucky enough to get to do it all over again straight away?

"The Q5 was the best car I could've hit," Nick said, "Its height meant it connected with the 964 half way up the bonnet, so it just needed new headlights, a bonnet and wings."

Ollie takes up the story: "The car needed

completely stripping, to ensure the interior stayed as good as new it all had to come out, so Nick asked how much extra it would be to change the colour. We stripped it to a bare shell once again and dipped it!"

What that also allowed Nick and Ollie to do was not only to change the colour of the car, but also to revisit the entire build and make changes they now deemed possible. Any minor holes in the chassis that Nick had thought he might have needed, but was now confident he didn't, could now be filled in, and there were other areas that could be improved too.

"It gave us the chance to just clean the car up," Nick said. "It also gave me time to think about the colour! I went to Classics At The Castle and there was a Chartreuse Green 911 Targa there... That was it – decision made!"

The bright green hue simply jumped out at Nick, and he knew it would work with the unique tan interior he and Simon had already

worked so hard to craft. In that moment this project came together. All that was left to do was action Nick's decision, and with lessons learnt, this time he was in no rush.

"The first iteration was an 18 month process, then I rearranged the front end..." Nick said. "After I knew the colour, and I knew the modifications that Ollie wanted to make, I said 'over to you!'"

Nick had given himself a year for this second iteration to be complete, and that's pretty much how long it took. He admits that he was obsessively involved with every small detail of the build the first time around, travelling to RPM Technik all the time, seeing all the issues and living through them on a daily basis. This second time Nick gave the car to Ollie and the team with the intention of not seeing it again for 12 months. Naturally that wasn't quite the case, but you can understand his sentiment and revised ethos.



“It’s exactly the same as when I make jewellery for people,” Nick explained. “When you hand the ring over the customer is amazed, they love it, but I see what it might have been... That’s how I felt about this car the first time around, but going to pick it up the second time as a finished car? It was perfect – it was lovely.”

Without doubt this car has been a labour of love between Nick and Ollie. But the great part is that it’s been built for Nick, he has no intention of selling it, and he’s not afraid to use it. That’s handy as, from behind the wheel comes an addictive quality to this car, one that is hard to resist, not driving it isn’t really an option – as I found out.

As we blast through the Buckinghamshire countryside I instantly appreciate why Nick is so happy with the finished car. Without the accident Nick would’ve felt the project didn’t hit the mark – now it does. Not only is this

Without the accident Nick would've felt the project didn't hit the mark. Now it does.



911 quick, it feels beautifully balanced, light to the touch and well engineered. The steering is near perfect in both feel and feedback, the ride communicative, the gearbox a sheer delight. The noise it makes, those "major pops" – they are just fantastic. Here, in the driving experience, is where using a 964 as a base for a reimagined 911 project wins through, for example there are no difficult gear changes to contend with as might be the case with some projects based upon older 911s running 915 gearboxes. And in short there's nothing to distract from the driving experience, and it's one that delivers everything Nick wanted; it's visceral, rewarding and it puts a big grin on your face. It's a absolute credit to RPM Technik. It reaches peak power at 7600rpm, the limiter is set at 7800rpm.

"When you're on the road you tend to drive it up to 5 or 6000rpm, and that feels like enough," Nick said. "You forget that all the mayhem is at the top end – you don't get much of an opportunity to use it all."

Nick's original remit to Ollie was to make this car as good as possible, and the level of detail it boasts as a result is first class. The subtle touches are plentiful here, and amount to something very special. Yes he's been through the mill in some regards with the project through various setbacks and challenges. But Nick has ended up with his ultimate 911, and a new friend in Ollie, those are both things to smile about ○

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Art Attack

Chris LaBrooy's art explores a concept he calls 'Auto Elasticity', his latest CGI Porsche images are simply mind-blowing...

Story: Simon Jackson Photography: Christian Grund





Chris LaBrooy's work has become something of an internet sensation over recent years. The 36-year old from Scotland uses fascinating techniques to bend and mould objects into stunning visual works of art, using just a digital stills camera and his computer. Unlike most computer renderings though, LaBrooy's images boast a heightened sense of realism, even though the shapes they depict are anything but natural. Cars, particularly Porsches, are a personal passion of his, and as a result the simply captivating, logic defying, 3D images you see here form part of his most recent work.

Chris has a Masters degree in Design Products from London's Royal College of Art, and initially used computer generated 3D techniques to visualise his ideas for furniture. It was a way of letting his creativity run wild without the need to physically create an object. Taking advantage of technological advances in computer software, Chris was able to develop and hone his skills, using the

modern medium to mix some of his favourite art forms: sculpture, architecture, illustration and typography (amongst others). His patented blend of visual art created as a result, described by some as 'floating sculptures', has been featured online, in print, and in art galleries. He's also picked up a number of high-profile clients, including Apple, British Airways and Time Magazine, this is largely how he earns a living today.

Some of LaBrooy's most recent work directly reflects his passion for the Porsche brand. He drives a 718 Cayman, and admires the Porsche brand as much for its design aesthetic as its engineering excellence. The form of the classic 911 is obviously an influence, LaBrooy's work entitled 'Porsches in a pool' depicts 12 911 Carrera RS cars in a pool in Palm Springs, California. Four pink Carrera RS cars wrapped in some kind of wire makes for another visually arresting imaging, while 'One Mint Porsche 911 Carrera RS', which depicts said car sat on its tail while positioned upright is also rather tear to take your eyes away from.



*It takes weeks
to compile a single
finished image...*

In order to capture his images, Chris takes digital shots of every conceivable angle of his real-life subjects, both from distance and up close to ensure he captures the nature of each material to best effect. This ensures he has a comprehensive catalogue of images enabling him to make his works look as realistic as possible. As realistic as a floating car can, you understand. It takes weeks to compile a single finished image, all of which are produced from his studio at home in Ellon, Aberdeenshire. It's an unlikely place for these otherworldly images, many set in America, to emerge from, and yet perhaps that's the beauty of the modern world – the reach of the internet has made this artist very famous indeed. For those with access, his Instagram account is one you should certainly follow.

You might presume that this kind of artwork is somehow elitist, but you'd be wrong, it is very accessible. Chris sells his art online worldwide, the images are reproduced on Giclée fine art print semi-gloss paper with a one centimetre white border around the edge to assist with framing. Prices for his prints start at £125 (A2 size), rising to £250 (A1) and £500 (A0). For art this unique, especially Porsche related art, that's value for money. It's sure to get your friends talking when they pop over, too ◯

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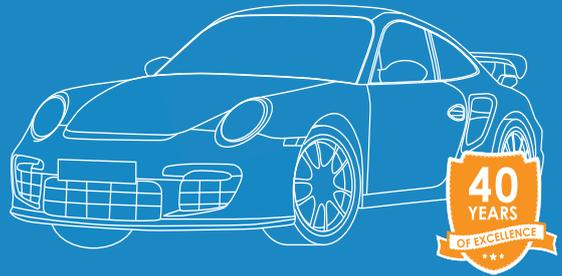


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Great Expectations

We put the second generation 991 GT3 to the test on undulating Welsh roads – can it meet with our expectations?

Story: Andrew Frankel Photography: Porsche





The really big change, the one that makes all others pale slightly by comparison, is its new engine



We meet in the car park of my local Budgens not long after sun up. Porsche had offered to bring the GT3 to my house, but time was limited and that would have meant 20 fewer minutes on some of Britain's best roads, one third of an hour in which to understand the very newest addition to the most exciting sub-sub brand in modern motoring. But Budgens? It lies at one end of what is known around these parts simply as 'the road'. I drove out of the car park, paused only turn off the electronic safety nets and turn on Sport mode for the PDK gearbox, turned left, and disappeared into what even now, a few hours later, already seems a fantasy world of driving pleasure.

Many things have changed with this second generation 991 GT3, most of which you'll already have read about on these pages in previous issues, so forgive me for not doing the full forensic deep dive all over again. Space is as short this afternoon as was time

at dawn this morning. But the highlights include more downforce from the air flowing over and under the body without greater drag, better damping, more sophisticated springs and four-wheel steering. There is, of course, also the returning six-speed manual gearbox, a fact in which I rejoiced until I saw that this car doesn't have one. It'll be in the UK in late summer instead.

But the really big change, the one that makes all others pale slightly by comparison, is its new engine. It's now a 493hp 4.0-litre flat six and now you may be wondering what all the fuss is about. Yes, it's a bit bigger and more powerful than the 475hp, 3.8-litre motor in the previous GT3, but is this not merely the engine already seen in the 911 R and GT3 RS?

No it's not, not by a distance. Clearly they are related, but this motor's true sire is in fact the new 911 Carrera Cup racing car unit, to which it is almost identical. Compared with the GT3 RS it has new cylinder heads, a new and more robust crankshaft, lower

friction liners and, crucially, it does away with hydraulic valve adjusters. You can see the difference on the rev counter, where the paint doesn't now turn solid red until 9000rpm, but you'll only really understand what this new motor is about once you've flung it up to that limit a few hundred times.

The engine dominates the driving experience, at least at first, and so much so that you wonder whether it hasn't actually tipped the car's dynamic balance in its favour. One of the things I've loved most about standard GT3s over the years is how well the abilities of engine and chassis are matched: drive a Lotus and you know the engine will only be an enabler, the means by which the chassis gets to do its thing. Conversely if you drive a Ferrari then, at least traditionally, it is the chassis that's cast in the supporting role. Indeed there used to be an adage that suggested that when you bought a Ferrari you paid for the engine and they threw the rest of the car in for free. By contrast GT3s have







always accorded equal billing to those areas responsible for straights and those in charge of the corners.

But this engine is a rampant, raging monster of a motor, different from those in the GT3 RS and 911 R not just at the top end, but right through the rev range too. You can tell it because the car never feels overgeared: there's enough urge even at half engine speed – 4000rpm – for it to feel fully in its stride and from there it just keeps building. By 6000rpm it's hit peak torque and is yelling with enthusiasm, if all you ever did was change gear at 7500rpm you'd be happy Porsche had created a masterpiece. But it's what happens between there and the 9000rpm redline that will live longest in the memory of everyone who drives it. I'm loth to call this the best sounding 911 in history because I've driven a 2.8-litre RSR on almost open pipes, but certainly in the modern, water-cooled history of the model, nothing has matched its naked aggression. Somewhere some lazy journalist will liken it to an animal howl – but no animal I've heard has ever sounded half as good as this.

Wales is spooling out before me and, as these things always do, the nature of the GT3's performance is starting to normalise. By ultimate standards, even by 911 Turbo S standards, it's not actually that gut-wrenchingly fast in a straight line (even though few will quibble with a 3.4 second 0-62mph time), but with a band of proper power at least 5000rpm wide, its sheer relentlessness takes some acclimatisation.

Eventually however that slightly dumb, slack-jawed expression leaves your face, your brain re-engages and you start to think about other things. Until now your focus has merely been on scrubbing enough speed off before each corner to make sure of a clean exit to let that engine do its thing all over again. You're driving it like an old 911 – slow in, fast out, relying on good old fashioned rear-engined traction to fling you onto the straight beyond.

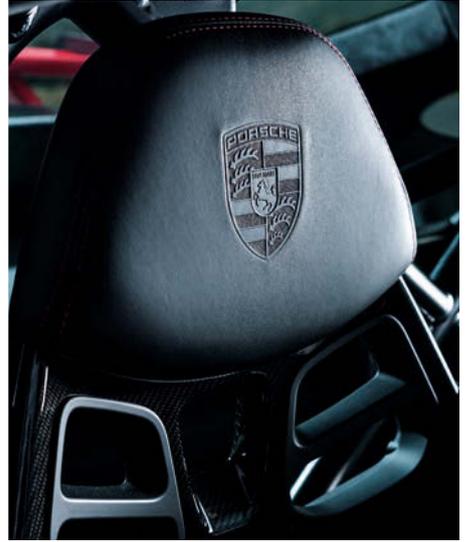
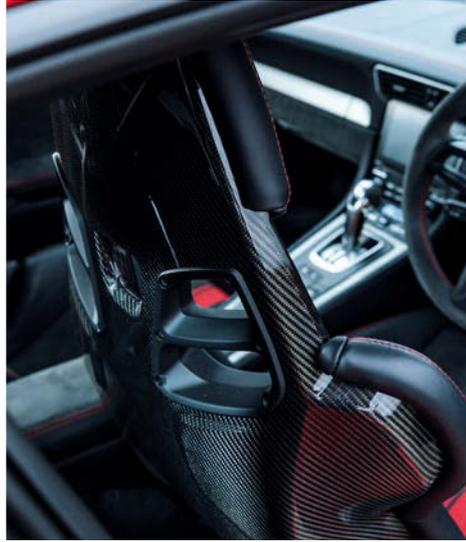
So now you give the chassis more work to do.

All that's required here is to be more ambitious with your entry speed having first made sure you've put enough heat into the soft Michelin Pilot Sport Cup 2s to make them sticky. You'll know that because not only will they provide grip levels half way between a normal tyre and a pure slick, but also if you stop in a car park with a loose surface you'll find half its gravel now clinging to your tyres.

And the truth is that while the engine steals all the headlines, it can at least be used to the full, albeit it carefully and sparingly without renting yourself a racetrack. Getting even close to the real limit of the chassis requires a deserted mountain road such that a car of this potential can be exercised without upsetting anyone else.

For the truth is that most of the time the GT3 just steers: you point, it goes. With its low kerb weight, trick suspension, its aerodynamic downforce and those Michelins (Dunlops are available too), adhesion levels and on a different plane even to those experienced by drivers of regular 911s. If you're stupid enough to look at the little G meter on the dash while cornering – or, as in my case, you go somewhere off the public road and just drive around in circles – you can make crazy numbers appear. I saw 1.5g which, when you consider even very good road cars struggle to brake at much more than 1.2g, gives you some idea of the forces involved.

