

The world's premier Porsche magazine

# GT PORSCHE

May 2017

£4.80 Issue 186



PANAMERA SPORT TURISMO

## New GT3

Is the second-generation  
991 GT3 a Porsche  
purist's dream?

500hp  
4.0-litre flat-six

Six-speed  
manual gearbox

0-62mph  
in 3.4secs

gtpurelyporsche.com



## Daniel Ricciardo's 912

We explore F1 driver Ricciardo's custom Outlaw Porsche



**COBB**



COOLED BY



**& MORE**



**BUILD YOUR DREAM**



**DROP-SHIPING & INSTALLS AVAILABLE**

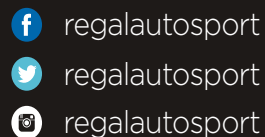
Regal Autosport  
72-82 Belgrave Road  
Portsmouth  
Southampton  
SO17 3AN  
United Kingdom

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

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



**FOLLOW US**



**WWW.REGALAUTOSPORT.COM**

**TEL : +44 (0)2380 558 636**



# Ignition



**Simon Jackson**  
Editor [@retro\\_jackson](#)

As usual you'll find a mix of both old and new cars in this issue of *GT Porsche* – the world's premier Porsche magazine. The contemporary angle is covered by not one, but two rather exciting offerings from Stuttgart. There weren't many surprises at the Geneva Motor Show on the Porsche stand, but that did not diminish the excitement and fervour generated for the latest 911 GT3 – we explore the new 500hp second-generation 991 starting on page 20.

The GT3 wasn't the only new Porsche unveiled in Switzerland, though. Guiding Porsche into a new vehicle segment is the much anticipated Panamera Sport Turismo, and it does so with some style. You might think that the idea of a Porsche estate car is a new one, but as we cover in our feature (page 78), that's not strictly true. I'm sure there will be a number of hardcore enthusiasts of

the brand who are not too enamoured with the idea of this car, for it does push the boundaries of what Porsche is traditionally all about. However so too did the Cayenne and Macan, and both have become popular mainstays in Porsche's model line-up. There's no reason to assume the Sport Turismo will do anything other than replicate that success for the brand.

Amongst other classic Porsche content this month comes Red Bull Formula One driver Daniel Ricciardo's Outlaw-style 912. Built by Australian specialist, Ktec Autohaus, the car displays an attention to detail that marks it out as something special. It was built for Dan and his father, Joe, to enjoy together when the superstar Aussie isn't busy driving F1 cars. We think it epitomizes the current backdate / hot rod / Outlaw movement nicely, see if you agree, page 52. Enjoy the rest of the issue.



p20

## 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 recalls the career of Carel Godin de Beaufort, a Dutch nobleman and racing driver with strong ties to Porsche.



**Colin Goodwin**  
[@Askgoodwin](#)

*A motoring journo for over 25 years, Goodwin writes for the Mirror and has contributed to GT Porsche for a decade now.*

**This month:** In his final column for *GT Porsche*, Colin Goodwin looks at what went on at the recent Geneva Motor Show...



**Jesse Crosse**  
[@jessecrosse](#)

*Jesse has been a motoring writer for decades, a contributing editor at Autocar, was the founding editor of Performance Car, and is a successful author.*

**This month:** Jesse Crosse explains what Porsche Torque Vectoring is all about, and covers how to prepare your car for the changing season ahead.

## Regulars

- 008** News  
The latest news from the fast-paced Porsche world
- 014** Motorsport Month  
The IMSA series and a look at the Goodwood Members' Meeting
- 028** GT Infographic  
Key Porsche facts and figures, this month the GT3

- 031** Just Looking  
Peter Morgan recalls the most infamous story in the history of Porsche – when the relatively tiny Stuttgart company nearly bought the mammoth VW empire...
- 033** Racing Line  
Dino Zamparelli has been driving 911s, both on road and track, in preparation for the 2017 Carrera Cup GB season...
- 035** Second Thoughts  
After a visit to the Geneva Motor Show, Simon Jackson wonders when a 911 stops being a 911...
- 068** Auction Watch  
Keeping an eye on the world of Porsche prices in a constantly evolving marketplace
- 093** Market Place  
Once unloved, the 964 is now in demand, with prices of Carreras on the rise...
- 096** GT Porsche Retrospective  
A look back at what we were up to one year ago, five years ago and ten years ago.
- 099** Long Term Fleet  
The latest running reports from our long term fleet of Porsches
- 120** All You Need To Know  
Jesse Crosse looks at the dark art of Porsche Torque Vectoring...
- 122** Tech Guide  
Jesse Crosse finishes his look at how best to ready a car used through winter for spring and summer...
- 124** Porsche Shop  
The latest new products from the automotive world and specialist Porsche retailers, don't forget your credit card.
- 146** Porsche Moments  
In his final *Porsche Moments* column, Colin Goodwin looks at what went on at the recent Geneva Motor Show...

p52



### EDITORIAL

**EDITOR:** Simon Jackson  
**Editorial Tel:** 07391 718134  
**Email:** gtp.ed@kelsey.co.uk  
**Contributors:** Lorna Mansford, Dave Powney, Jon Lawrence, Laurence Green, Andrew Frankel, Matt Zuchowski, Phil Raby, Johnny Tipler, Colin Goodwin, Peter Morgan, Jesse Crosse, Matt Biggs, Ryan Stewart, Rob Richardson, Richard Duisberg  
**Art Editor:** Kelly Rodgers  
**Photographers:** Gus Gregory, Malcolm Griffiths, Porsche Archive, Antony Fraser, Ivan Vasilev  
**ADVERTISEMENT MANAGER:** John Swanton  
**Advertisement Tel:** 07973 829739  
**Email:** john.swanton@kelseymedia.co.uk

### PRODUCTION:

Jo Claydon-Smith  
jclaydon-smith@unity-media.com / 01732 748064

### MANAGEMENT

**Managing Director:** Phil Weeden  
**Chief Executive:** Steve Wright  
**Chairman:** Steve Annetts  
**Finance Director:** Joyce Parker-Sarioglu  
**Retail Distribution Manager:** Eleanor Brown  
**Publishing Operations Manager:** Charlotte Whittaker  
**Audience Development Manager:** Andy Cotton  
**Subs Marketing Manager:** Dan Webb  
**Brand Marketing Manager:** Rebecca Gibson  
**Events Manager:** Kat Chappell

### 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: 0333 043 9848  
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](http://shop.kelsey.co.uk/gtp)  
Buy back issues at [shop.kelsey.co.uk/gtpback](http://shop.kelsey.co.uk/gtpback)

### Already a subscriber?

Manage your subscription online at [shop.kelsey.co.uk/myaccount](http://shop.kelsey.co.uk/myaccount)

### DISTRIBUTION

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT  
[www.seymour.co.uk](http://www.seymour.co.uk) Tel: 020 7429 4000

### PRINTING

William Gibbons & Sons Ltd

Kelsey Media 2017 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Publishing Ltd uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit [www.kelsey.co.uk](http://www.kelsey.co.uk), or call 01959 543524. If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: [data.controller@kelsey.co.uk](mailto:data.controller@kelsey.co.uk) or 01959 543524.

GT Porsche is available for licensing worldwide. For more information, contact [bruce@bruceawfordlicensing.com](mailto:bruce@bruceawfordlicensing.com)

ISSN 2050-182X

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







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

since 1984

# Tuning | Parts | Service



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



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



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

**fvd** Germany

phone: +49-7665-98990

fax: +49-7665-989920

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

**fvd** North America

phone: +1-954-571-2050

fax: +1-954-571-2060

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



**1989 – 3.2 Carrera Sport Coupe**

**£90,000**



**1989 – 3.2 Carrera Sport Coupe**

**£70,000**



**1957 – 356A Speedster**

**POA**



**1986 – Carrera Supersport Cabriolet**

**£100,000**

## **Porsche Classic Partner Centres. Classic expertise.**

At our Porsche Classic Partner Centres you can be confident that you're in the best hands whether you're buying your first classic Porsche or need help sourcing that particular part. Our specialist teams of Technicians, Sales Consultants and Service Advisors have the skill and knowledge to help you on your classic journey.



**PORSCHE**

### **Porsche Centre Leeds**

The Boulevard  
City West Business Park  
Leeds LS12 6BG  
0113 389 0600  
[info@porscheleeds.co.uk](mailto:info@porscheleeds.co.uk)  
[www.porscheleeds.co.uk](http://www.porscheleeds.co.uk)



Follow us online...



GTPorsche



@GTPorsche

## Features

- 020** New 911 GT3  
That Porsche's second-generation 991 GT3 would be normally aspirated and offered with a manual gearbox was no revelation. There are however plenty of other surprises...

- 037** Adelaide Motorsport Festival  
So you thought there was no motorsport in Adelaide since Melbourne nicked the Grand Prix? Wrong!

- 042** Rally 911s  
Preparing competition rally cars for the McRaes is certainly one way to get your business on the map. These two 911s, based on the iconic 2.7 RS, are prime examples of what Prefab does well...