But far more compelling than how fast it will go around any given corner, is the confidence it inspires as it does so. Roads do strange things at these speeds, things you don't notice in normal cars: their cambers alter, their surfaces change, their radii tighten. If you're in a GT3 and driving hard, you can expect these mid-corner challenges to come thick and fast, and you can expect the GT3 to cope with them all. Even though you still don't feel as hardwired into the car's processes via the steering as you did back in the days before electric power assistance, the car's balance and



poise combined with the messages received from all four corners through the chassis, and the seat, turn this into a sublime driving experience, yes, even by GT Porsche standards.

There is however a price to be paid beyond even the £111,802 sticker on the screen. It's not big and shouldn't be a deal breaker, but it is there. I'd need to drive an old GT3 back-to-back to be sure, but my sense is that this new engine is less refined at a constant, sensible cruise thanks to its naturally vocal nature and correctly short ratios. If you play around with the gears you discover that not only does the sound quality improve as the revs rise, the quantity reduces too as the engine moves into a more sympathetic harmonic range. Subjectively therefore, the engine is more refined at a constant 4000rpm than the more normal 2500rpm you'd use on a motorway.

I was also at times surprised by the racket kicked up by theMichelins on coarse surfaces.

But that's pretty much the only blot on the copybook and, yes, it does matter even in a GT3 because these are cars that do distances, whether it's while you're on holiday, en route to a European race track, or just going about daily business. This usability has always been, and should always remain, key to the 911 GT3's proposition.

Then again, it's far more usable in other ways. It has modern Porsche navigation which is a blessing and genuinely superb ride quality too. We drove in tandem with a Carrera 2S on sports springs and while each had advantages over the other in certain areas, overall I'd call it a draw in terms of passenger comfort. And the test car came with £3324 worth of full bucket seats which are terrific, despite their lack of an

adjustable backrest.

Even so, there's no mistaking the overall direction Porsche has taken with the new GT3. The engine is a landmark of a Porsche powertrain design and on its broad shoulders abetted by the revised chassis, the GT3 is taken to a new place, out of reach of even its illustrious predecessor.

If I had to define the new GT3, I'd say its character is halfway between the last GT3 and the super-hardcore GT3 RS. It won't be as quick as the RS because it's a little heavier, a little softer and doesn't have the downforce, but it's far more forgiving and comfortable as a result. In short I loved it, and expect I'll love the manual one even more. Truth is you could put this engine in a motorised shopping trolley, charge the same money and I'd probably struggle to say it wasn't worth it ○

*Usability has always been key
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SPORT *RELIEF*

What began as a desperate marketing led to two of Porsche's best driver's cars – the 968 Sport and Club Sport. Uniquely, the former was only sold in the UK...

Story: Philip Raby Photography: Antony Fraser







Car enthusiasts love to complain about marketing departments. ‘Oh, it’s just a marketing gimmick,’ is the cynical phrase often used to describe an updated model or, more commonly, a special edition. However, it’s marketing that sells cars and, without it, Porsche might not still be in existence. What’s more, Porsche’s marketing department has created some great limited edition cars which have become sought after classics. How about the 911 Turbo LE, the 964 Carrera 4 Anniversary and the 997 Sport Classic, to name but three? All dreamt up by the suits in marketing to encourage sales. And, more importantly, now all desirable modern classics. However, there is one car that the marketers interfered with, not once but twice, and in doing so they created a model that, without their input, would have fizzled away without the impact it has enjoyed in the Porsche world. We are talking about the 968 Sport.

The 968 appeared in 1992 and was a heavily

revamped 944, a model that could trace its lineage right back to the 924 of 1975. Back then, the 924 was Porsche’s entry-level car, as was the 944 that followed. By the start of the 1990s, though, the angular 944, with its retractable headlamps, was looking somewhat dated. An all-new entry-level Porsche – the Boxster – was planned later in the decade but something was needed to attract younger (and less affluent) buyers to keep the coffers full in the meantime. The solution was to do something which Porsche has always been good at – take a current model, in this case, the 944 S2, and give it a makeover. The front and rear ends were softened, 928-style retractable headlamps were installed, the old rectangular mirrors made way for more shapely Cup versions and, well, not a lot else was done to the styling of the car. It was enough, though, to freshen it up and make the car look a lot more modern – and, crucially, more Porsche-like.

The original plan was to badge the facelifted

car as the ‘944 S3’, which would have been a logical progression from the S2, at least from an engineer’s point of view. The marketing bods, on the other hand, took one look at the new Porsche and realised it was different enough from the outgoing model to deserve an all-new name. And that name was 968 – a number which was pretty much chosen at random. Porsche was desperate to sell more of its entry-level car, and the combination of the restyled body and new badge sent a clear signal – or at least the marketers hoped – to buyers that this was an exciting new car that deserved attention. In case that wasn’t enough, the 968 was priced less than the 944 it replaced, coming in at as little as £35,000 in the UK. A nice idea, but it didn’t work. The combination of a slow economy and competition in the form of more modern six-cylinder Japanese sports cars (which were even more attractively priced), meant that Porsche struggled to sell many 968s, despite it being a fabulous driver’s car in a good-looking



package, with a prestige badge. In its four years of production, just 10,231 968s were built – a total not much more than the company had expected to create each year.

In a bid to encourage more sales, the marketing department came up with the idea of making the 968 cheaper, by stripping out a lot of its equipment, such as rear seats, electric windows, sound deadening, airbag and so on. And, being marketing people, they came up with a positive spin on this basic 968. By giving it the name 'Club Sport' and firming up the suspension, Porsche created a trackday weapon that was a whole lot of fun. And at just under £29,000, it was a veritable bargain – unlike most of the company's more extreme offerings over the years. As good as the Club Sport was, it still didn't do much to attract buyers, but the marketing men at Porsche Cars Great Britain had a bright idea. How about combining

the best of the Club Sport with the luxuries of the standard 968 to create a car with a wider appeal? Surprisingly, their German counterparts agreed, and a UK-only model was born – the 968 Sport.

The Sport was built in Germany on the Club Sport production line and had a Club

Porsche created a trackday weapon that was a whole lot of fun

Sport identification number. It was described by the factory as being specified with the 'CS Luxury Package'. That package consisted of rear seats, Recaro sports front seats with a fabric finish, electric boot-lid release, electrically adjustable door mirrors, electric windows, an electrically operated sunroof and an alarm system. In other words, apart from the Recaro

seats, pretty much everything that had been stripped out of the Club Sport. The Sport had exactly the same uprated suspension as the Club Sport. Priced at £29,975, the Sport was available in 1994 and 1995, only in the UK, and just 306 were sold. That number is included in Porsche's total of 1923 Club

Sports sold worldwide but it still makes it a very rare car.

So from a marketing point of view, the 968 in all its forms was a failure. As a driver's car, on the other hand, it was a great success. And it remains so today, especially

in Sport and Club Sport guises. Over the years since their underwhelming launch, enthusiasts have increasingly recognised the 968 Sport and Club Sport for being fabulous driver's cars – something which, if Porsche's marketing department was honest, wasn't its original intention when creating the models. Ironically, what began as affordable cars to boost sales,



have become the most sought after and, therefore, most valuable 968s.

Club Sports have rocketed in value in recent years, with prices now exceeding £40,000 and going as high as £70,000. Originally, Club Sports were sought out by people wanting a fun, affordable and effective trackday car but now prices have risen to the extent that owners are scared to use Club Sports in anger and they have become investment cars, which is a great shame. The more road-friendly Sport has been playing catch-up, price-wise, with values today ranging from £20,000 to £30,000. Considering that the Sport is actually a Club Sport with extra equipment, that makes it extremely good value for money, especially as it's a more useable everyday package.

It really is a car you can use every day, too, if you so desire. First of all, the 968 still looks remarkably modern. The design team,



led by Harm Lagaay, did an incredible job of rounding off the 944's angular lines and giving it more of a Porsche-like appearance. Sure, the mid section still has the original 924 profile, but the front and rear of the 968 remain fresh and exciting. It's that appearance, plus its rarity, that have ensured that 968 values have

curvaceous dashboard and no-nonsense controls date back to the 1980s. It's timeless and effective, while the chunky three-spoke Club Sport steering wheel has become a sought-after classic in its own right. Everything feels so well put together, too. This example we're in today has covered around 100,000

last and, therefore, most well-engineered and advanced of the cars that began with the 924. Engine-wise, the dynasty began with a 2.0-litre straight-four developing 125hp and ended with the 968's 3.0-litre 237hp unit which, unusually, was also a four-cylinder. Developed from the 944 S2's powerplant, this last of the line engine used Variocam technology to ensure that power was available across a wider rev range.

It works well, too. At first, the big 3.0-litre seems lazy and reluctant to play, but once you wake it up with a kick of the throttle pedal, it really comes alive. The power is surprisingly linear, but you really need to get over 4000rpm to appreciate the full 237hp, which the close-ratio six-speed gearbox helps you to do. Of course, by today's standards that's not a lot of power for a sports car, but it's enough to have some fun with. Although the 968 had

Once you wake it up with a kick of the throttle pedal, it really comes alive

remained so much higher than 944 ones.

Open the oh-so-solid door, and the cockpit also looks modern to 21st century eyes. Sure, it's little changed from that of the later 944s, but no matter – it's hard to believe that the

miles – which is typical of 968s – but you wouldn't think so. It has stood up remarkably well to time and miles which, again, is typical of these over-engineered machines. It's the same with the mechanicals; the 968 was the





put on weight compared to its predecessors, compared to a modern car, the Sport is certainly not heavy at 1320kg. In fact, the combination of power and lightness is enough to ensure a 0-62mph time of just 6.3 seconds, along with a respectable top speed of 160mph.

That said, it's hard to get away from the impression that the 968 feels a bulky and heavy beast. It's a sense that's partly caused by the car's solidity, partly by the heavy steering at low speeds, and partly by that torquey, lazy engine. Push past that mental barrier, though, and you'll discover that the Sport really is a lithe and agile animal. It's a car that you make

an effort to drive, however; it doesn't dance effortlessly through corners like, say, a Cayman or Boxster, but rather you have to cajole it around bends, using steering wheel and throttle inputs – and not subtle ones, either. It's a lot of fun and drives like a real front-engined sports car, which will be alien to some Porsche owners, but that's not a bad thing, it's just different. Whereas a 911 or a Cayman is a car you can conduct delicately with your fingertips, the 968 is one that you must grip firmly and take control of - its chunky steering wheel helps with that.

Porsche's transaxle cars began with the well-

mannered 924, largely thanks to that clever front engine/rear transmission configuration, and the 968 used the same layout. However, wider track, bigger tyres and a more sophisticated suspension set-up took the 968's ride and handling to a whole new level, especially in Sport and Club Sport guises. It's a very well sorted car. Indeed, it's hard to find fault with the 968 Sport, even though today it's over 20 years old. The Sport ticks the boxes in terms of performance, handling and comfort, and it even has back seats and a hatchback, making it practical as well as fun. Not too bad for a marketing gimmick, hey? ○





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Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
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Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
(10 - 2010), Basalt black with black leather
31,000 miles, £49,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk
(60 - 2010), Basalt black with black leather,
57,000 miles, £47,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk
(58 - 2008), Meteor grey with black leather,
40,000 miles, £46,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
(09 - 2009), White with black leather,
37,000 miles, £46,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk
(58 - 2008), Meteor grey with black leather,
54,000 miles,£44,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
(09 - 2009), Basalt black with black leather,
51,000 miles, £43,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk
(08 - 2008), Red with black leather,
50,000 miles, £40,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk
(09 - 2009), Basalt black with grey leather,
34,000 miles, £40,000



Porsche 911 (997) "C2" 3.6 "Gen 2"
(58 - 2008), White with black leather,
35,000 miles, £36,000



Porsche 911 (997) Turbo 3.6 tip
(08 - 2008), GT Silver with grey leather,
35,000 miles,£55,000



Porsche 911 (997) Turbo 3.6 tip
(07 - 2007), GT Silver with black leather,
66,000 miles, £48,000



Porsche 911 (997) "4S" 3.8 tip cab
(07 - 2007), GT Silver with black leather,
40,000 miles,£36,000



Porsche 911 (997) "2S" 3.8
(07 - 2007), Silver with black leather,
34,000 miles,£35,000



Porsche 911 (997) "4S" 3.8 tip
(56 - 2006), Silver with black leather,
48,000 miles, £34,000



Porsche 911 (997) "4S" 3.8 tip cab
(06 - 2006), Atlas grey with grey leather,
38,000 miles, £34,000



Porsche 911 (997) "4S" cab 3.8 tip
(56 - 2006), Basalt black with black leather,
54,000 miles, £33,000



Porsche 911 (997) "2S" 3.8 tip
(07 - 2007), Meteor grey with grey leather,
49,000 miles,£33,000



Porsche 911 (997) "4S" 3.8 tip
(06 - 2006), GT Silver with black leather,
55,000 miles, £33,000



Porsche 911 (997) "2S" 3.8 tip cab X51
(06 - 2006), Silver with grey leather,
49,000 miles,£33,000



Porsche 911 (997) "2S" 3.8
(08 - 2008), Meteor grey with grey leather,
55,000 miles,£33,000



Porsche 911 (997) "2S" 3.8 tip
(07 - 2007), Silver with black leather,
43,000 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 tip
(08 - 2008), Silver with black leather,
57,000 miles, £33,000



Porsche 911 (997) "2S" 3.4 tip
(07 - 2007), Cobalt blue with grey leather,
55,000 miles,£33,000



Porsche Cayman "2S" 3.4
(06 - 2006), Seal grey with black leather,
45,000 miles, £31,000