- 052** 912 Outlaw  
Owned by Formula One driver Daniel Ricciardo and his father Joe, this 1968 912/6 built by Ktec Autohaus in Perth defines the Outlaw Porsche look beautifully.

- 061** Carel Godin de Beaufort  
A Dutch nobleman, Godin de Beaufort was the last true privateer racing Porsche single seaters.

- 070** 991 GT3 RS vs 993 RS  
New or old? It is a choice many of us need to make when pondering a Porsche purchase. We drive two RS cars of approximately the same value...

- 078** Panamera Sport Turismo  
Porsche has expanded the Panamera family with the new Sport Turismo, an estate version of its luxury saloon. Just how did the brand arrive here?

- 085** Abbot Porsche  
The Abbot name is synonymous with Porsches in South Africa, we find out what makes it tick...





# GENEVA 2017

Porsche revealed the second-generation 991 GT3, the new Panamera Sport Turismo and a second version of its hybrid Panamera at the Geneva Motor Show...

## NEW 911 GT3

Powered by a four-litre flat-six engine, unlike its forebear, the new GT3 is available with a six-speed manual gearbox, a move sure to please Porsche purists. The new 500hp GT3 can sprint from zero to 62mph in 3.4 seconds when fitted with Porsche's seven-speed PDK gearbox. In six-speed manual form the car will reach 62mph in 3.9 seconds, and power on to a top speed just under 200mph. Weighing 1430kg, the new GT3 comes with rear-axle steering and sits 25mm lower than a 911 Carrera S. Of course there are plenty of toys on the GT3's specification list to entertain too, just as you'd expect, such as dynamic engine mounts and a limited slip differential.

Porsche has tweaked the aerodynamics of the GT3, its

traditional front and rear spoilers have been optimised for better airflow. Also lightweight bumpers appear both front and rear, but it is perhaps a new underbody diffuser that will register as one of the more interesting highlights of the package.

Inside you'll find a 918 Spyder-style 360mm GT steering wheel, and there are three options of seating; adaptive Sports seats Plus, Sports bucket seats, and lightweight carbon fibre bucket seats. As you'd expect the seat pans in the rear are carpeted.

Porsche's Track Precision app (allowing drivers to see, record and analyse driving data) comes as standard with the new GT3, so too the latest PCM system and the Connect Plus module. The new 911 GT3 is available to order now from

UK Porsche Centres, it is priced from £111,802, first deliveries are expected in early summer. You can find further details on the new car on page 20.

## PANAMERA SPORT TURISMO

Porsche has expanded the Panamera family with the new Sport Turismo, an estate version of its luxury saloon. The new model offers increased luggage space and, for the first time, what Porsche describes as a '4+1' seating arrangement. This means it is now possible to carry more than four passengers in a Panamera with the advent of a third rear seat. Two traditional individual rear seats will be available as an option.

Porsche has not entered this new

segment lightly, ensuring the Sport Turismo's design is both striking yet reflective of typical Porsche design cues. Its orderly proportions ensure a silhouette featuring short overhangs, but at 5049mm long, 1,428mm high and 1,937mm wide (the





wheelbase spans 2950mm), the Sport Turismo is not a small car.

A choice of five models will be available at launch; three petrol engines, one diesel and one hybrid. The Panamera 4 Sport Turismo (330hp), 4S (440hp), 4S Diesel

(422hp), Turbo (550hp) and finally a 4 E-Hybrid (462hp). All will feature the Panamera's latest technological advances, such as the digital Porsche Advanced Cockpit, Porsche InnoDrive adaptive cruise control, PDCC Sport, and PTM. S models can be specified

with adaptive air suspension.

The Panamera Sport Turismo also features a segment first, an extendible roof spoiler similar to that found on the saloon model. Extending in three stages dependant on speed, the spoiler is capable of

generating an additional 50kg of downforce on the car's rear axle. It is, however, the Sport Turismo's versatility that is more likely to attract buyers. Offering up to 520-litres of luggage capacity (4 E-Hybrid 425-litres) with its seats up, it







provides 20-litres more than its saloon namesake, yet the rear seats can be folded down (in a 40:20:40 split), creating a virtually level floor and up to 1390-litres (4 E-Hybrid 1295-litres).

Prices start at £73,071 (Panamera 4 Sport Turismo), rising to £117,247 (Turbo Sport Turismo), with emissions ranging from 56g/km CO<sub>2</sub> (E-Hybrid) to 215g/km CO<sub>2</sub> (4S Diesel). The new car is available to order now from UK Porsche Centres with first deliveries expected in October. You can find further details on the new car on page 78.

## PANAMERA S E-HYBRID

Hot on the heels of the new V6 Panamera E-Hybrid launched at the end of last year, comes the range-topping V8 Turbo S E-Hybrid. It's the first time Porsche has introduced a plug-in hybrid as the flagship of a model range. Like its sibling the new hybrid combines an electric motor with a petrol one, in this case a four-litre eight-cylinder twin-turbo engine. In combination the two power units produce 680hp and 627lb ft of torque, this results in acceleration from 0-62mph in just 3.4 seconds (with launch control) for the all-wheel drive saloon.

The new model has a range of up to 31 miles in full electric mode, but it is also capable of a top speed of 192mph and it can achieve up to 97.4mpg, with 66g/km of CO<sub>2</sub> emitted. In isolation the V8 engine produces 550hp, the electric motor 136hp, the transition between the two power units is managed by a de-coupler, installed in the car's hybrid module, this is operated via an electric clutch. An eight-speed PDK transmission, PTM, PASM, PCCB, PDCC Sport and PTV Plus are all standard issue on the new S E-Hybrid, as are 21-inch alloy wheels the design of which mimic those found on the 911 Turbo.

The S E-Hybrid's liquid-cooled lithium-ion battery, located under the luggage compartment floor, has a capacity of 14.1kWh. It reaches full charge within six-hours, but this can be shortened to 2.4-hours with the addition of an optional 7.2kW on-board charger, which can be specified over the typical 3.6kW version. The charging process can

be managed via a timer integrated into the car's PCM system, or via the Porsche Connect app. An auxiliary air-conditioning system can also be operated remotely to cool or heat the car, even during charging.

Two wheelbase options will be offered; a long wheelbase version, called the Executive, extends the rear passenger compartment by 150mm. The Panamera Turbo S E-Hybrid is priced from £137,140, with the long wheelbase version priced at £146,545. It is available to order now from UK Porsche Centres, first deliveries will arrive in July.

## RUF

RUF revived its CTR name at Geneva with a modern incarnation of its famous Yellow Bird some 30 years after the original car was released. This new car may have looked like a 964, but it is a fresh ground-up build based around a bespoke carbon fibre monocoque chassis. Bonded to a steel framework, the carbon tub was built by German firm Vela Performance.

With 700hp and 649lb ft of torque, the water-cooled twin-turbocharged 3.6-litre flat-six Mezger engine inside sounds, on paper at least, utterly mighty. Of course add to that mix 19-inch centre-locking alloy wheels, and a weight of 1200kg –and it

quickly becomes clear that the new CTR 2017 means business. Even the angle of the car's glass has been tweaked for best airflow to the engine, RUF air intakes over the rear haunches feed air to the intercooler. RUF says zero to 62mph is dispatched under 3.5-seconds, and it'll top out at 225mph. That makes it rather fast, but it is sure to be put to the test so the firm must surely be confident of the numbers it is projecting. Inside this car is as race-bred as you'd imagine; bucket seats, Alcantara, yet with a hint of retro cool; tartan fabrics, a traditional five-dial instrument cluster.

Just 30 2017 CTRs are to be built, each will cost around €750,000.





# Complete Suspension Packages

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

The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top is a navigation bar with links: Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-header: Advanced Suspension Systems For Porsche Cars Design & Development, Fast Shipping Worldwide, and Sales & Support +1.408.297.2789. A secondary navigation bar lists car models: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, Merchandise, and a Search button. The main heading is "Suspension Builder". To the right, under "ONLINE TOOLS", are links for Suspension Navigator and Suspension Builder. The interface is divided into three steps: 1. Select Year & Model, 2. Select Your Package, and 3. Review & Approve. In Step 1, the Year is set to 2004 and the Model dropdown is open, showing options 911, 996/997/986/987 (highlighted), 991, 993, 914, 964, and 944. In Step 2, the package "Street Performance 2" is selected. Step 3 shows a table of parts for Front and Rear suspension. A yellow "Add To Cart" button is at the bottom left. On the right, a "PACKAGE CHARACTERISTICS" box shows "RIDE COMFORT" at 41 and "PERFORMANCE" at 63.

**1 Select Year & Model**

Year: 2004

Model: 911, 996/997/986/987, 991, 993, 914, 964, 944

**2 Select Your Package**

Street Performance 2

**3 Review & Approve**

Add, update, or remove parts using the tables below

**Add To Cart**

**Front**


**Rear**


**PACKAGE CHARACTERISTICS**

RIDE COMFORT	41
PERFORMANCE	63



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





## TECHART

TechArt has been exhibiting at Geneva for 11 consecutive years. On show this time were two examples of the firm's GT Street R – a coupé and cabriolet 911. These 991 Turbo S-based animals, an example of which we featured back in our February 2017 issue, have been selling well so we're told – some eight examples have rolled from TechArt's Leonberg headquarters



since our visit late last year.

Debuting at Geneva was the TechArt Panamera Grand GT – its take on a bells and whistles version of the super saloon with enormous presence. In close proximity were its Cayenne Magnum, and joining the SUV party, a Macan tweaked by the outfit, simply named 'TechArt SUV'.

Both a 718 Cayman and Boxster were present showcasing the aerokit, lowering, and powerkit options available to owners via TechArt. With 21-inch wheels and a 0-62mph time of 3.9-seconds for the 2.5-litre models, TechArt's work serves to impress here. Lastly a we fell for a retro offering on its stand, a 928 S4 sat on 18-inch Techart Formula wheels, it also boasted a subtle bodykit and an interior retrim.



## GEMBALLA

Gemballa is a name more recently associated with exaggeratedly modified Porsche SUVs, but at Geneva the firm returned to its roots – sports cars. The return of the Avalanche nameplate comes as a rather retrospective move, referring to the firm's 911s of old. This new Avalanche is based on a second-generation 991 Turbo S, it wears the wildest of wild bodykits, in fact we don't think we've ever seen a more extreme kit on a modern 911. Via a reworked turbocharging system, the new Avalanche allegedly has the power to support its looks, with a claimed 820hp on tap. Several details, such as holograms in the seats and afterburner-style exhaust tips serve to foster this car's outlandish yet individual personality. This is a car that is sure to divide opinion.





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

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



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



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





The Natural Choice for Porsche

01825 830424



**911 S 2.0**

Silver Metallic • Black Half Leather Sport Seats • Manual Gearbox • Matching Numbers • Professional Restoration 1968 (F)

**£174,995**



**911 GT3RS (997)**

Orange • Black Nomex Lightweight Bucket Seats • Manual Gearbox Porsche Ceramic Composite Brakes 11,057 miles • 2007 (07)

**£149,995**



**911 GT3 (996)**

Atlas Grey • Black Leather Sport Seats 18" GT3 Wheels • Air Conditioning Cruise Control • 36,789 miles 2003 (53)

**£71,995**



**911 Carrera 2 S (997 GEN II)**

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

**£39,995**



**Boxster 2.7 (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**



**911 Carrera 2 S (997)**

Arctic Silver • Dark Blue Leather Seats Manual Gearbox • Satellite Navigation 19" Sport Design Wheels • 52,753 miles 2005 (55)

**£31,995**



**911 Carrera 4 S (996)**

Arctic Silver • Black Leather Seats Manual Gearbox • Sports Exhaust 18" Turbo II Wheels • 44,699 miles 2004 (53)

**£31,995**



**Boxster S (987) Black Edition**

Jet Black • Black Leather Seats Manual Gearbox • No. 401 of 987 Cars Built • Touchscreen Satellite Navigation 34,014 miles • 2011 (61)

**£30,995**



**Boxster S (987 GEN II)**

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

**£27,995**



**Cayman 2.9 (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)

**£26,995**



**Boxster S (987)**

Seal Grey • Black Leather Seats • Manual Gearbox • 19" Carrera Sport Wheels • Air Conditioning • Wind Deflector • 37,375 miles • 2005 (54)

**£17,995**



**Boxster S (986)**

Arctic Silver • Black Leather Seats Manual Gearbox • 18" Carrera Wheels BOSE Sound System • 32,856 miles 2003 (03)

**£12,995**

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

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

PARAGON GB LTD FIVE ASHES EAST SUSSEX TN20 6HY



# PORSCHE DENIED PODIUM AT SEBRING

Porsche narrowly missed out on a podium finish at Sebring, the second long-distance race of the 2017 IMSA series...

**IMSA SPORTSCAR CHAMPIONSHIP**  
ROUND 2: 12 HOURS OF SEBRING, USA



The 65th 12 Hours of Sebring, the second long distance classic of the IMSA SportsCar Championship, was a closely run affair nearly all the way to the flag. Porsche qualified fourth with its No.912 entry driven by Kevin Estre, Laurens Vanthoor and Richard Lietz, the No.911 RSR of Patrick Pilet, Dirk Werner and Frédéric Makowiecki recorded a time just two-tenths of a second slower, yet would start the race in seventh spot.

It was however the No.911 RSR which performed best in the race. Pilet made his way through the GTLM field in notable style. As we've seen in the past the 911 performs best come the cooler evening hours, and such was the case again in Florida, with Pilet in particular putting in a spectacular charge to come

within striking distance of the leading cars come the middle of the race.

But just 33 minutes before the end of the race, Pilet pitted for an unscheduled stop forced upon him due to a tyre defect, just the front left tyre was changed but as he pulled away he drove over an impact wrench. This earned the No.911 car a drive-through penalty, destroying any hopes of it clinching a second podium of the 2017 season. Pilet, Werner and Makowiecki had to settle for a seventh place finish. In the second 911 RSR, Estre, Vanthoor and Lietz took the flag in eighth place following an issue with a leaking damper, it cost the car to fall three laps down on the leaders.

Head of Porsche Motorsport, Dr Frank-Steffen Walliser, commented:

"We witnessed a very dramatic race and up until 33 minutes before the end everything was looking good. We had a tough fight for first place with the Corvette but then suffered a slow puncture on the front left tyre. We had to pit and change the tyre and after that we could forget about victory. With our number 912 car, the unplanned pit stop due to a leaking damper cost us three laps and all chances of winning. This car was also running very well."

Pilet added: "Our plan was to have the best car at the end of the race. This meant that it wasn't so easy driving during the heat of the day. But once it cooled down we were very clearly the fastest on the track. The team did an excellent job. The strategy had been perfect.

After the last pit stop we had a good chance to win. The tyre defect was annoying. It wasn't a pit crew error, it was just bad luck."

Richard Lietz said: "Sebring is merciless, but we knew this beforehand. We had a good car and I enjoyed driving here with my teammates. We did our very best but unfortunately we had the problem with the rear left damper. Things like this can happen, particularly on a bumpy circuit like this one. We were well prepared, we did a great deal of testing here in Sebring, but sadly it ultimately wasn't enough."

Round three of the IMSA SportsCar Championship is held on the street circuit of Long Beach on 8 April. Hopefully Porsche can bring everything together for victory.



#### Race Result:

##### GTLM Class:

1. Garcia/Magnussen/Rockenfeller	Corvette	334 laps
2. Hand/Müller/Bourdais	Ford GT	334 laps
3. Fisichella/Calado/Vilander	Ferrari 488	334 laps
7. Pilet/Werner/Makowiecki	911 RSR	334 laps
8. Estre/Vanthoor/Lietz	911 RSR	332 laps

#### Points' standings GTLM class (after 2 of 11 races)

##### Drivers

1. Müller, Hand, Bourdais	Ford	67 points
2. Garcia, Magnussen, Rockenfeller	Chevrolet	63
3. Fisichella, Vilander, Calado	Ferrari	60
4. Pilet, Werner, Makowiecki	Porsche	57
6. Estre, Vanthoor, Lietz	Porsche	48

##### Manufacturers

1. Ford	67 points
2. Chevrolet	63 points
3. Ferrari	60 points
4. Porsche	58 points

##### Teams

1. #66 Ford Chip Ganassi Racing	67 points
2. #3 Corvette Racing	63 points
3. #62 Risi Competizione	60 points
4. #911 Porsche GT Team	57 points
7. #912 Porsche GT Team	48 points





## PORSCHE AT THE 75TH MEMBERS' MEETING

The 75th Members' Meeting at Goodwood has become a welcome date on the historical motorsport calendar..

### GOODWOOD MEMBERS' MEETING



Goodwood Motor Circuit opened its gates for the 75th Goodwood Members' Meeting in mid-March. An incredible array of cars were on site, typical of Goodwood's unique brand of historic motorsport. Designed to recreate the atmosphere and camaraderie of the original BARC Members' Meetings, held at Goodwood Motor Circuit in the 1950s and '60s, the Goodwood Members' Meeting focuses on reproducing the sights and sounds from the golden era of motor racing.

The event kicked-off in true Goodwood style when, during the

Members' Meeting Governor's Ball, a dozen two-stroke 250cc and 350cc Grand Prix motorcycles rode through Goodwood House. The Derek Bell Cup for one-litre Formula Three cars started the proper action on the circuit though, and there was plenty of wheel-to-wheel action throughout the weekend. Top calibre legendary drivers of old mixed with current aces, such as Robert Ravaglia, Andy Priaux, Rob Huff, Stuart Graham, Gerhard Berger, Tom Kristensen and Mark Blundell. Typical of Goodwood, there was plenty of action off the track with a range of attractions too,

there was also the Bonhams' auction for those looking to invest in a new toy – and plenty were in the market.