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



Porsche 911 (997) "4S" 3.8 tip
(56 - 2006), Basalt black with black leather,
62,000 miles, £30,000



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



Porsche 911 (997) "2S" 3.8 tip
(55 - 2005), Basalt black with grey leather,
58,000 miles, £28,000



Porsche 911 (997) "2S" 3.8 tip
(56 - 2006),Midnight blue with grey leather,
62,000 miles,£28,000



Porsche Cayman "S" 3.4 pdk
(63 - 2013), Agate grey with black leather,
31,000 miles,£43,000



Porsche Cayman "S" 3.4 pdk
(63 - 2013), Aqua blue with black leather,
17,000 miles,£41,000



Porsche Boxster "S" 3.4 pdk
(12 - 2012), Red with black leather,
24,000 miles,£36,000



Porsche Boxster "S" 3.4 pdk
(12 - 2012),Platinum silver with black
leather, 33,000 miles,£35,000



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



Porsche Cayenne "GTS" 4.8 tip
(58 - 2009), Basalt black with black leather,
58,000 miles, £24,000



Porsche Cayenne "GTS" 4.8 tip
(08 - 2008), Silver with black leather,
58,000 miles,£23,000



Porsche Cayenne "GTS" 4.8 tip
(08 - 2008), Silver with black leather,
57,000 miles,£22,000

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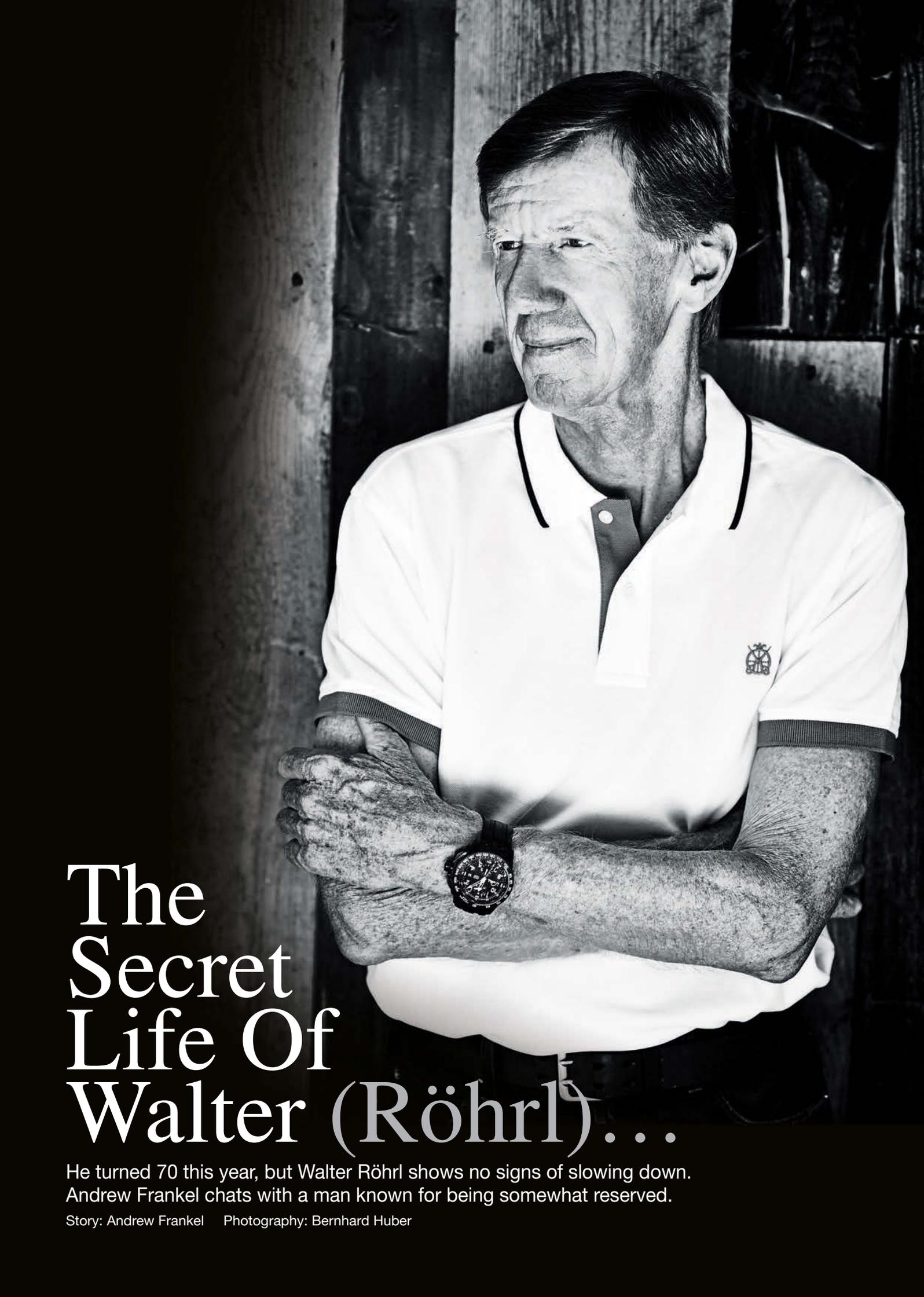


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The Secret Life Of Walter (Röhrl)...

He turned 70 this year, but Walter Röhrl shows no signs of slowing down. Andrew Frankel chats with a man known for being somewhat reserved.

Story: Andrew Frankel Photography: Bernhard Huber

"The 911 is the greatest road car there has been, and I cannot see how it will ever be beaten."





Although we associate Walter with Porsche, much of his success was with Audi. Right: at Pikes Peak in the S1 Quattro, 1987.



As you can imagine, it is hard to persuade anyone to feel sorry for you when you tell them you're about to jet off somewhere sunny to spend a couple of days getting to know the latest Porsche. You may moan about long term car parks, check in queues, interminable press conferences and all the other necessary evils of this job, but ultimately you're driving Porsches at someone else's risk and expense. You are, by definition, a lucky sod. But some Porsche launches are luckier than others. When Porsche is wheeling out its really quick stuff, it tends to wheel out someone else too. The lanky physique carrying not an ounce of fat and the now somewhat craggy face are unmistakable. And all eyes look only one way when Walter enters the building.

These days Walter Röhrl is so inextricably associated with Porsche it is sometimes hard to remember that the cars that made him famous belonged almost exclusively to other manufacturers. His two World Rally Championships were delivered by a Fiat 131

and an Opel Ascona, during the course of which he claimed two of his four wins on the Monte Carlo Rally, the other two coming courtesy of a Lancia 037 and an Audi Quattro. He is on record as saying the greatest car in which he ever competed was the Audi Quattro TransAm car of 1988. He only entered five rounds but still won two of them against competition the quality of which was Hans Stuck, Hurley Haywood and Scott Pruett. And he was at the wheel of another Audi when he won the Pikes Peak Hillclimb in 1987, taking 22 seconds off the best time of Bobby Unser, set in another Quattro the year before and, in the process, becoming the first man ever to ascend in under 11 minutes.

In a Porsche he entered but a single round of the World Rally Championship (in a 911 SC in 1981) and retired. But he did win outright two rounds of the World Sports Car Championship, both in England as it happens, and while the first, the 1980 Brands Hatch Six Hours, was in a Lancia, the second win in 1981's equivalent race held at Silverstone was

most definitely in a Porsche, a fire-breathing 935J as it happens.

And yet, when we think 'Walter', so too do we think 'Porsche'. Walter has now been part of the Porsche fabric for years, he's the bloke who set most of the crazy Nürburgring lap times we're so used to quoting, and he's the bloke we most hope to see on a Porsche launch. Why all this now? Because earlier this year, Walter turned 70.

Walter Röhrl is such a hero even his feet are famous. Video of Walter's plates hoofing their way around the footwell of an Audi Quattro S1 have become the stuff of legend, and if you ever wanted to feel truly inadequate about your driving skills, a few minutes in the company of Walter's race boots on YouTube does the trick better than most. In a rally career spanning 14 years, he won an astonishing 420 stages. This is the man whom even Niki Lauda – a man not known for his loose praise – called a genius.

So the chance to sit down with him and talk about how it all began is not to be missed.



Far left: Meeting conductor Herbert von Karajan ranks as one of Walter's great memories. Below left: The Rally Bavaria, 1970, one of Walter's earliest events. Left: The Monte Carlo Rally award ceremony, 1980.



Walter has a reputation of being a tough subject to interview and his presence is a touch foreboding. But when we sat down together a while back in a pit garage in Estoril, he was friendly and keen to chat about the old days.

"It started with my brother, Michael," he says. "Ten years older than me, he'd drive me everywhere. He was my idol - I was in awe of the guy. He had a Porsche 356 Coupé and I was just this kid in the back. He was a very good skier and an outstanding driver, so that's what I wanted to be." Sadly Michael Röhrli did not live to see his protégé's success. "He died in a traffic accident. I was 18 and had just passed my driving test."

The man who took up Walter's cause was one Herbert Marecek. "We were skiers and every weekend we went ski racing and I always drove. And he'd say 'you must become a race driver, I never saw anyone with such a feel for a car'. He pushed me for three years, in which I did five events, one in his own car, others in cars he borrowed. And after every event he'd write to the sports newspapers in Germany saying his friend was the best driver in the world and someone should give him a contract. After the fifth event I got a contract with Ford."

We leap forward now to the giants of the 1970s rallying scene. "There were so many great drivers at the time, but two stood out: Timo Makinen and Hannu Mikkola. Everyone

was afraid of Makinen. He was a rough man, we all knew he had a whisky bottle in the car with him, but he was so fast and so wild. In 1978 we were rallying in Canada in Fiats. Makinen retired early so went to spectate instead. Afterwards he came up to me and said "rallying - only Finns are meant to be able to do it. But you were the best out there." It was the moment this boy from Bavaria felt accepted." Walter said.

"Hannu was completely different. A proper gentleman and always quiet, but a real hero. I can remember back in 1972 watching him in a forest in Germany driving an Escort and thinking what a privilege it was, just being able to stand there and watch Hannu Mikkola come past. It was the first time I'd seen him like that and I'll never forget it."

His other hero, oddly enough, is not a driver at all but a rider, five times Tour de France winner Eddie Merckx, the greatest cyclist of his and, some still say, any generation (see right). "I wanted so much to be like him," muses Walter. "What was incredible about Eddie was he'd win the race before it started. He was so good he knew that if he started, he would win. And, more than anything, I wanted to be like that. Later on we became friends and for a long time I'd go cycling with him every year."

In the race car world, Senna's is the only name he cites. "Ayrton just wanted to be perfect, and that's how I felt in my career.

Not the fastest, but the best. He had the same attitude and I admired him for it. We shared the same manager for a while and I'd arranged to go driving with him in an Audi S1 when he had his accident at Imola."

After we spoke Walter took me around the track in a 911 Turbo and for a while I'll confess to being a trifle disappointed. I'd hoped he'd be on the lockstops everywhere, smoke pluming out of the arches, car angles at 45 degrees to the intended direction of travel. But it wasn't like that at all. The car drove smoothly around the track and it was only when I realised just how fast he was going that I began to appreciate the skill. Indeed he seemed more like a race car than a rally driver apart from on entry to corners where he'd move the steering wheel with short, staccato inputs to loosen the car up just a little. However long it's been since he drove rally cars competitively, vestiges of the old instincts remain. Even so he seems to have far more of the Carlos Sainz smooth approach to rally driving than graduates of the Colin McRae 'chuck in it and sort it out' school of thought.

So what does Walter really think of Porsches? On occasion his steadfast refusal to toe the party line and offer pat responses to journalists' questions have earned him some old fashioned looks from his employers - perhaps most memorably when he opined that the only reason the original Cayman



"Ayrton just wanted to be perfect, and that's how I felt in my career. Not the fastest, but the best."





WALTER RÖHRL – GENIUS ON WHEELS.

Until 14th May the Porsche Museum in Stuttgart is running a special exhibition, taking over the entire site, it is dedicated to honouring two-time World Rally Championship winner Walter Röhrl. To celebrate the great rally driver's 70th birthday, the museum will be displaying vehicles he drove and some of his best quotes, as well as footage of his feet working the clutch and accelerator pedals. Among the seven exhibits are his 964 Carrera Supercup car, the 924 Carrera GTS Rallye, the 911 SC Coupé San Remo, the 924 GTP Le Mans, the 980 Carrera GT, the 356 B 1600 Coupé, and the Audi S1.

could not be ordered with a limited slip differential was because that would then make it quicker around the Nürburgring than a 911. But he is a true fan. "Let me tell you this," he says. "I know I am paid by Porsche but this has nothing to do with that. The 911 is the greatest road car there has been, and I cannot see how it will ever be beaten." No need to read between the lines there, then.

How long Walter Röhrl continues as a Porsche ambassador remains to be seen, but I don't imagine for a moment that hitting three score years and ten will slow him down for a second. He's still fit, he's still quick, he still has that twinkle in his eye. And he can still silence a group of journalists just by walking into the room. Fact is he represents the company brilliantly, not despite his occasional indiscretions, but because of them. All companies need a human side and Walter brings one to Porsche that is rare and special. He's Walter and we are putty in his hands, and Porsche knows this. I should expect he'll be around for a while yet... ○

He's still fit, he's still quick, he still has that twinkle in his eye...





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Wild Things

Famed for its collaborations with the Kremer brothers in period, DP Motorsport started as one man's vision, today it survives with a unique repertoire.

Story: Robb Pritchard Photography: Robb Pritchard

The name DP Motorsport might not be the most instantly recognisable on the Porsche scene, but it has most certainly left an indelible mark on some of the most iconic classic racing Porsches of all time. From the glorious Kremer K cars of the mid- to late-1970s, including the 1979 Le Mans winning machine, to my personal favourite, the 944 Cargo, an example of which has resided on display in the DP Motorsport workshops for over 30 years, DP Motorsport is an important name in the Porsche world.