Twelve races took place over the weekend, featuring cars spanning a century of motorsport history. There were also a series of high-speed demonstration runs, the 'Legends of GT1' included a mix of Porsche GT1 cars. Dario Franchitti drove the Porsche Museum's GT1-98, the ex-McNish, Aiello, Ortelli car. The 1998 machine was joined by its 1997 sibling, so too specialist Paragon Porsche's 1997 911 GT1 Evo, making for quite a sight. The

Porsche Museum in Stuttgart also loaned its 908/3 for the event, the 1970 Targa Florio winning machine was driven by current Carrera Cup GB driver, Charlie Eastwood.

Should you wish to be a part of the next Members' Meeting it is possible, even if you are not a member of Goodwood's GRRC. GRRC members can purchase tickets for non-members, and a limited number of tickets are also available to the general public priced from around £85 each, they do sell out quickly though. Visit [www.goodwood.com](http://www.goodwood.com) for more information.





# PAINT SHIELD

automotive protection specialists



Illustration shown in colour to highlight coverage available.  
All films are clear allowing your original paint colour to shine through.

## Standard Kit

Protects most prone frontal areas

## Full Kit

Protects all frontal areas

## Complete Kit

Protects all of your car

Call now on

**01733 390777**

for more information.....

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

Paintshield paint protection kits will help prevent your vehicle from suffering stone chips, minor scuffs, scratches and abrasions. Our kits combine 'state of the art' computer design technology with the finest range of protection films on the market to provide you with the best protection your vehicle deserves.



## ELLINAS COMPLETES ALL-STAR JTR SQUAD

Nick Tandy's new Carrera Cup GB team has completed its driver announcements for 2017...

### CARRERA CUP GB



New Carrera Cup GB outfit, JTR, headed by Porsche works driver Nick Tandy, has announced the last member of its three driver line-up for 2017. Former single seater ace, Tio Ellinas from Cyprus, will join its all-star driving squad. Ellinas will be competing in a 911 GT3 Cup car for the first time as part of JTR's entry for its debut sports car racing season. Alongside team mates Dino Zamparelli and Lewis Plato, Ellinas will be looking to make an impression this season we're sure.

Ellinas won races with the JTR team in the 2010 British Formula Ford championship, before going on to win races in Formula Renault 2.0, GP3 and Formula Renault 3.5. A points scoring debut in the Formula One feeder series, GP2, followed which led to an F1 test.

Despite his impressive CV, Ellinas is realistic about the season ahead: "It will be a completely new challenge for me as I begin my first season in sports cars. I had a really positive test with Porsche at Silverstone in

November which is what started things moving, and now I just can't wait to get back in a car," he said.

"I know the competition will be tough, but I also know from past experience with JTR that the guys will provide me with a great car - so perhaps I can fight for wins and possibly challenge for the championship later in the year. Why not?"

JTR Team Principal, Nick Tandy, clearly has every confidence in his new signing, he commented: "We've

known Tio a long time and we're delighted to welcome him back to the team. He's won a lot of races and has an enviable track record in single seaters, but we're all 'eyes open' to the challenge as he adapts to a completely different style of car. Along with Dino and Lewis, we couldn't have hoped for a stronger line-up in our first season of sports cars."

Ellinas joins Tom Wrigley (IN2 Racing), Jamie Orton (Redline Racing) and Matt Telling (Welch Motorsport) in the 2017 Rookie championship.







# VBOX VIDEO



**CIRCUIT TOOLS** driver training software

- Synchronised video and data
- Dual camera 1080p
- Ultra-smooth video
- Class leading driver training software (Windows, macOS & iOS versions)
- Configurable pre-record buffer
- Camera preview over WiFi
- CAN interface

**VBOX VIDEO HD2 captures stunning video in full 1080p HD with real-time graphical overlay.**

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, up to 30s video pre-buffer and real-time graphical overlay, **VBOX VIDEO HD2** represents the ultimate in tough, reliable motorsport video loggers.

**VBOX VIDEO HD2** comes with **CIRCUIT TOOLS**, an intuitive analysis software package designed to help drivers improve their track performance and accelerate the learning process, ultimately leading to better lap times.



**VBOX VIDEO HD2** available to order online

Professional racing drivers share their experience on advanced circuit driving techniques in our **FREE eBook**:  
[www.vboxmotorsport.co.uk/ebook](http://www.vboxmotorsport.co.uk/ebook)

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



# Stick Man

That Porsche's second-generation 991 GT3 would be normally aspirated and offered with a manual gearbox was no revelation. There were however plenty of other surprises...

Story: Simon Jackson   Photography: Richard Pardon



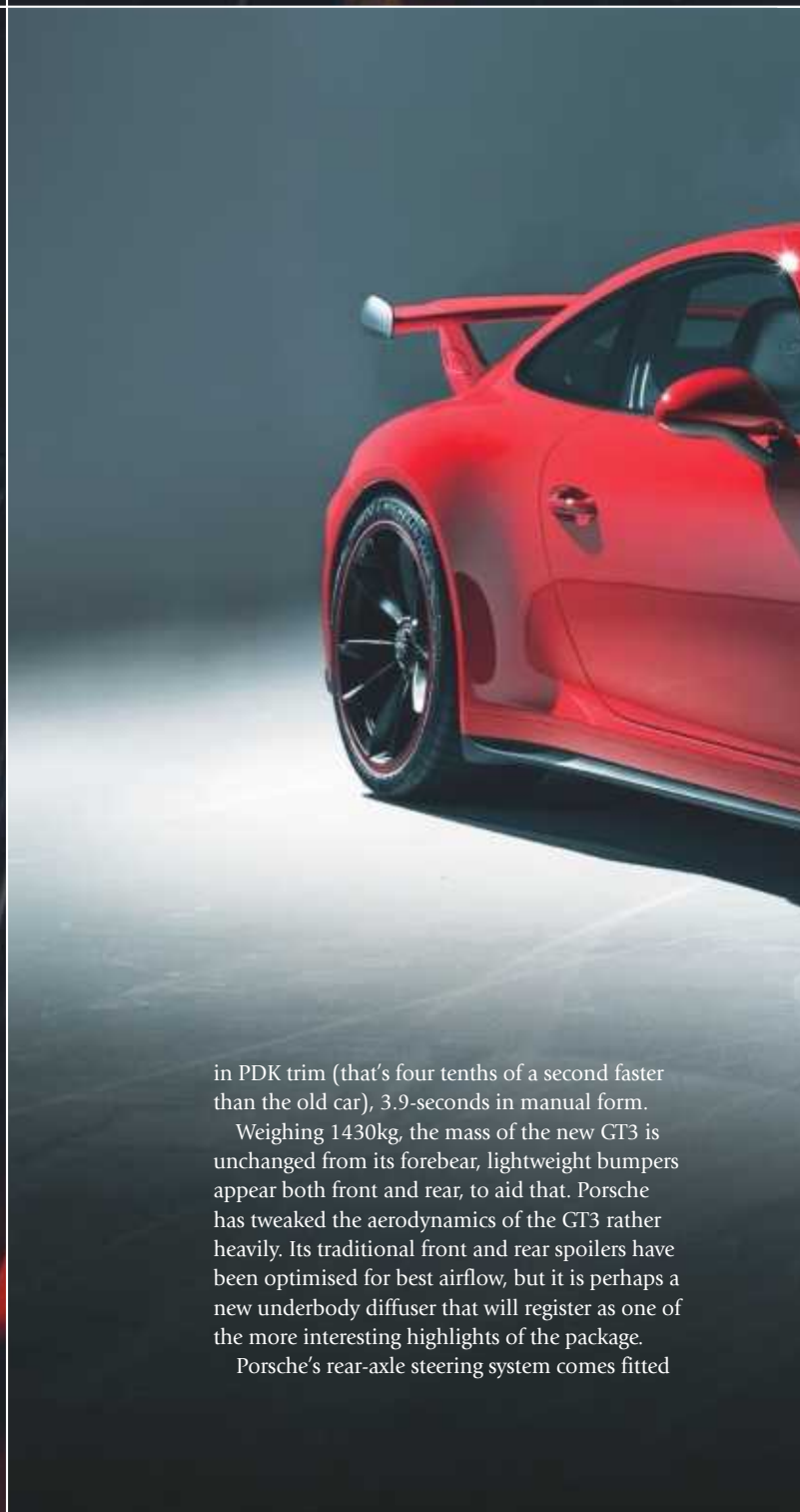


The numbers tell much of the story; 500hp, a four-litre six-cylinder engine (without a turbocharger), a 20 percent increase in downforce, and six manual forward gears. But the new 911 GT3 communicates more than that, it tells us that Porsche listens. It listens to its customers, it listens to its fans, and it delivers what they want. The new second-generation 991 GT3 is

the result of all that listening. And yet while many of our expectations have been met, they have also been exceeded in a number of ways with the advent of this new car.