Features have been written about some of its iconic designs before, but with the impending retirement of founder Ekkehard Zimmermann,

we decided it was time to explore the rich history of this small family run company. One that has left a much bigger impact on the world of motorsport than its humble-sized workshop in a sleepy German village, might imply. For a few years now it has been Ekkehard's second son, Patrick, running the business. As I sit down with him for a coffee I can't help wondering if we are sat at the same table where the designs for the K1 were first sketched. That was in the early 1970s, but as Patrick quickly explains, the story of DP Motorsport goes back much further still.

Even from a young age car design was a young Ekkehard's passion. His day job was at a paper mill, but his evenings were spent

designing and building his own car. It was based on the shortened floorpan of a VW Beetle, he called it the Dingo. It was fully road legal but that didn't stop the local police constantly stopping Ekkehard out of sheer disbelief. It was a two-seater spyder and it looked so good that more than a few people thought it was a new Ferrari Dino, although looking at the photos I would say it has more of the 914 about it. Ekkehard soon saw an advert for his dream job as a designer at the local Ford factory, although with no previous work experience or relevant qualifications the interview didn't go well. So, he did the only thing he could, he invited the guy out to the car park to show him the Dingo. His contract



was signed there and then.

For nearly a decade Ekkehard was involved in all the detail aspects of Ford's new cars, including the first Capri, but his spare time was taken up with making bodywork panels for the local Formula V racers. Alongside that he crafted more aggressive looking spoilers for local Porsche owners who wanted their cars to stand out a bit more, and it was this that brought him to the attention of the Kremer brothers. Already well established Porsche tuners, the Kremers wanted to build a serious race car for big international events, when they asked Ekkehard what was possible his creativity flourished. What he showed to the Kremers shocked them, so stunning were his designs, "You can do this?" they quizzed. The rest, as they say, is history.

The first big collaboration between Ekkehard and the Kremers was the glorious K1. With its massive wings, huge arches and ground-hugging spoiler, it was the realisation of many a 911 enthusiast's fevered dreams. It still looks stunning today, it was simply an incredible sight some forty years ago. But the K1 wasn't just about looks, the car was debuted at the 1976 Daytona 24 hours, and it went on to success in races throughout 1976 and 1977. Soon preparing race car bodies generated a resultant interest from people wanting racing-inspired modifications for their road cars. It was enough for Ekkehard to quit his job at Ford, and he founded DP Motorsport, the letters standing for 'Design und Plastic'. It was around this period that Patrick remembers waiting for his father to drive home and getting excited as he could hear the loud exhaust of a 911 before he could see it... The newly designed 'Whale Tail' was perfect for three young boys on roller skates to

hold onto. Usually two of them managed to make it all the way back to the house.

The highlight of the DP and Kremer years came when, in 1979, Klaus Ludwig and the Whittington brothers won the Le Mans 24 hours in a DP-bodied K3. But Patrick thinks that the following model, the K4, stands as his father's most spectacular work. Ekkehard also designed the Group C CK5 before Kremer started running 962s, which had been developed by the best engineers in Porsche's wind tunnels so needed little in the way of body modifications. Ekkehard was then free to concentrate on road car modifications, and there was no shortage of people bringing him their 911s and 944s to be fitted with bespoke bodykits. His wild designs didn't falter either. The famous 928 'shark' hails from this period, so too the DP935 Slantnose. DP Motorsport was the first to put this striking design on the road, its popularity with 1980s Porsche enthusiasts encouraged Porsche to release its own version. This meant Stuttgart was acting in direct competition with DP - those in the know claim the DP935 was the far better car.

From the same period comes the 944 Cargo - an estate version of Porsche's transaxle sports car. Called by some the most beautiful estate in the world, it remains a thing of wonder even all these years later. Ekkehard's ethos was that no matter how insane a bodykit was, it should always complement the car it was sheathing. The Cargo does exactly that, a perfect testament to Ekkehard's design skills, for not only does the extra bodywork complement the original car, in my humble opinion, it looks far better than the factory model upon which it is based. A lot of Ekkehard's time at Ford was spent working on station wagons, it was a body shape that





DP would consider making the Cargo an option again. You heard it here first



always interested him. A trip to the scrap yard with an angle grinder resulted in the roof of a VW Passat being mounted on a 944, he walked around deep in thought for a few days. Then the sculpting clay was piled up on the car, when Ekkehard stepped away there was something that looked like the finished version. Passat panels were only used to make the initial visual mock-up though, for Ekkehard's eyes only, its parts were never used in DP's actual conversions. Eight cars were made in total, half of them went to Sweden as the extra load space meant that they were taxed as vans, not sports cars. Unfortunately

no-one knows what became of most of them.

One signal red car was never sold though, it has been kept in pride of place in the DP Motorsport showroom for 30 long years. Still, after all that time, the boot is a perfect fit, it opens and closes just as well as any modern car. Drop the back down gently and a couple of centimetres away from contact an electric motor seals it shut. The red interior might be a little outrageous for some tastes, but it stands out, Patrick recently replaced the steering wheel and mats with black ones to try and tone it down slightly. The reason for the small production run is that the project coincided

with an economic downturn in Germany, this forced Ekkehard to concentrate on aftermarket parts instead of full builds, the outlay for tubs of fibreglass and resin to press into molds being a lot less pricey than buying and cutting up a nearly new Porsche. These days 944s are much cheaper, so if Patrick can find enough owners that would like the conversion completed, he would consider making the Cargo an option again. You heard it here first.

In 2002 Patrick came to DP Motorsport to work with his father after an apprenticeship as a car painter and body constructor. Over the past few years he has added some innovative



The gorgeous Kremer bodies are still what the company is remembered for

products of his own to the firm's repertoire, including a comprehensive list of extremely lightweight parts that, if put on a classic 911 as a full set, might drop its weight by a significant 200 kilograms. Coupled with DP's performance upgrades, this makes for a very special car. Of course the gorgeous Kremer bodies are still what the company is remembered for, and so there is also a lot of business changing Porsche road cars into outrageously be-winged monsters. Having a close-up look at the one in the workshop, it's fascinating to see how the kit is added, and where parts of the original body can still be seen. The white car in our photographs (p86) was a 930 that had suffered accident damage under its original kit. When the owner realised it wasn't a pristine car he decided to go all out and have the '79 Le Mans K3 kit added, he uses it as a track car in his native Malaysia.

So what does the future hold for DP Motorsport? Ekkehard still comes into the office almost every day but he is about to take full retirement, his current build is therefore being dubbed his 'last project'. It's another

masterpiece. The base model was a 1979 911 SC stripped of every superfluous weight-adding item, then rebuilt as a showpiece displaying just what DP is capable of – the car is worth of a story all of its own. Patrick is a steady hand at the helm going forward, after over 40 years it's

clear that DP Motorsport isn't going anywhere. As the trend for upgrading classic Porsches continues, we're sure that DP Motorsport will go from strength-to-strength ○

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ONE
YEAR
AGO
JUNE
2016



Our cover a year ago focused on the new 718: the new Cayman version had just been announced, and we'd driven the new Boxster variant for the first time. Of the new turbocharged roadster, Andrew Frankel said: "I sense that more, and probably much more, is still to come."

We also had a bash at Tuthill Porsche's amazing Below Zero ice driving course in Sweden, we said: "Pushing the boundaries, but within the safe environs of the lake, is the only way to get a proper feel for a 911."

Further into the issue we drove Canford Classics' latest restoration: a stunning 2.7 RS Touring, and poked around a reimagined 911 by German firm Kaege, called the Kaege Retro.

FIVE
YEARS
AGO
JUNE
2012



A stunning 959 Sport graced our cover five years ago, of Porsche's original supercar we said: "There's a ferocity to its all-out performance that can only come from an engine with true motorsport genes."

We also celebrated the life of one Ferdinand Alexander Porsche - the creator of the 911, who had passed away that month. Further into the issue we took a 991 Carrera around London to see if it fully represented 50-years of 911 development, we said: "The loss of front end communication is replaced with astonishing levels of front end bite and grip."

Off the back of that feature we pitted the 991 Carrera against the Carrera S, to see if it was worth the price premium - while we appreciated the S model, we thought the Carrera was all the 911 you'd need.

TEN
YEARS
AGO
JUNE
2007



Chris Harris, he of *Top Gear* fame, put the 997 GT3 against the 997 GT3 RS, while the rest of the team put the Cayman S against the 968 Sport, we said: "Look beyond the obvious differences between these two cars and you will find some compelling similarities."

Colin Goodwin continued his look at Hans Mezger's engines, for this issue the 908's 3.0-litre flat-eight was the subject. Flicking a few pages further into this issue revealed a 3.0 Carrera RSR, that Harris chap drove the car on road and track, and, perhaps unsurprisingly, he like it quite a bit. Talking of fast cars we drove DMS Automotive's 997 Turbo too, at 3.3-seconds to 60mph it was rather fast - one of the quickest car we'd tested at that point in time, actually.

the market place

Dan Bevis provides an entertaining look at auction sales in America and Europe this month, while a tidy 924 catches his eye on eBay...



Hammer price:
\$255,750

The big news from Auctions America's Fort Lauderdale sale wasn't the presence of Donald Trump's old Ferrari F430 (although some moneyed Republican did end up shelling out \$270k for that – it'll probably take some hoovering to get all that hair out); no, it was the much-lauded JLG Autocrib Porsche Collection—a group of twenty-six influential Porsches and assorted memorabilia. Seasoned collectors Jack and Alice Gish had spent four decades tracking their exhibits down, and they've just flogged the lot wholesale in Florida. A particular highlight was the 1955 356 Speedster, which ended up selling for a meaty \$255,750. This car has an unusual ownership history, having been previously thrashed around by Hollywood stalwart Nicholas Cage – presumably while pulling his trademark Acting Face™ – and it's enjoyed a meticulous restoration in gleaming white with tan. Tough colour combo to pull off, unless you're a fan of fingerprints, but it really made this iconic car pop.

Also crossing the block was a magnificent 2011 Speedster; the '55's spiritual successor, but all the more forthright and purposeful in its model-specific Pure Blue. Just 356 of these cars were made, which is naturally very appropriate, and this one came with the optional carbon ceramic brakes. The 997-based Speedster calls to mind the 1980s 930 variant with its bulbous tail hump, but to eyes that know it's rare fruit indeed and this one, with just 7,800 miles on the clock, weighed in at \$243,000.



Hammer price:
\$243,000



Fans of auctions with catchy names will have undoubtedly enjoyed the Classic Car Auctions Practical Classics Classic Car and Restoration Show Sale, which happened at the, er, Practical Classics Classic Car and Restoration Show. While the room wasn't going hell-for-leather, there were a few eyebrow-raising results (yes, we are living in an era when a reasonably tidy Series 2 Escort RS Turbo will cost you over £20k), the Porsche prices were solid: a well-presented 1985 911 3.2 Carrera sold for £30,250, its combination of fresh engine rebuild, 930 brakes and carbon-fibre body panels meaning that someone got themselves an entertaining Porsche there.

There was also a right-hand-drive manual 928 GT (you're right, try finding another – Porsche only built 38 of them) in sumptuous Velvet Red Metallic, boasting a stuffed history file and fabulous originality. Quite possibly a steal at its £49,500 hammer price.

We were very taken with the 1980 924 Turbo as well; a pukka UK car resplendent thanks to a recent glass-out respray, and stirring the bidders to the tune of £19,250. That's a lot of smiles for the money.

This car has an unusual history, having been thrashed around by Hollywood stalwart Nicholas Cage



Offered at H&H Classics' Duxford sale was a remarkable pair of fifty-year-old twins. Porsches, obviously, nothing seedy.

Identical his-'n'-hers 911s – one original and unrestored, the other restored to as-new condition. They're both 1967 'S' models; the former is a Sand Beige SWB that's only had two owners from new, the first in Dallas and the second in Florida. A proper matching-numbers timewarp. The latter is only 300 chassis numbers adrift, so the cars would have been on nodding terms in the factory, and this one was also delivered new to Texas. With each boasting an estimate between £220-240k, it was up to the bidders to decide what was preferable: originality, or the flawlessly-finished pretence.



the market place

Hammer price:
\$1,375,000



Gooding & Co.'s Amelia Island affair was a typically rambunctious one, with all manner of bucket-list metal crossing the platform: drop-top Lincoln Continentals, Lotus Cortinas, Shelby GT500KRs, even a Mazda 767B race car. For Porsche people there was plenty to keep appetites suitably whetted. In fact there were so many, we don't know where to start!

But let's begin with the 1998 911 GT1 Strassenversion, as it's a hilariously formidable thing. One of just twenty built, it's a genuine road-going Le Mans brute. Just 7,900km on the clock, and a selling price of \$5,665,000. Phew.

Next up we have a searingly yellow 964 Turbo S Leichtbau – Porsche's first lightweight turbo production car. This handbuilt poppet is one of only 67, has covered just 2,500km, and sold for \$1,540,000. The 964 truly has arrived.

Unsold at its \$750,000 - \$900,000 estimate, it was still lovely to see the 1970 911 2.2 ST. Supposedly one of only six narrow-body ST cars built, it was a sylph-like dream that made us all very happy indeed.

The fat, stripy 1977 934/5, by contrast, was an absolute beast. It came First-in-Class at the 1979 Nürburgring 1000 Kilometers, and offered a chunky bunch of history at its \$1,375,000 hammer price.

Finally, a rather splendid 924 set a few hearts a-flutter; specifically, a 924 GTR with a star-studded race history, including the Daytona 24 hours. \$220,000 bought this Löwenbräu sweetheart.

Hammer price:
\$5,665,000



The 924 GTR has a star-studded race history, including the Daytona 24 hours...