Much criticism was heaped on Porsche for not offering a manual gearbox option in the first-generation 991 GT3, and so this new car, revealed at the Geneva Motor Show, comes with both a seven-speed PDK gearbox (as

standard), and a six-speed manual option too. It is powered not by a turbocharged engine, like that used with much controversy in the latest 911 Carrera or 718 cars, but by a naturally aspirated flat-six power unit – a four-litre one at that. These are both moves sure to please Porsche purists. It is capable of producing 500hp, enough to propel the new GT3 from zero to 62mph in 3.4-seconds



in PDK trim (that's four tenths of a second faster than the old car), 3.9-seconds in manual form.

Weighing 1430kg, the mass of the new GT3 is unchanged from its forebear, lightweight bumpers appear both front and rear, to aid that. Porsche has tweaked the aerodynamics of the GT3 rather heavily. Its traditional front and rear spoilers have been optimised for best airflow, but it is perhaps a new underbody diffuser that will register as one of the more interesting highlights of the package.

Porsche's rear-axle steering system comes fitted





*The new GT3 will still suffer from production capacity outstripping demand...*



as standard, the new car sits 25mm lower than a 911 Carrera S, 5mm lower than the first-generation 991 GT3. Of course as you'd expect there are plenty of additional toys on this GT3's specification list too, dynamic engine mounts and a limited slip diff amongst them.

Inside you'll find a smaller 918 Spyder-style 360mm GT steering wheel, there are the typical Comfort or Clubsport specifications, and within those categories three options of seating: adaptive Sports seats Plus, Sports

bucket seats, and lightweight carbon fibre bucket seats. The latest PCM system and the Connect Plus module appear, the GT3 also comes with Porsche's Track Precision app as standard allowing drivers to see, record and analyse driving data.

The new 911 GT3 is available to order now from UK Porsche Centres priced from £111,802, first deliveries are expected in early summer and we expect to bring you our 'first drive' impressions very soon.

Not a limited run model like the 911 R, the new GT3 will still suffer from production capacity outstripping demand, it is estimated as few as 4000 cars will be built, and most of the UK allocation will have been snapped up already by customers registering their interest long before the silks were whipped off the car in Switzerland. As we've said we'll be bringing you our driving impressions soon – in the meantime here's what you need to know about the latest GT Porsche...

## ENGINE

Many expected the second-generation 991 GT3 to arrive with a 3.8-litre engine, not the four-litre mill Porsche has presented to us. Interestingly this is not the four-litre unit from the 991 GT3 RS and 911 R, but rather a new development that bears more than a passing resemblance to the engine in the GT3 Cup car – in fact Porsche says they are practically identical. Porsche has enlarged the capacity of the GT3's engine in part through the use of a longer stroke, the changes equate to an increase in power of 25hp and 23lb ft over the first-generation car. A 9000rpm redline is identical to the old GT3 yet a few hundred rpm higher than the GT3 RS and 911 R, according to Porsche GT guru Andreas Preuninger, the final wailing 1500rpm is where you'll find the real party atmosphere.

Much of the work Porsche has undertaken on the four-litre engine has been to minimise stress through lower internal friction. The crankshaft now features a central oil feed designed to lower the mill's workload (by reducing the rate of oil pressure) thus providing increased power. A new design of valve adjustment, fixed rather than hydraulically operated, has been employed for the very same reason. Rather surprisingly for a car capable of this level of performance this new GT3's combined economy is 22.2mpg (PDK), a 64-litre fuel tank comes as standard but a 90-litre tank is available as an option.

## GEARBOX

It was no surprise that the new GT3 features

a manual gearbox. Much has been said and written about the decision to offer the old version of the car with only an automatic 'box, and the recent advent of the manual 911 R served only to reignite that argument. The manual gearbox option will be a no-cost option for purchasers of a new GT3, it's the same gearbox from the aforementioned 911 R, and that's a very good thing as the R's shifter is of the highest possible standard. Despite all this focus on the manual 'box, Porsche has not ignored its PDK offering, taking the chance to refine it for faster shifts than before. Naturally a PDK car will reach the benchmark 62mph faster than a manual car, in this case half a second, but there is a separate advantage to be gained by swapping gears the old fashioned way – that being the manual 'box is around 15kgs lighter than its PDK equivalent.

## CHASSIS

The new 911 GT3 shares its wider shell (1852mm) with that of the Carrera 4, and it sits 5mm lower than the old car. Porsche's rear axle steer system reappears, this time boasting fresh software, and in the same fashion the car's dampers have been retuned. Helper springs now feature on the rear axle too. Just as you'd expect PCCB Carbon Ceramic brakes are available, and we'd expect them to prove popular with customers ordering this new 911, although the 380mm steel stoppers will serve to be more than impressive. Much maligned upon its debut, Porsche has since polished its electronic power steering system, and

this new car boasts the latest version of that system. Steering feel is vitally important in any Porsche, none more so than one wearing the letters G and T. Expect this new 911 to handle whatever is thrown at it with gusto.

## AERODYNAMICS

A 20 percent increase in downforce is not to be ignored, for this improvement is sure to make the GT3 even more useful as a track tool, and yet more planted at full chat. Indeed at its top speed of, near as damn it, 200mph, this new car produces the same levels of downforce as a 997 GT3 RS – such is the pace of development at Porsche. How have Preuninger and his team achieved this? Well, they seem to have learned much from the 911 R project. With that car Porsche's GT squad were unwilling to offer large wings or other such aerodynamic devices to the outside of the car, wishing the R to adopt the 'less is more' look. They devised a clever solution – an underbody aerodynamic diffuser like a ground effects device, the second-generation GT3 boast the same concept. On the outside it is able to utilise the traditional spoilers associated with a GT car, yet it is largely only the rear spoiler that has been overtly tweaked. That now sits higher and further towards the back of the car in a bid to remove it from the coupé's 'dirty' turbulent air. There are also new vents on the rear bumper. Interestingly though all these aerodynamic changes have not had an adverse effect on drag, this new car has the same level of drag coefficient as its forebear – 0.33Cd.

*Preuninger and his team have learned much from the 911 R project*







## 911 GT3

**ENGINE:** 3996cc, six-cylinder naturally aspirated boxer

**TRANSMISSION:** Seven-speed PDK or six-speed manual, rear-wheel drive

**BRAKES:** Six-piston callipers (front) with 380mm perforated and vented discs, four-piston callipers (rear) with 380mm perforated and vented discs

**CHASSIS:** Steel springs, PASM, McPherson struts all round, multi-link rear suspension, integrated helper springs (rear), rear-axle steering, 9x (front) and 12x20-inch alloy wheels with 245/35 and 305/30 ZR 20 tyres

**WEIGHT:** 1413kg (manual)

### PERFORMANCE:

**Power:** 500hp @ 8250rpm

**Torque:** 339lb ft @ 6,000rpm

**Top Speed:** 198mph (manual)

**0-62mph:** 3.4 seconds (PDK)

**Fuel Consumption:** 22.2mpg (PDK)

**Co<sub>2</sub>:** 288g/km (PDK)

**ON THE ROAD PRICE:** £111,802



## GT3 HISTORY

The 911 GT3 debuted in 1998 in 996 Cup car form, a road-going version soon followed in 1999. It was built by Porsche's Motorsport Department in Weissach. It was narrow-bodied and legendary Porsche engineer, Hans Mezger, was responsible for the race-orientated (dry sumped) 3.6-litre engine – it produced 365hp.

The second-generation 996 GT3 arrived in 2003 with production moved to Zuffenhausen. Wearing the revised styling cues of the second iteration of 996, the new car benefited from more power – now up to 386hp. In 2005 production ceased making way for the first-generation 997 GT3 of 2006, again narrow bodied, this new car boasted 412hp. But it was the second-generation 997 GT3 of 2009 that arguably saw the bigger changes. Now with a larger 3797cc version of the flat-six mill, it was the most powerful GT3 to date boasting 435hp.

Porsche launched the 991 GT3 in 2013, it was a radical departure in that it was based on the wider Carrera 4 bodyshell, and it had a new engine. Out was Mezger's old engine, in came a reworked version of the Carrera's power unit – now with 475hp and offered only with a PDK paddle shift gearbox. Rear wheel steering appeared for the first time too.

When the 911 GT3 RS was launched I sat in an interview with Andreas Preuninger and the subject of the manual gearbox GT 911 came up. Preuninger was clear in fingering the English-speaking press for being harder than most on Porsche for not offering the option of a manual cog swapper on its previous GT product. I remember him posing the question, 'how many people would order a manual do you think?' Despite saying he was merely curious of our opinion, he spoke like a man who already knew the answer, and I suspect that answer was this – not many. By offering the GT3 with a manual gearbox Porsche has crushed the gearbox argument in a single move, but it will be interesting to see how many customers will actually option a manual 'box over the faster PDK automatic. It's clear that Porsche's preference for this car's gearbox remains the PDK, evidenced by it offering it as standard issue with the manual as the option. But also suggested by Preuninger's previous comments, too.

Should the uptake not make the choice worth its while, might Porsche drop the option once more?