Hammer price:
\$220,000



A 964 Turbo in the supremely brave choice of Wimbledon Green...



As you might imagine, Coys made Techno Classica Essen pulse to a rock 'n' roll beat, throwing everything from Lamborghini tractors and Vespa microcars to Alfa Romeo TZ2s and BMW Z8s into the mix. And for the likes of us, they had a few treats. A 964 Turbo in the supremely brave choice of Wimbledon Green (estimate: €160-190,000) sparkled nicely under the lights, while the 1985 911 Turbo was a fabulously period slice of red-braces excess at its €90-110,000 estimate, dazzling in retro Sienna Metallic (below).

The astounding, surprising highlight, however, was the 959 Cabriolet. Yes, you heard. A genuine, bona fide drop-top 959. Supplied new to the World Sports Car Champion and Porsche Works driver Jurgen Lassig in 1987, it's only covered 8,000km and, with an estimate of €1.2-1.5m, it pretty much owned the hall. Visit www.coys.co.uk for sold prices.



EBAY WATCH:

On eBay this month we found a very tidy white 2.0 924 – a 1985 model with a proper manual gearbox [item no: 172586949862]. The mileage was unfashionably high at 152,000, but the history looked solid and the condition thoroughly decent inside and out. It won't be everyone's first choice and it's not packing the uber-low mileage that weirdly seems to be coming out of the woodwork so often these days, but for £4,499 it may well be worth ignoring that fact...

QUICK BUYING GUIDE: 924

And if that flicks your switch, here's our bite-size buying guide for the 924:

- Rust shouldn't be an issue as bodies were galvanized; however, be aware that pre-1981 cars were only galvanized on the lower half. Rust, then, can be a sign of crash damage.
- Prepare yourself for slightly unusual levers: the handbrake is between the driver's seat and the door, and the gearstick – thanks to the gearbox being at the back, and thus having a long linkage – it can take a bit of a shove to engage.
- Check for water ingress in the cabin. Seals can be a bit leaky around the sunroof and rear hatch. Water in the passenger footwell means the battery has leaked acid into the tray and rusted it out. Obviously, not ideal.
- Don't be concerned by a puff of blue smoke on start-up – there are no oil scraper rings on the pistons so these engines all burn a little oil. Do, however, be concerned if it continues to emit blue smoke – if so, it could be knackered and due a rebuild. That's a walk-away scenario at average 924 selling prices.
- Does the car vibrate weirdly at idle, but act normally above 1500rpm? Fear not, it's probably just a worn engine mount. A good bargaining chip!
- Make sure it doesn't smell of petrol excessively – fuel lines can corrode and leak, which isn't ideal but is easily fixable. Leaks from the fuel tank, however, could end in a four-figure bill.
- Say the word 'electrics' to any 924 owner and watch them smirk. The biggest concern is the thick wire from battery to starter – it runs near the exhaust manifold so it's not uncommon for the insulation to melt. Dash lights can misbehave, as can headlamp lifting motors, fuseboxes, electric windows, wipers, and rear screen heater. Your best bet is to simply check every single switch and make sure it does something.
- As with most 1980s cars, the plastic dashtop will probably be cracked. Coolant tanks can swell and crack with age, leading to overheating, so make sure the bottle isn't strangely warped or leaking.





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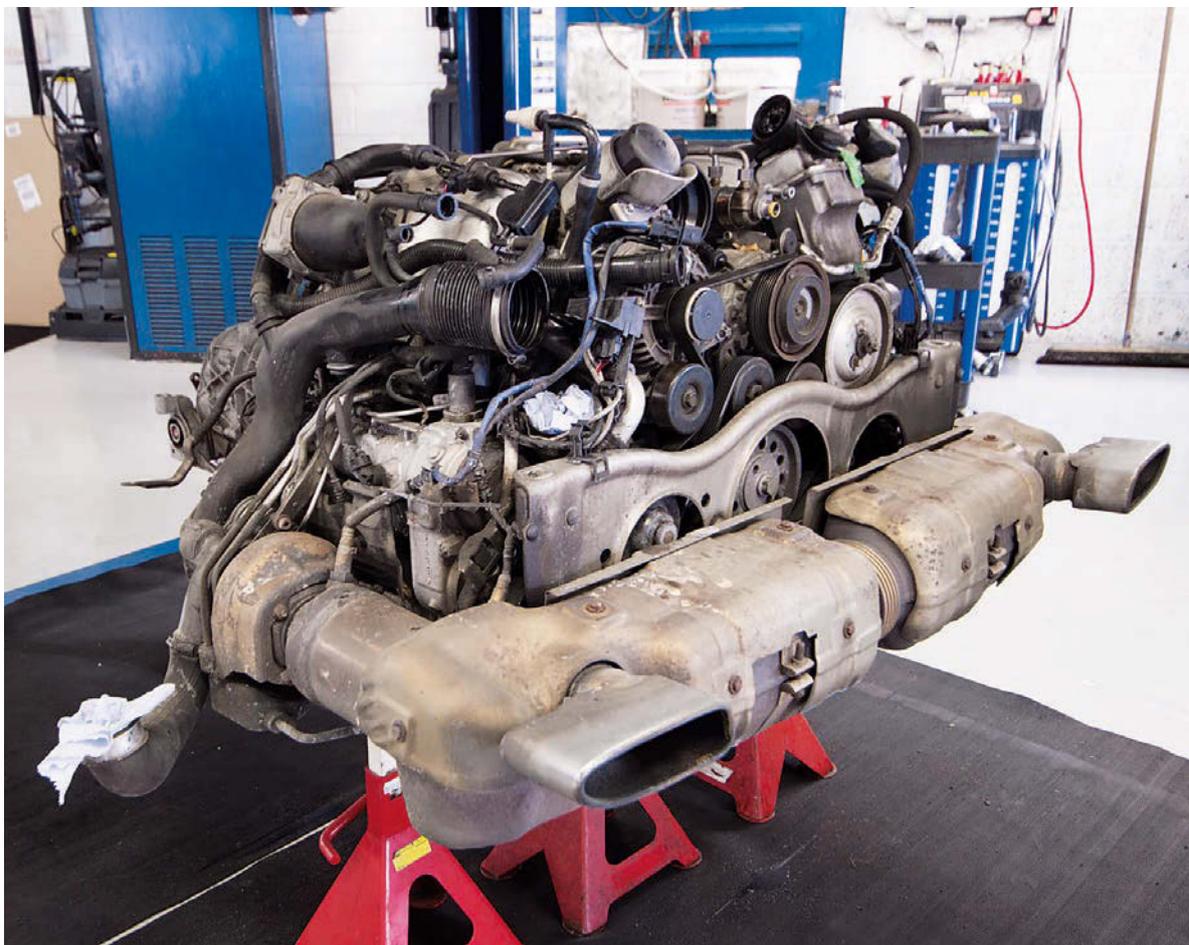
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GT1 Coolant Pipe Pinning

Regal Autosport guides us through the process of pinning coolant pipes on GT1 engines, found in some 996 and 997 models...

For most, the GT models are regarded as the pinnacle of Porsche motoring enjoyment and design, and rightly so.

There isn't much that can compete with a GT3 or GT2 model for focused motoring pleasure on the road or circuit. That doesn't mean these cars are flawless however, they still have their odd weak point. You may have heard of 'coolant pipe pinning' before and a quick Google will reveal numerous online horror stories about people spinning out on circuit after a

coolant pipe has ejected itself from the block at speed. Unlike most internet hearsay, there is substantial truth behind the claims. The 996 and 997 Turbo, GT3 and GT2 models (including the coveted RS vehicles) all share a common 'GT1' engine block. It's this GT1 block that has an inherent weak point in the cooling system, allowing it to dump hot fluid unexpectedly. We teamed up with Regal Autosport to find out what causes this and to explain how to prevent it from happening.

The problems with the GT1

coolant system stem from the design of the pipework and their connections to the engine block. Rather than one solid piece, several of the pipes are extruded sleeves that are bonded into cast housings. Over time this bonding material becomes brittle and allows the extruded pipe section to move around, heat and vibration makes matters worse and before long the pipe is ejected from the housing completely, leaving an open orifice for coolant to pour from. Unfortunately coolant is quite

slippery and often ends up coating the rear wheels of the car. Aside from your engine now having little or no coolant inside it, this can lead to a pretty alarming spin. To make matters worse this usually happens at high rpm, so usually at high speed. Of course that is a worse case scenario, but at the very least the problem can lead to annoying coolant drips on the garage floor and mysterious coolant consumption that can leave many owners scratching their heads.

There are numerous ways that



people describe to tackle this problem; replacing the broken parts with OE items, welding the extruded section to the cast housing and something called 'pinning'. Replacing the water pipes with OE parts is only really a temporary fix, as the same thing is likely to happen again over time. When you consider that it's an engine out job to replace the pipework it generally rules it out for most rational people. The second option of welding the pipes seems quite a sensible solution at first, but the difference between the extruded aluminium and cast housing material can lead to porous or brittle welds that seep over time, again leading to lost coolant. Option three is pinning. Porsche specialists SharkWerks favour pinning and it offers a complete kit to aid the process. Rather than redesigning the housings, SharkWerks has developed a way to give them a helping hand against heat and vibration by pinning them in place. It's a simple solution that works very well indeed.

Regal Autosport have long been advocates of the SharkWerks product line and way of working. For more than 10 years Regal has worked alongside SharkWerks to bring online innovative products for GT model Porsches. Over that time it has undertaken countless GT1 coolant pipe pinning operations, so who better to guide us through this process then?

The basis for the conversion is SharkWerks' stainless steel coolant pipe kit. This replaces the other weak point in the GT1 coolant system, the plastic coolant pipes. It's

Replacing water pipes
with OE parts is not
an ideal fix

a lesser known issue but one that is just as important to tackle. This involves replacing the plastic coolant elbow pipes that run to the two oil coolers. These pipes are constructed from molded plastic and have a very thin wall where the pipe connects to the engine, the O-ring seal groove is a particular weak point and can split, leaking coolant. SharkWerks produce stainless steel pipes with CNC billet ends to overcome this problem. Alongside the stainless coolant pipes, the pinning of the factory aluminium coolant pipes creates a belt and braces fix to the complete pipework of the coolant system.

Before the fixes can begin the engine must first be removed from the car, this isn't a job for the faint of heart. Once the engine is out the troublesome coolant pipes can easily be accessed. At this point Regal can assess the severity of coolant leaks: "Generally customers come in to have the work done as a preventative measure, it's only the odd car that comes in with a full failure that needs fixing," explained Regal Autosport MD, Chris Stewart. "Most GT3 customers are aware of the problem but some of the Turbo owners might not realise, especially if they daily drive their car and are not interested in track work."

The car in our pictures is a good example of one caught in the nick of time, some coolant is already escaping from the housings and there is tell tale evidence of dried coolant on its block. It can be repaired and sent back out into the world for years of happy service.

The new Sharkwerks stainless





"This is the ultimate fix, I've seen it last for upwards of 50,000 miles"





coolant pipes are put into place and Regal Technician Ben Pilgrim next tackles the pinning of the remaining pipework. Ben removes the extruded aluminium pipe from the cast housing and cleans away all the factory glue. It's then reassembled with more effective sealant and drilled, tapped and bolted to secure the two parts together. Regal and SharkWerks prefer this method to welding, and it has proven highly reliable on many customer cars over the years: "This is the ultimate fix for the coolant leak issue, I've seen it last for upwards of 50,000 miles and still going strong with no leaks," Ben commented.

With so many tuning options available it's easy to overlook some of the less glamorous, non-power enhancing ones, but these types of preventative modifications could well save an engine and certainly a lot of hassle in the long run. Think of it as being as important as replacing a leaking front radiator, or replacing a clutch before it becomes too worn. You wouldn't leave those parts until the point of complete failure, would you? ○

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 manner of high powered Porsche projects over the years. Company MD Chris Stewart himself is a Porsche enthusiast through and through, owning a tastefully modified 997 GT3, he has years of experience in Carrera Cup racing. This, coupled with Porsche Dealer level equipment, makes Regal Autosport a great choice for looking after your Porsche, be it general servicing and maintenance or modification.

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2009 Cayenne Diesel

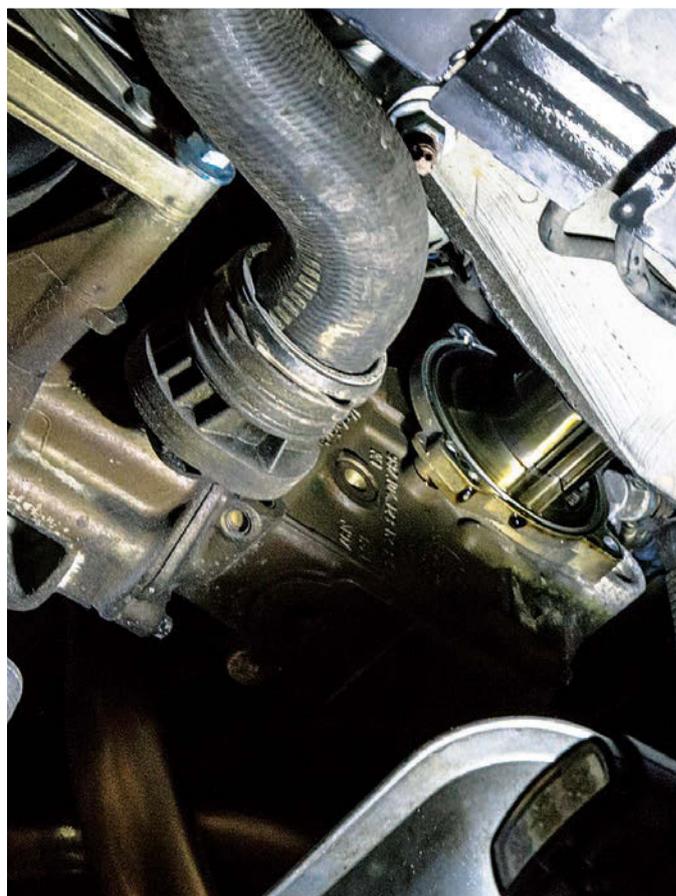
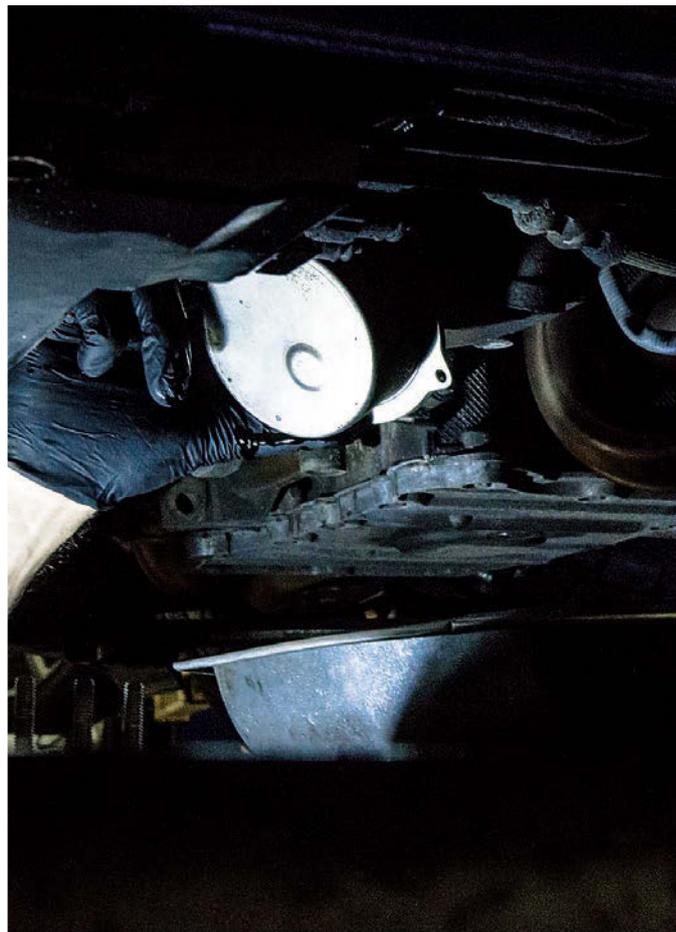
[@RabyPorsche](#)



Martin Spain
2002 996 Turbo

[@MartinSpain](#)





2007 987 CAYMAN S

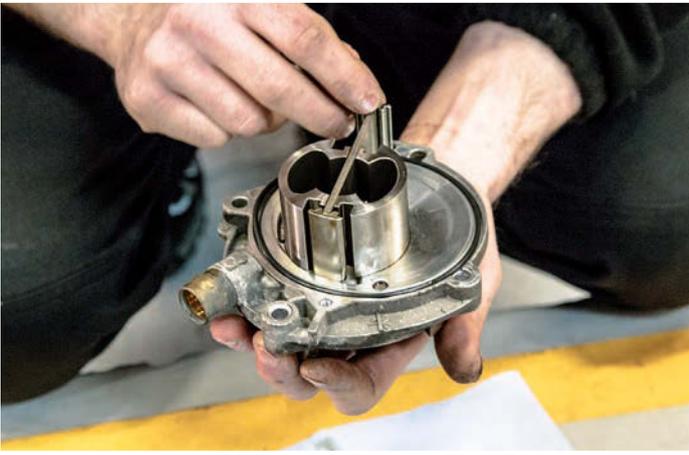
You may have never heard of a 'tandem pump cover' and it's not something you stumble upon on the occasional glance in the engine bay, but it's certainly something worth taking notice of. A Google search of 'tandem pump cover corrosion' reveals some seriously manky looking parts and tales of lost brakes and oil pouring all over the place. A friend of mine told me of how he had gone through two pumps in the course of his Cayman ownership and I hadn't even checked mine. I was worried.

Tucked right up on the cylinder head, this little pump does two very important things; firstly it helps scavenge oil from the crankcase and secondly, it creates a vacuum to operate the brake servo. With such an inherently long engine case and heads a long way away from the centre of the motor, the oil system needs a little helping hand to return oil from the crankcase. Because the pump cover is exposed

to the elements it's susceptible to corrosion, this is made worse by the hot oil on the inside of the cover raising the temperature on the outside, accelerating salt corrosion.

When this corrosion becomes bad enough the pump cover ruptures, pouring oil all over the engine bay. If that wasn't enough it also makes the brakes incredibly hard to operate and all servo assistance is lost. Quite a dramatic consequence of such a simple part failing. Ordinarily you would need to purchase a new pump in order to replace just the cover, which is really a bit of a waste of money and resources. Thankfully Alternative Car Parts has come up with a solution that allows the replacement of just the cover for a fraction of the price of the pump.

Hard anodized and made from billet aluminum, the ACP tandem pump cover is the perfect solution to the stock raw steel units corrosion issues. It's not just for Cayman owners either, the 997 uses the same tandem pump that suffers the



long term fleet

same fate. Although it looks like a pretty straightforward part to make, it hides a complicated elliptical bore in which the pump blade runs. This must be precision CNC machined from billet stainless steel to micro-tolerances to ensure that the pump blades run correctly and do not jam.

The result is a fit-and-forget solution that will stand the test of time. I fitted mine as a preventative measure, luckily there wasn't much wrong with my existing pump cover but with track days aplenty and regular fast road driving on the cards I didn't fancy losing my servo operation. With the ACP cover fitted I can forget all about this mysterious double function pump altogether.

Ryan Stewart

Ryan Stewart
Cayman S

@7th.seal



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1978 911 SC

I've been getting my Porsche thrills with the 944 over the last few months, but even that couldn't prepare me for the first 911 drive of spring. It might only have been to the MoT station, but after a winter in storage I'd forgotten just how visceral and absolutely breath-taking this car is to drive. The numbers don't really mean anything here: 230hp, 1000-odd kgs... Because in reality, these days, it's probably only a bit faster than whatever the latest TDI VW Golf boasts. But in terms of sensation, reward for input and

genuine ability to scare and amaze it is beyond anything I've ever owned and driven. I love it (still).

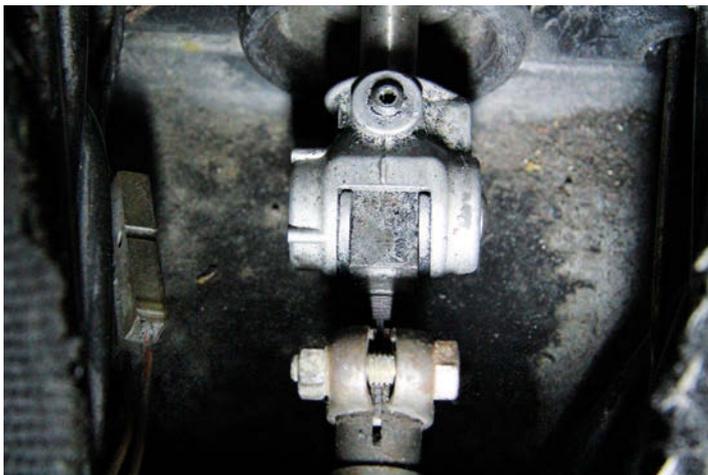
The MoT update is gratefully a short one: It passed with no advisories which is what I was aiming for having been through the car top-to-bottom since owning it and had given it a full pre-MoT check-over. The MoT was a good opportunity to get under the car on a ramp and have a proper look round it. Unsurprisingly it was still clean underneath and so it should be having hardly seen anything but

the driest of summer days. I did note a bit of underseal I'd missed, so I came away with a little job for the future.

The first drive had once again highlighted to me the 915 gearbox's characteristic long and ponderous shifting characteristics; while spending time adjusting it last summer had paid off, I thought I'd go for a little more improvement for this season's driving and upgrade the linkage bushes, a common weak wear point, to polyurethane. As usual a few clicks on Design911.com

had parts at my door in 48 hours. I'd also ordered some new peddle rubbers as the clutch one had broken through. A small change but a big difference in feel under-foot.

The bushes were a doddle to replace: with the inspection cover behind the rear seats removed the linkage could be accessed. It's at this point I should have marked the current position so I could easily re-index when putting it back together... I didn't and suffered for it. With just an allen bolt removed and a pinch nut loosened I was able



to remove the joint. With it gently supported in the vice I used a drift to remove the centre pin and a deep socket to push out the old bushes. There was a fair amount of play in them even though they looked pretty good. I cleaned up the alloy joint casting and installed the new poly bushes by hand, with only a small amount of persuasion required, and pressed in the pin with the vice, again being very careful not to load the fragile casting of the joint. Installing it back in the car was simple; re-indexing the un-marked linkage not so as already mentioned. To adjust the linkage you have to place the gear lever in an upright position then loosen the linkage joint pinch bolt. At this point you rotate the joint gently clockwise onto its stop then, without moving the joint, tip the gear-lever to the left, gently resting it on the gate. At this point it's worth checking the linkage is still on the clockwise stop. Now you can re-tighten the pinch bolt and enjoy your beautifully adjusted 915. Unless, like me, you didn't mark it, in which case

you'll spend the next half an hour repeating this process until you can smoothly get all the gears. A lesson learned there.

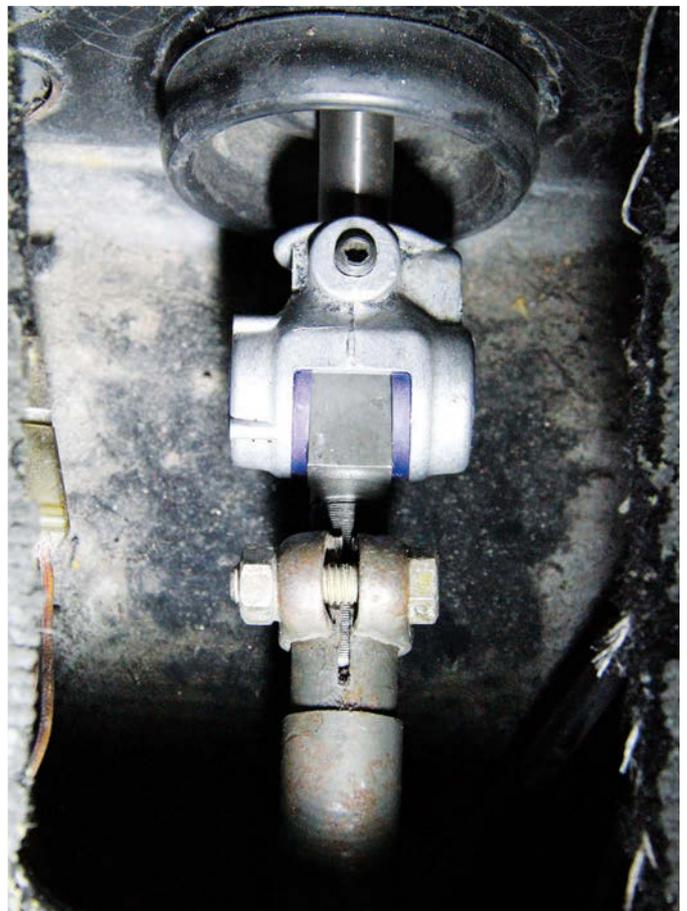
With a little patience it was back in and immediately the play had been reduced. The gearbox is still very '915', but that's a good thing. It's characterful and that's why we drive these cars. Now I have retained character, the piece of mind that the bushes will last, and that the linkage is as good as it can be without changing the whole system for an upgraded one. And that means more time driving the car, which means I can't wait for the rest of spring and summer.

Rob Richardson



Rob Richardson
911 SC

[@Racereightysix](#)





1994 968 SPORT

Apologies for the radio silence on the subject of the 968 on these pages of late. It's not as a couple of you suspected, that I've sold the car, just that there's been little to write about. Nothing has fallen off it, I've not done a vast mileage over the winter or any epic trips, I've just been pootling about on journeys that not even I can pretend are worthy of discussion on pages such as these.

Besides, the car's been annoying me, or at least one aspect of it has. Some of you may remember that one of quite a few cosmetic defects the car carried when I bought it were the seats, these had hosted the rodent equivalent of an all-night rave. I don't know how they got in,

though I expect a missing bung in the boot floor (now replaced) as likely a guilty party as any, but by the time they left burping and bloated the following morning, they'd gnawed nice little holes in all four seats. Not so little in fact.

Never mind thought I, I'll just get them re-upholstered. Which goes to show just what lengths a brain smitten with the idea of owning a particular car will go to in order to fool you into buying it. If I thought about it I'd have figured out that 968 Sport upholstery is neither the leather specced for the standard 968 nor the material used on the race buckets of the 968 ClubSport. It's just a fairly anonymous dark cloth. But only 306 Sports were made of which just 177 remain

registered today so, in retrospect, it was probably unlikely that I'd find rolls of the material taking up shelf space in the stores of my local OPC.

To spare their blushes I'll not list the names and number of organisations I contacted who tried and failed to find the cloth or who simply said 'no chance', but there were more than a few, most of them quite big operations. Most suggested I just bought some seat covers from eBay. I was starting to despair, so much so that on some car event somewhere I started whinging about it to Jamie Lipman, a car photographer with a 912. And he said, 'oh you need Garry.' Garry? 'Garry. At Gatwick.'

Garry Hall owns Classic FX, located near the aforementioned airport and while he'll be delighted to rebuild your old 911 from scratch, most of his and his team's time is spent trimming interiors. So I called him and I heard the usual sharp intake of breath. But then he paused for a minute and said, 'I'll call you back.' Which, unlike many in this business, he did.