There are two key areas of advancement here; engine and aerodynamics. Reworking the power unit has delivered what promises to be one of, if not the, most exciting naturally aspirated 911 engines of all time. Porsche really has turned the wick right up this time, having more than found its feet with this engine's architecture. Rumour has it the engine might also find its way into a forthcoming Cayman GT4 RS, a prospect that sure to prove mouth watering for Porsche enthusiasts.

The new 911 GT3 is a thing of beauty without doubt, and an engineering masterpiece typical of modern GT Porsches. Rest assured it will be popular too, despite being priced £11,000 dearer than old car. That it is £11,000 better than the car it replaces is mighty likely, but not assured, what is guaranteed though is that as the driving opinions roll in Porsche will be listening... ○





# RESTORATION

*Design* EUROPE



## QUALITY PORSCHE AUTOMOBILE PANELS

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

A. Plesmanlaan 24, 9615TH Kolham, Netherlands

Tel: 0031 (0)50-5490085 | Fax: 0031 (0)50-5490087 | Mob: 0031 (0)6-53945104

Email: [info@rescue-911.nl](mailto:info@rescue-911.nl)



## *GT3 Key Moments*

Since its inception with the 996 generation of 911, the GT3 has fast become a part of Porsche legend...

**1998**

GT3 debuts in 996  
Cup car form



**1999**

Road-going 3.6-litre  
996 GT3 launched



**2003**

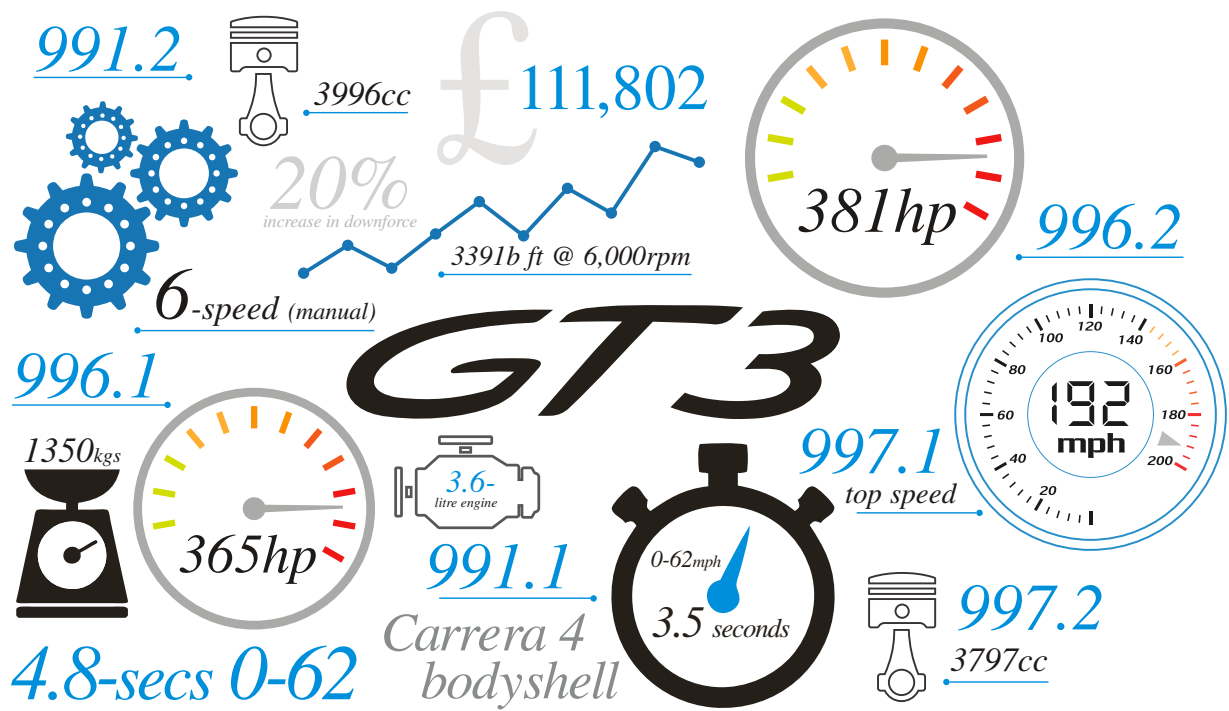
Second-generation 996 GT3  
launched with 386hp

**2006**

First-generation 997 GT3  
launched with 412hp







991 GT3 launched with a new 475hp version of the Carrera's engine

2009  
Second-generation 997 GT3 launched with 435hp



2013

2017  
Second-generation 991 GT3 launched



# CHARLES IVEY

## SPECIALIST CARS LTD

*In London for over 45 years  
and now also in Surbiton*



160 Hurlingham Road  
Fulham, London SW6 3NG



Ivey House, Hollyfield Road  
Surbiton, Surrey KT5 9AL

info@charlesivey.com **020 7731 3612** www.charlesivey.com

# 911virgin.com

**01895 255 222**



#### Buying a car

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



#### Selling a car

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



#### Porsche contacts

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

**Cars wanted for immediate outright purchase**

## CCTV42

**01895 233 311**

Professional quality CCTV for self installation

**www.cctv42.co.uk**





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

## Peter Morgan recalls the most infamous story in the history of Porsche - when it nearly bought VW...

As this is my last *Just Looking* column, I thought it would be an interesting epilogue to recount the most infamous story in Porsche's history. It's nearly ten years since Porsche stunned the world's money markets by attempting to take over Volkswagen.

Back in 1993, Porsche was all but bankrupt and it took ruthless focus on the accounts bottom line to cut costs and completely relaunch the product range. The architect of this very successful turnaround was Dr Wendelin Wiedeking and by the early Noughties Porsche was making serious money.

Unfortunately Weideking and his CFO Holger Härter had still greater ambitions. Weideking began using Porsche's mushrooming profits to secretly increase its holding in Volkswagen. At this time VW had grown into a mega manufacturing conglomerate making some 4 million cars each year. By comparison, Porsche was a minnow with an annual roll out of under 100,000. The stock acquisition gathered pace through 2005-7. By early 2008, Porsche held some 30% of VW and the process began to use various external methods of loan financing to continue the buying momentum. Out of the public eye, Porsche had begun to operate more like a hedge fund than a car manufacturer.

The only external indicator that caught the market's attention was that the VW stock price was staying stubbornly high for no obvious reason when every other auto manufacturer's value was in trouble.

Hedge fund managers the world over, unaware of Porsche's substantial stock gathering activity, decided

that VW must inevitably fall, so they began to 'short' the stock. Shorting is where you effectively borrow a stock from a stock holder, sell it at today's high price and wait for it to fall in value. It's a gamble. If the play works the stock falls and you buy it back at the lower price. You hand the stock back to the owner and the difference between the higher sale price and the lower buy back price is your profit. It's what hedge funds do, but it is a high risk activity.

But by October 2008 the VW stock still wasn't falling. It began to rise. This sent the hedge funds into panic as their 'short' positions demanded they return their borrowed stock to the owners within

*Why shouldn't Porsche take control of the business its grandfather had started?*

a set period. Failure to do that on time could be catastrophic for the hedge fund.

The problem was that there wasn't enough stock available on the markets to trade - because Porsche had wrapped most of it up themselves. The panic turned into a frenzy. A mad scramble for VW stock ensued and the price went from around 300 Euros to over 1000 Euros in the space of days. When Porsche finally revealed its position (and therefore the reason why the stock wasn't falling) there was outcry. Porsche released a block of VW stock as a conciliatory gesture

and in the process made billions. At a press conference in November 2008, Wiedeking revealed that in the past year Porsche had made 1 billion Euros selling cars and 6.8 billion from its financial manoeuvrings.

The heaviest losers appeared to be the American hedge funds and in that litigious country many began to talk of alleged illegal stock market manipulation by Porsche. Nevertheless despite all the outcry, it was very difficult to prove that Porsche had done anything illegal, although the murmurings may still be going on even today. For company observers, the takeover strategy was sort of understandable, albeit wildly ambitious and very risky. Why shouldn't Porsche to want to take control of the business its founding grandfather had started? Ferdinand Porsche had designed the first VW Beetles during the 1930s and oversaw the development of the huge Wolfsburg plant that would make the cars. Porsche had always had very strong connections with VW, used many of the Beetle's components in its earliest 356 models and executed many development projects for VW in future years. Porsche almost

considered VW as family - and with some justification.

By Christmas 2008, Porsche revealed its position in VW was equivalent to around 74% - just short of the 75% required for a full takeover. The catch was that holding included a huge overhead of heavily financed derivatives and loans.

Whether you agreed or not that Wiedeking and Härter had taken Porsche in a direction that was irrelevant to its main objective - making cars - for a brief moment Porsche had played the money guys at their own game and looked like winning. And they nearly pulled it off.

Surrounded by controversy over its tactics and under fire from the financial community, Porsche couldn't quite close the deal and subsequently found its cashflow swamped by massive charges relating to the substantial loans position (to the tune of about 10 billion Euros). By 2012, with Porsche submerged in choking debt, it was VW that bought Porsche and in the process the latter lost its most prized possession - its independence. History will record that greed overtook common sense. And in today's hawkish financial markets that is an all too common occurrence ○



Dr. Wendelin Wiedeking with Angela Merkel in 2002

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

# NEW TO TRACK DAYS?

Join RPM Technik on track in 2017



**RPM**  
**Technik**

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

Tring, Hertfordshire, UK

RPM Technik have formulated a unique package of exhilarating one day specials involving a mix of workshop vehicle prep, classroom and one-to-one track tuition from the most accomplished known Porsche racing drivers. Visit our website for more information.



- Servicing
- Repair
- MOT testing station
- Restoration
- Rebuild
- 4 wheel alignment



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

01271 814144



**DEVON**  
**PORSCHE**



**We don't restore Fuchs® rims...  
We save them !**

30 years of expertise : Straightening, soldering, polishing, anodizing, dip painting... we do it all, so your rims will look like they did when they came out of the factory... 50 years ago

**ART WHEELS - [info@art-wheels.eu](mailto:info@art-wheels.eu)**  
**[www.art-wheels.eu](http://www.art-wheels.eu) - Tel +33 981 961 992**

**ART**  
*wheels*





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

## Dino Zamparelli has been driving 911s, both on road and track, in preparation for the 2017 Carrera Cup GB season...

It's been a really busy few months for me. January and February served as indicators for how crazy March would be – I had sponsor meetings, events, I was organising my race season, hospitality suites, contracts with sponsors, finalising the things with my team, and more. But it's all good, and I'm just about to start racing, again in the Carrera Cup GB, aiming to go one better than last year by beating Dan Cammish to the title! Dan is returning, which is great news for me as we had some fun battles last year, I'm looking forward to resuming them.

I've been settling in well with my new team, JTR. The car feels good and I've been working well with Nick Tandy, my new team mentor. It's interesting getting to know the 2015 Le Mans winner, and hear how he wrestles his race cars around. Nick effectively developed the first generation 991 GT3 Cup car so he knows them well. That doesn't mean to say we've got a magic set up, but we can call upon his experience and speed to assist. Once or twice Nick has jumped into my car during our tests to make sure I'm on the limit of what the car can do – I'm glad to report I have been!

Nick came to my season launch event at the start of March, held in Bristol at my partner Bristol Sport's football stadium. The idea behind the event was to gather lots of sponsors, partners and supporters together to have a look at the season ahead. We had 180 guests in attendance, an amazing turn out. I was pretty stressed in the run up as I had to organise everything; slide show presentations, printed banners, promotional material, invites and the guest list, amongst other things. It's actually harder than it seems to

organise an event of that manner. It went well and we've got some great brands and businesses signed up to my season off the back of it; DMS LTD, Arbuthnot Latham, RSG Group and Eden Private Staff are all on board for the journey this year as partners. We've also created a smaller sponsorship group called The Sponsors Club – that has so far been well received. We aim to deliver lots of value for all. Nick and

*Once or twice  
Nick [Tandy] has  
jumped into my  
car during our  
tests to make sure  
I'm on the limit*

I had a good live session on stage with an interviewer, he asked us questions about Porsche, the season ahead and Nick's involvement with both his racing programme and, of course, mine. Everyone was delighted to be in the presence of a Le Mans winner, and they were eager to hear about his experience during that race in 2015.

As well as all that, I've squeezed in my first ever 'Driving Tour', or 'Rally Tour' as we called it. We travelled from Silverstone to Sennen Cove in Cornwall, and extended it out to clients and sponsors, and had around 15 cars on the trip. I was driving a Speed Yellow 991 Carrera 4S, and here's the thing, I drive some really fast cars on circuit, including my GT3 Cup car, but I have a very modest Mini One for the road. So it was with a heightened sense of exhilaration

that I put the 911 through its paces (within the speed limit!) on the trip. I believe we covered 700 miles over three days of driving, all in great company, with great food and drink and some really stunning roads. A smile was brought to my face when I saw all 28 people getting along and laughing during the evening dinners and drinks. In summary, the tour went really well and I will be doing more in the future.

I'll be back racing my 911 by the time you read this, and obviously, I'm going for the championship this year. There are several motivating factors for me this season; to impress my new sponsors, the kudos, the glory, to further my career, and to win a new 911 for the following year... I think after my recent driving tour, we all know which one is currently motivating me the most! ○



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



## RESTORING THE HERITAGE

Every Journey needs a destination from a service to a restoration.  
Rennsport can restore and service your classic porsche.  
Current restorations include 356, 911 and 944.

Engineered by some of the most experienced technicians in a  
state of the art building located in the Cotswolds.

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





Simon has worked across several automotive publications over the past decade

## After a visit to the Geneva Motor Show, Simon wonders when a 911 stops being a 911...

There were, as always, plenty of stands at the recent Geneva Motor Show presenting Porsches altered in ways those employed to design the firm's cars could never have imagined. Most, nay all, of these aftermarket offerings were derived from the 'more is more' school of thought, not the 'less is more' approach more often favoured by Porsche through its GT or Tequipment arms. There's nothing wrong with driving a modified Porsche, or one that metaphorically yells and screams while it passes you by, but there's a distinct divide on the aftermarket Porsche scene between these lairy kinds of cars, and the more subtle offerings.

Gemballa debuted the return of the 'Avalanche', a name it first used back in 1985, and one which announces a rather eye-catching 911. The car presented at Geneva was based on a 991 Turbo S with lashings of carbon fibre. An increased front and rear track are just some of the tweaks that make this car stand out from the crowd, so too its claimed 820hp achieved via modifications to the engine internals, and turbocharger system. Say what you will about Gemballa's offerings of the recent past, but this new Avalanche represented a return to the firm's roots – offering wildly modified 911s.

Probably the less said about Mansory the better, so let's gloss over that one and move swiftly on to TechArt. We visited TechArt's Stuttgart HQ not so long ago to test drive, amongst other cars, its new GT Street R based on a 991 Turbo S. With more than 700hp the car

boasts a wealth of changes over its factory specification, and TechArt has already built and sold eight since our visit towards the end of last year. Two versions of the car were at Geneva, a coupé and a convertible, they were joined by a Panamera called the Grand GT, a stunning 928 and a Magnum – TechArt's take on a modified Cayenne. It's safe to say that all stood out, each having been reengineered with the utmost attention to detail.

And then there was RUF. The German Porsche specialist has a name synonymous with the brand, but what it debuted at Geneva took most people's breath away. The return of the iconic Yellow Bird comes exactly 30 years after the

skin it bears little, if any, relation to the original 964 underpinnings suggested by the body. In one way it's effectively a space-framed 911 replica, the chassis was built by an engineering firm called Vela Performance based in Berlin. Double wishbone push-rod suspension and carbon fibre body panels also feature, the car weighs just 1200kgs. It is powered by a water-cooled twin-turbocharged 3.6-litre Mezger flat-six engine, producing 700hp and 649lb ft of torque. RUF claims a 0-to-62mph time of 3.5 seconds, and a VMAX of 225mph, which frankly is an almost unbelievably fast top speed – we'll give them the benefit of doubt on that one.

There's no disputing that the

CTR 2017 looks fantastic and that it stole the show at Geneva so far as Porsches go. But, playing devil's advocate, is it actually a 911? Could we even legitimately say that the majority of it was based on one? And that presents an interesting argument. Though the 'more is more' cars might not be built to some people's tastes, they remain at their hearts principally Porsche. Though this new RUF car is undoubtedly a masterpiece of engineering, and quite simply the stuff of most Porsche people's dreams, by definition is it actually a replica rather than a modified Porsche? Obviously the engineering is utterly blissful, but the question I'm asking here is this: at what point during the alteration process does a modified Porsche cease being a Porsche, and become something else entirely? How many parts do you need to change before it can no longer be considered as the car which it started life as? Is, for example, this new Yellow Bird really still a 911? ○

*The return of the iconic Yellow Bird comes exactly 30 years after the original. There's only one problem – it's not actually a 911...*

original CTR arrived in our lives - in itself this is newsworthy. But rather than simply rebuild a car for which it is already so well known with modern techniques, RUF chose to reinvent the concept entirely. There's only one problem – it's not actually a 911. Is it?