To my astonishment and considerable delight, he'd found some fabric at a contact in Germany – not much and it was the last the bloke had – but I sent Garry some pictures and he reckoned there'd be enough, just, to do the job. Did I want it for £80? Does Jeremy

Corbyn vote Labour?

So I dropped the car off at his workshop, he said it would take a week and he was as good as his word to the day. And now you literally cannot tell a mouse has even been in there. And while he had the car he tidied up some loose trim in front of the door where it's been kicked by people getting in and out over the years and smartened up the boot area too. In all it cost around £500 with no discount in exchange for writing warm words about his work, which to transform the interior of my car I consider to be conspicuous value for money.

It's rare in this business to find someone who promises to succeed where others have failed. Garry Hall and Classic FX not only did that, they then over-delivered in the execution. I'd fully recommend you keep Garry and his firm in mind.

Andrew Frankel



Andrew Frankel
1994 968 Sport

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



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1986 924 S

So, last month I'd solved the battery tray problem and the 924 S was ready for its MoT. I got the car in at MOTest just over a year after it had failed the last time. I had dutifully checked the fail items off of the list and checked all of the obvious bits. At the test centre I confidently handed over my keys; as confident as I ever am at MoT time. It failed...

My freshly cleaned rear offside brake calliper, with its new fixings, was leaking through the bleed nipple, the front near side calliper was binding and the offside track rod cover had deteriorated to the point it was preventing dust ingress. The interesting point, the track rod bit wasn't even listed as an advisory the year before, and, after a year of not doing anything, was now a failure. Odd.

I was cursing needing to replace the track rod, while not a big ticket item it was an added expense I could live without, but then, I found that I could buy just the dust cap to swap it out. The dust cap kit is supplied with thin cable ties to hold the cap in place but I was able to remove the original and keep the metal retaining clips intact, so reused those, for neatness. Before the new cap went on I cleaned and re-greased the ball joint.

The brakes were more of a

problem. At first I thought the weeping bleed nipple was due to it not being fully tightened, but returning the following day revealed it wasn't. I removed the new bleeding nipple and replaced it with one of the old ones, that fixed it.

The problem I had with the front calliper binding was that it was hard to judge without driving the car. I believe the callipers were all a little sticky due to lack of use and would loosen up a little once they had some more miles on them. I tried pushing the pistons out and then winding it back repeatedly to simulate that. I wasn't sure if it was working, and, not wanting another failure, I ordered a used replacement and repeated the above exercise until the piston on that was moving freely. I used my air compressor to fire the piston into a block of wood placed across the front of the calliper, to avoid firing the piston across the room!

I was set. I called up and confirmed I could drop the car in the following day for a partial re-test. I checked the bleed nipple on arrival and all was dry, this was a gimme. I returned later to collect my keys and was told that they had to do a full retest and that it had failed. Cursing I assumed it must have been the front brakes. It wasn't. It was a leak from the exhaust centre section. I went home took the

exhaust apart and tried, again, to reseal it. It seemed to have worked so I dropped the car in for the next re-test the very first thing the following morning. It passed. The only slight curiosity is that I now have two new advisories. The MoT system baffles me, it really does.

Matt Biggs

Matt Biggs
924 S

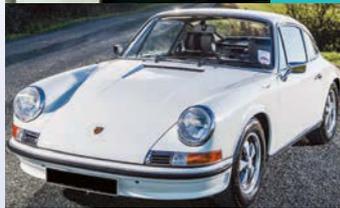
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1986 924 S

Since I last wrote, I have purchased and fitted another tailgate (from a 944). The reason behind this, as I previously alluded to, was that my original spoiler was a tad 'nibbled' in places. Plus, I'd seen a 944 spoiler on a 924 and rather liked how it looked. The 944 spoiler really suits the lines of the car and has a more purposeful appearance without being OTT.

Fitting the replacement tailgate was relatively straightforward (thanks for the help James), but I have since fitted a new hatch seal which required me to adjust the hatch pins so that they 'catch' securely. I've also fitted new tailgate struts. Unfortunately, the combination of the new seal and new struts is overpowering the old latch pins with the result that the tailgate breaks free and rises majestically upwards. Not good whilst driving at speed .. any speed in fact! I have just purchased some new latch pins from Design 911. Hopefully, fitting these, and the requisite adjustments, should cure the problem.

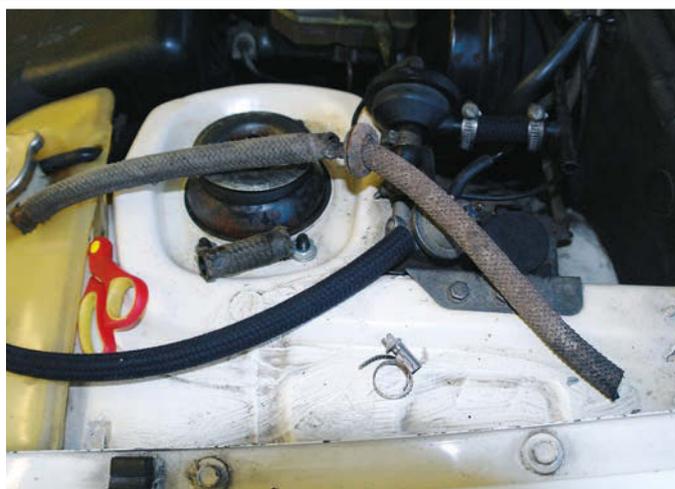
One of the reasons behind fitting the new seal (apart from trying to cure a small water leak), was to prevent the ingress of petrol fumes. Ever since I bought the 924 S, most journeys have been accompanied by the faint whiff of petrol. It's quite

common, or so I've been informed, and can be an indication of a leaking fuel tank, perished petrol pipes, failing tailgate seal/poorly adjusted tailgate, failing fuel sender seal and problems with the carbon canister.

The seal has definitely helped but the petrol smell hasn't completely disappeared. However, I think I've found the problem. The 924S has an evaporative recovery emissions system which, in brief, prevents fuel vapour from the tank being vented into the atmosphere. Instead, it is stored in the carbon canister (but only when the engine isn't running) and purged through the engine and burnt (when the engine reaches the correct temperature).

Well, by chance, I discovered that the hose that connects the carbon canister to the purge valve had a gaping hole. What's more, it had broken off at the tank end. This meant that the fuel vapour was going straight into the atmosphere, which explains why there was the whiff of fuel in the cabin, and why it became more noticeable when the sunroof was opened (it's to do with aerodynamics apparently).

So I ordered a length of new hose and set about fitting it. It's an easy job, although I did have one small issue removing the piece that had broken off but was still attached to the inlet stub on the carbon canister.



The canister is tucked up inside the nearside wheelarch and it's a tight fit. But, I did manage to release the retaining clip and remove the hose. However, I then discovered that the original Porsche hose has a step in it at the canister end. This allows the hose to slide over the inlet stub. My solution was to sleeve a short length of larger hose over the new hose and secure it. It fits perfectly. The remaining part of the job entailed cutting the pipe to the right lengths and securing each section tightly. The good news is that the car is now pretty much 'sans' petrol whiffs.

Since undertaking these improvements/repairs, I've been using the car as often as I can and recently met up with a good friend of mine, Karl Bishop. Karl owns a

rather nice Cayman. It's a nice car, very nice, and it was good to catch up, chat Porsches and swap notes. Using the car on a regular basis, and for some quite long runs, has meant that the miles have been clocking up. Which is why I've just done an oil and filter change. More on this next time.

Martyn Morgan-Jones

Martyn Morgan-Jones
1986 924 S

[@MartynMJones1](https://twitter.com/MartynMJones1)







2005 987 BOXSTER S

One of the givens, in terms of breakages, is that, at some point, the window regulator is going to fail. I can only assume that this is, in part, due to the winter and frameless windows, the glass freezing in place and the window regulator trying to drop the glass when the door is opened. It's one of those things that isn't that complex but is properly expensive, for what it is.

Usual story, I had a look online for the replacement window regulator and among the original Porsche items, and cheaper aftermarket options, I found a window regulator repair kit, and it was a fraction of the price, to the point where if it did not work I wouldn't be too bothered.

I dug out the instructions for the door panel removal. To ensure that our cars look lovely, these days, nuts and bolts are artfully hidden from

view, making them fiddly to remove. It wasn't too technical a task and I was soon done with the fixings. Even with my trim removal tools it took a long time to remove the door panel, I was so worried about damaging something that I was reluctant to put any real force into it.

Eventually the door panel was free and then came the real surprise. If you look at some old cars, like the SC, and it has a plastic film door membrane, that tears at the first opportunity. In newer cars I have seen this replaced with moulded foam, that can tear a little too but it is generally a little more robust. The 987, and the 997 I guess, has a metal door membrane! More bolts.

With the membrane removed I marked up the position of the glass and then it was a little jiggery pokery to remove the window regulator, a complex looking network of wires

and brackets. It was immediately apparent where it had failed – one of the cables had completely worn through. I took the assembly inside, to get everything laid out on the floor, and to make a cup of tea.

I soon figured out how the regulator worked and from that, what went where. The repair kit was little more than the cables and the plastic gear, at a guess I'd say the metal brackets and re-useable components are what bumps up the price of the full kit. Replacing the cables was straight forward, I just ran a little grease over them to keep everything smooth. The biggest challenge was the swear inducing way that the ends of the cable connect to the plastic gear that runs the show. With some patience, I got there.

Refitting the regulator was easy enough, I was very careful to not over tighten the brackets holding the

glass, for fear of shattering it. I made a few tweaks to the position and reconnected the battery. The window was back to running and smoother and quieter than it ever was. A job well done, and I suspect at least a couple of hundred pounds cheaper than paying someone to do the work with the full part. It just goes to show the value of replacing component parts and that my brain really is powered by tea and swears.

Matt Biggs

Matt Biggs
987 Boxster S

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SPARK 1:43 993 GT2

How much? £50.50

Where from? www.racingmodels.com

The Larcre Competition 993 GT2 was driven in the 1999 Le Mans 24 hours by Pierre De Thoisy, Jean Pierre Jarier and Sebastien Bourdais. The team retired with engine failure. This is a typically detailed Spark 1:43 scale model. Add code GTPOR010 to you shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



BARBOUR BOMBER JACKET

How much? £139.00

Where from? barbour.com

The Barbour Moss Quilted Bomber Jacket is new from the popular clothing brand. Authentically styled with a shorter length and a ribbed hem and cuffs, it features diamond-stitched outer fastens with a front zip and a studded storm pocket. With a 100% polyamide outer and inner, striped brushed cotton trim and the Barbour logo to the left-hand hem, it is available in a range of sizes.



911 CUFFLINKS

How much? £38.00

Where from? www.design911.co.uk

These Porsche 911 cufflinks are made from burnished die-cast zinc and are manufactured in Germany. A nice little detail that might finish your dress shirt off a treat. They are available from Design 911, and have recently been reduced from £40.00 to £38.00.





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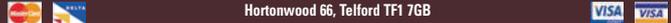
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991.2 CARRERA EXHAUST

How much? £3,704.40

Where from? www.akrapovic.com

Akrapovic has launched a range of new products for the turbocharged second-generation 991 Carrera. The Slip-On Line is a titanium exhaust for the Carrera S, 4, 4S and GTS, it has the option of a stainless steel link pipe set, 'sporty' catalytic converters, and a complimenting carbon fibre diffuser. Manufactured from ultra-lightweight, heat-resistant titanium alloys, sandblasted and coated for durability, the Slip-On Line reduces weight by more than 4kg over the factory exhaust. Performance is enhanced too, up approximately 14hp and 23lb ft, importantly there are also improvements to sound (you can experience the sound on the firm's website), and the system boasts ECE type approval.



MINICHAMPS 1:43 904 CARRERA GTS

How much? £38.00

Where from? www.racingmodels.com

The 904 Carrera GTS depicted here in 1:43 scale was raced to ninth place in the 1964 Daytona International Cup by Chuck Cassel. This detailed Minichamps model does the car justice beautifully. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



TUNIT OPTIMUM PLUS

How much? e.g. £477.60 (997 Carrera 3.6)

Where from? www.tunit.com

Already established on the diesel tuning market, Tunit has now entered the petrol market. Tunit Optimum Plus allows you to self-tune your car via an app for your smart phone. Users choose their vehicle from the app and, once installed, benefit from four settings, each offering increased power and torque. Private individuals can install the system or they can go through Tunit's network of installers. The product plugs into a car's original connectors, has a two year warranty, and is a fully reversible enhancement with no footprint.





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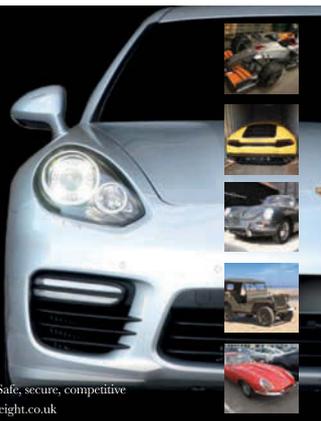
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FVD BROMBACHER 718 EXHAUST

How much? From €1,668

Where from? www.fvd.net

FVD Brombacher has developed a new exhaust system for the 2.0- and 2.5-litre 718 Boxster and Cayman, it is available in three versions; Quiet, Export, and Export with Exhaust Valve. The Quiet version (€1,668) is intended for cars inside Germany that must meet strict decibel requirements in cities.



Conservative in the low and mid-range, it allows for more bark at higher rpms. With twin 90mm round exhaust tips, it benefits from thermal insulation, is crafted from T316 grade stainless steel for improved durability, and employs Aero Quip-style connections to avoid leaks. Offering gains of 13hp and 13lb ft torque, it does not interfere with emissions and won't trigger the car's check engine light. The Export version is much the same (€1,668), but offers gains of 15hp and 12lb ft torque, while the Exhaust Valve version (€2,743) provides an increase of 17hp and 13lb ft torque, and the option to close the system for quieter running via a Pierburg vacuum actuated exhaust valve

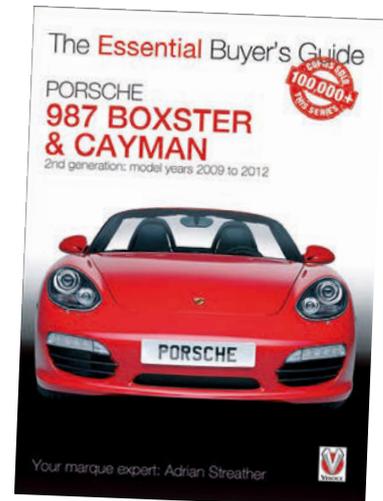


SPARK 1:43 928 S

How much? £38.00

Where from? www.racingmodels.com

This 928 S was raced at Le Mans in 1983 by Raymond Boutinaud, Patrick Gonin and Alain le Page, sadly the team was not classified. This cool 1:43 scale version of the car is a superb Spark model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



987.2 BUYER'S GUIDE

How much? £12.99

Where from? www.veloce.co.uk

Covering all second-generation 987 Boxster and Cayman models (2009 to 2012), this Essential Buyer's Guide by Adrian Steather offers advice on choosing the right model, key checks you should perform, an inspection guide, and desirable upgrades. It also covers market values, and showcases details of clubs and support organisations connected with these cars. With 64 pages and with 115 pictures, it is available now. ISBN: 978-1-787110-66-3.



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PORSCHE COLLECTOR'S T-SHIRT

How much? £32.00

Where from? <http://shop4.porsche.com>

This limited edition T-shirt is Edition No.2 – 1963 Original – and is a unisex item from the official Porsche shop. Featuring the words 'Made in Zuffenhausen, nothing even comes close', it is a limited run of 5,500. Available only in blue, it is an extremely soft quality T-shirt made from 100% cotton, and it comes in an exclusive metal box.



CRAB MULTI TOOL

How much? £17.99

Where from? www.firebox.com

The Crab Multi Tool is made from beech wood and folds-out with six steel tools, including a pair of mini scissors, a bottle opener, and a 3/16 flat head screwdriver. There is also a can opener, mini knife and a rope saw. Flip-out legs allow it stand up by itself, and a keyring can be looped through either of its eyes. Quirky but handy.



718 BOXSTER/CAYMAN KW SUSPENSION

How much? £746.00

Where from? www.kwsuspensions.co.uk

KW Automotive has announced a range of innovative Height Adjustable Spring kits for a variety of cars, including the 718 Boxster and Cayman. Outwardly similar to regular lowering springs, these new kits feature a threaded spring perch which allows for individual height adjustment while the springs themselves are in situ. Altering the springs is both simple and not physically demanding, giving owners full control over how their car looks and handles. Allowing for adjustments of between 20mm and 40mm on the front axle, and approximately 25mm on the rear, they work with OEM dampers and other original suspension and chassis parts. Constructed from chrome-silicone steel, the springs feature a tough, water-resistant coating and a special dust protection system for the bump stops, even so they come with a two year warranty.





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CAIR-O-PORT

How much? £392.00 (PCGB members)

Where from? www.porscheclubgb.com

Storing your Porsche in the correct fashion is highly important. And even though it might be under cover in a garage or barn, damage can still occur. That's where something like the Cair-O-Port comes in – it's a rather inexpensive solution.

With a lightweight steel frame, and a trio of electric fans, the Cair-O-Port is a car port fit for the modern world. Three filtered fans keep your car dry and free from condensation. Designed for indoor use only, it comes with a fans and transformer and is easy to store when not in use. Unzip two vertical zips and lift a Velcro flap to release your Porsche, it's that easy. The Cair-O-Port is available via the Porsche Club GB, and PCGB members benefit from a 10% discount, meaning it costs just £392.00.

ELECTRIC AIR CONDITIONING

How much? £2995

Where from? www.classicretrofit.com

As we've previously reported, Classic Retrofit has developed a clever Electric Air Conditioning system for classic Porsche 911s. Following its recent launch in Los Angeles, the system is now available to buy. The kit is fitted using existing holes and mounting points in the car, so no bodyshell changes are required during installation.

The lightweight and efficient system comes with everything required to carry out a standard installation on any air-cooled 911 up to 1989. Deposits are now being taken for the first production run of thirty kits. Porsche enthusiasts keen to experience the benefits of cutting-edge air conditioning in their classic 911s should get in touch as soon as possible to ensure an early delivery slot. A system for the 964 is currently in development.



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MOTORMAX 1:24 VW TYPE 2

How much? £17.50

Where from? www.racingmodels.com

Here's a cool one. The Volkswagen Type 2 Transporter replicated here in 1:24 scale by MotorMax Diecast was used by the Porsche Racing Service in the 1960s. This would make a welcome addition to any model collection. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



PERSONALISED AIR FRESHENER

How much? £12.99

Where from? www.firebox.com

Here's something a bit silly, but fun too. These personalised air fresheners, called Fresh Face, mean you can have a face of your choice printed onto a car freshener. You can upload three different images, or receive three of the same per pack, with different smells to choose from.

BILSTEIN SUSPENSION

How much? Evarious

Where from? www.bilstein.com

Bilstein has a history with the Porsche brand dating back decades. From the late 1950s onwards, the brand was equipping many cars ex-works with its shock absorbers. Bilstein shock absorbers and suspension systems are tailor made for Porsche cars – for both motorsport and road applications. From 911s to the transaxle cars; 924, 944, 968 and 928, plus Porsche's more modern cars, such as the Boxster and Cayman, Bilstein's products cater for a wide range of vehicle applications.

By way of a reminder of its association with the Porsche marque, Bilstein recently dedicated its stand at the Techno Classica event at Essen to it, displaying a pristine G-Series 911. Visit the Bilstein website to discover the brand's comprehensive range of products for Porsche cars.



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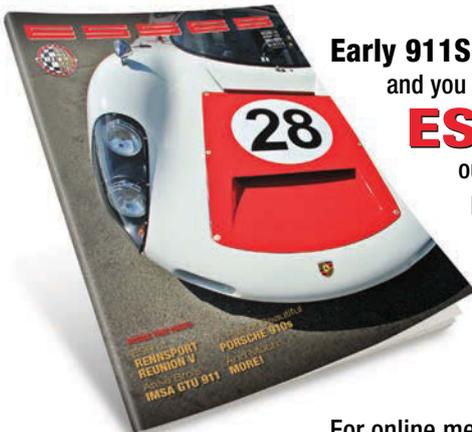
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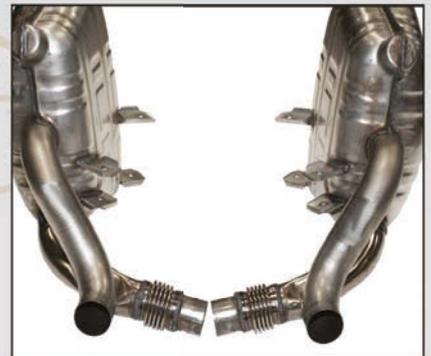
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Where from? www.britemax-direct.co.uk

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PLUG WRENCH AND SPANNER

How much? £54.00 (each)

Where from? www.karmannkonnektion.com

Essex-based Porsche specialist, Karmann Konnektion, recently added another exclusive set of products to its already comprehensive range. The Spark Plug Wrench and Allen Key is made in-house, it is correct for all 1965-1973 911 tool kits and is finished in chrome. Priced at £54.00, it is available with free postage and packaging. Also new this month for 911s of the same era is the P208 Alternator Spanner. This superb quality item, also priced at £54.00, is exclusive to the specialist and also made in-house, it is correctly stamped and finished in matt chrome.



BRUMM 1:43 917

How much? £20.00

Where from? www.racingmodels.com

The Martini International Racing 917K, as seen here, competed in the 1971 Buenos Aires 1000km race driven by Helmut Marko and Gijs van Lennep. The team retired with engine failure but its efforts live on thanks to this Brumm 1:43 scale model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





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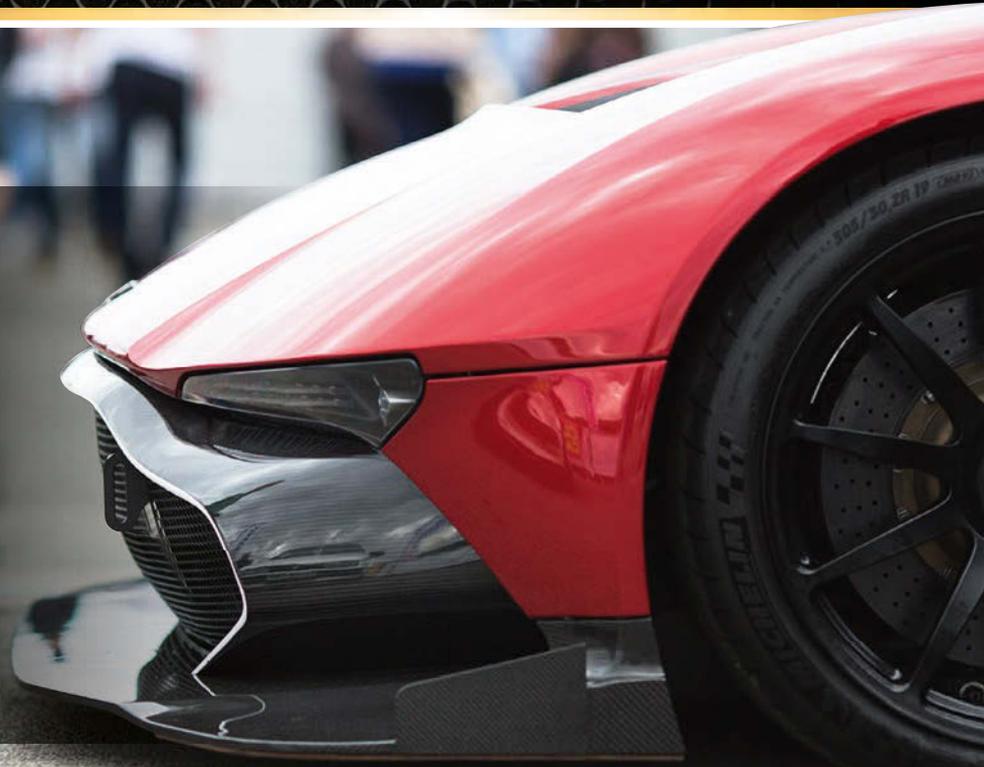
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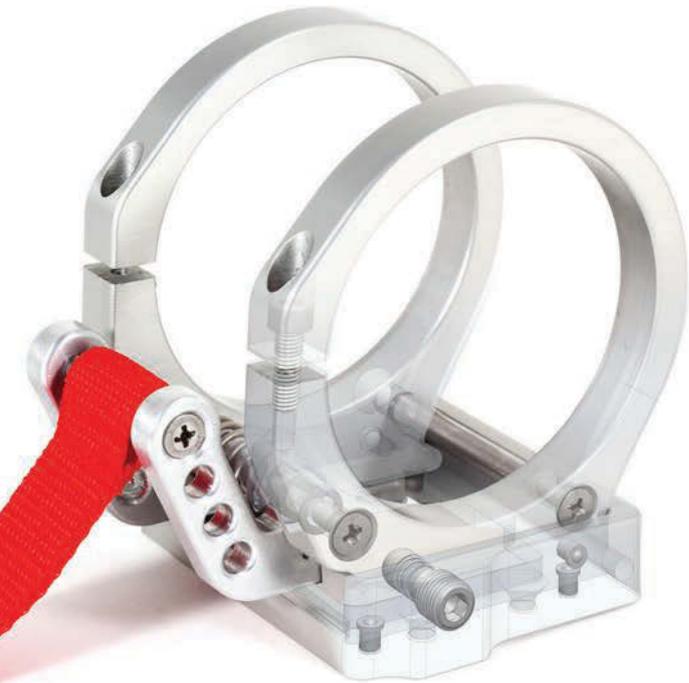


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Inside: Restored 911 2.7 Carrera RS, Cayenne Turbo S vs 911S, 968 Clubsport, 993 backdate, 996 4S vs 996 50 Year Edition, Below Zero ice driving, forged Porsche IDs



JULY 2016

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



AUGUST 2016

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



SEPTEMBER 2016

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



OCTOBER 2016

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



NOVEMBER 2016

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

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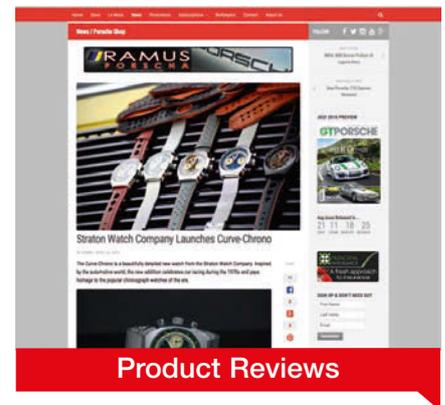
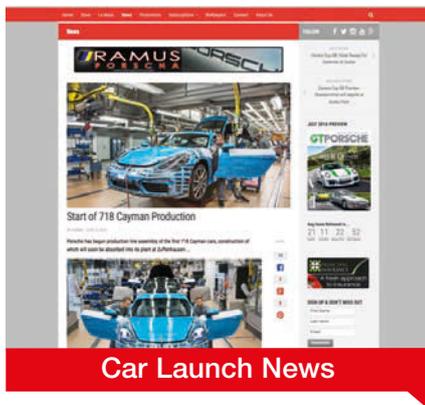




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