The new 700hp CTR 2017 features a carbon fibre monocoque chassis, that carbon tub is attached to a steel structure creating the car's framework – so under the



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

**DMS AUTOMOTIVE**  
UNLEASHING PERFORMANCE

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

**DMS CLS63 AMG (EVO AUGUST '14)** "ENGINE UPGRADE ADDS HUGE PERFORMANCE AND REAL CHARACTER"

**DMS 1M (EVO MARCH 12)** "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

**DMS SL65 BLACK SERIES (EVO OCTOBER '10)** "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

**DMS 135i (BMW CAR MAY '09)** "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

**DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)** "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

**DMS 997 TURBO 3.8 PDK (EVO JUNE '11)** "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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

### AUDI

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

### BMW

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

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
X6 X5.0i 4.4 » 500+BHP  
X6 M50D/X5M50D/550D » 450 BHP

### MERCEDES-BENZ

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

C63 AMG 4.0T » CALL FOR DETAILS  
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 420+ BHP (+DELIMIT)  
320 CDi V6 » 274 BHP  
350 CDi V6 » 312 BHP  
420 /450 CDi V8 » 358 BHP

### ALL 2015 RANGE ROVERS AVAILABLE

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

### PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

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

### EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 608+BHP  
LP640 » 707 BHP  
HURACAN » 640+ BHP  
AVENTADOR » CALL FOR DETAILS  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP  
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP  
BENTLEY SUPERSPORT » 720+ BHP

**FOR ALL OTHER MAKES AND MODELS,  
PLEASE CALL US.**

**SALES@DMSAUTOMOTIVE**

**WWW.DMSAUTOMOTIVE.COM**

**WORLDWIDE OFFICES AND INSTALLATION**

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



**/DMSAUTOMOTIVE**  
FOLLOW US FOR OUR LATEST NEWS



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







# Seven Days In The Sun



So you thought there was no motorsport in Adelaide since Melbourne nicked the Grand Prix? Wrong!

Story: Richard Holdsworth Photography: Bob Taylor

O kay, the home of the Australian Grand Prix is no longer this most English of Australian cities – but just about everything else in Adelaide is geared for the motorsport enthusiast. Porsches and their drivers are in the thick of it. In just seven days the Adelaide Motorsport Festival had something for everyone, competitors and public alike, from (relatively) relaxed rallying in the city's hills to the scream of Formula One cars – and everything inbetween. And an estimated 30,000 were there to enjoy it.

The seven-day extravaganza kicks off with a Show & Shine, an annual event run by the South Australian Porsche Club. Porsche

owners come from all over the State and beyond to display their pride and joy for a day at the sea in Glenelg, and it's not only Joe Public mulling over their efforts but a team of eagle-eyed judges. Then the Motorsport Festival takes over with a programme of parades, parties, rallies and track events, and with cars worth more than \$50 million this is claimed to be the biggest festival of its kind in the southern hemisphere. Organised by the South Australian Sporting Car Club, it starts on the Thursday with a Classic Car Rally, extending over three days and attracting more than 250 entries. And is divided into two categories – the Classic Rally where no quarter is given and, new this year, the Prima

Tour, a far more sedate trail through the hills including stops for tea and crumpets.

The Adelaide Motorsport Festival started life in 2014, for this year festival organiser, Tim Possingham and his committee, were keen to encourage what was seen as a large pool of enthusiasts wanting to get close to competitive motoring. The Classic Rally, in which the general public is almost within touching distance on the closed roads of the Adelaide Hills, wasn't quite the same as competing. Tim explained: "The full-blown rally requires great deal of time and preparation and cars have to meet tough regulations, that puts it out of reach for many. That's where the Prima Tour comes in – it requires a lower level of

Tim Pryzibilla and Dainis Silins (right) took the Thoroughbred Trophy in their 911 Carrera RS for the second consecutive year...



*The rallies in the Adelaide Hills draw upwards of 20,000 spectators, and they get close to the action*



licensing, vehicle modifications and reduced entry costs."

The organisers hit the button! Within days of entries being invited, more than 100 entry forms landed on the desk of competition manager, Keith Williamson, these along with the 205 entries for the track events meant much midnight oil being burnt. Keith, an enthusiastic Englishman who had been a North London area manager for Volkswagen in a previous life – and a keen competitor himself – was delighted with the response: "Clearly we had tapped a rich vein of enthusiasts wanting to get involved and that included some living interstate and prepared to travel a couple of thousand miles to test their mettle in a professional competition." When the anticipated entry list of 50 to 60 cars

became 100, Keith had to call a halt.

Bright-eyed and bushy-tailed at 6:30am on the Friday morning in the Adelaide parklands the flag dropped, as the first rally car was sent on its way and one every 30 seconds thereafter. Overall winner, car 501, a 1985 Mazda RX-7 with a driver/navigator team of Busby/Caldicott turned in a time of four hours five seconds, beating the Hayshem/Boorman team in a Triumph TR7 V8 by just 31 seconds. The Mazda victory – and that of Adam Kaplan and his co-driver Mary Hughes in the previous rally with another Mazda RX-7 – broke a sequence of victories for Porsche 911s going back to 2002. But Porsche honour was upheld by Tim Pryzibilla and Dainis Silins in a 911 Carrera 911 RS carrying off the Thoroughbred Trophy, a repeat of the previous year's victory.

The car – emblazoned with Jagermeister, looked and sounded great as it swept through the hills in style, showing what can be done with a 32 year old, air-cooled classic. Tim bought the 1984 Carrera 3.2 ten years ago and progressively brought the engine up to 3.5 RSR spec, with the help of local firm Buik Motorworks and RS fibreglass body panels fitted by RSR Sports Cars also in Adelaide. The pairing of Tim Pryzibilla and Dainis Silins tried the car out in rallies both in the home State of South Australia and across the border in Victoria – the Lake Mountain Sprint Tarmac & Hills Rally in 2015 tested their skills – it was ice and snow that greeted the contestants and five cars had major incidents on the first stage alone. The team of Tim and Dainis were pleased to bring home the Carrera RS home in



All sorts of street and track machinery take part, amongst them a healthy contingent of Porsche cars...



a creditable 3rd in the Classic section.

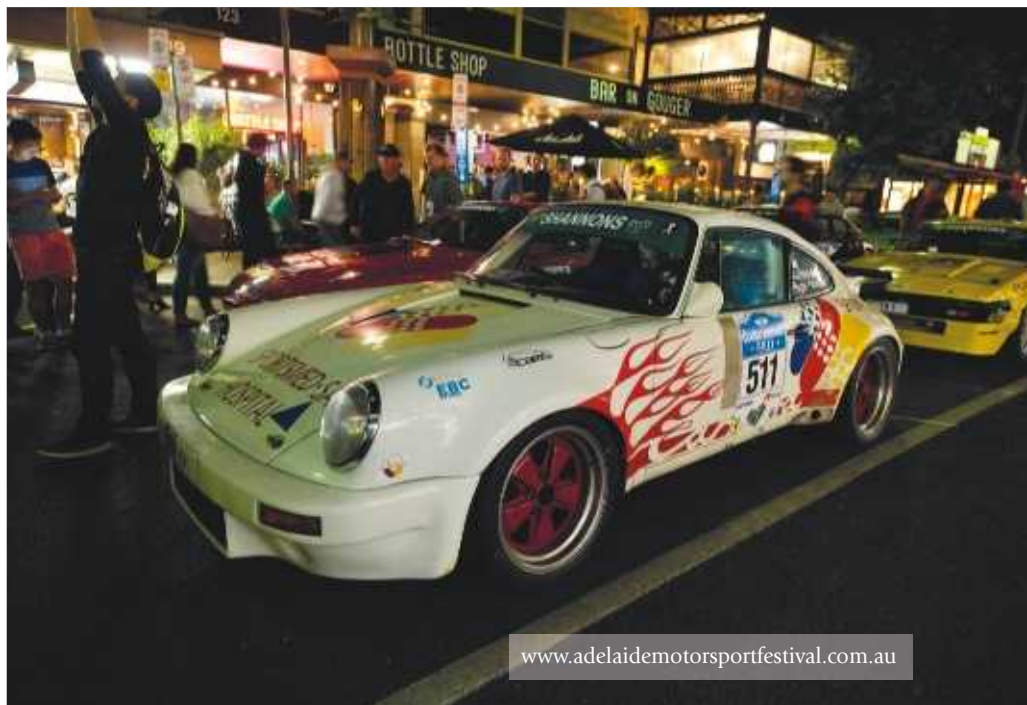
The Adelaide Motorsport Festival attracts a great following, no doubt aided by support from the Adelaide City Council that allows the closing of roads at peak hours and encourages the carnival atmosphere and crowds to watch. The rallies in the Adelaide Hills draw upwards of 20,000 spectators, and they get close to the action at check points carrying such names as Corkscrew Gully, Cudlee Creek, Mount Lofty and Tea Tree Gully and not forgetting stops at Bird in Hand Winery and Longview Winery – 'dry' stops the organisers insist! Stage Eleven finishes back at Victoria Parklands and thence onto the Gouger Street party as the City of Adelaide closes its roads, opens its doors and competition cars follow their leader from the paddock. They wind their way through the city, restaurants and street-side cafes dust off their tables, bands play and the party begins! Adelaide folk know how to enjoy themselves and they love their competition cars.

In 1985 Adelaide firmly established Australia on the Formula One calendar – maintaining that for the next ten years. And the Motorsport Festival's organisers were able to attract cars and drivers from that illustrious era. A pair of Ferrari F156/85s that competed in the 1985 Adelaide Grand Prix, along with the 1989 Minardi M189 of Piero Luigi Martina, the Leyton House March CG891 of Ivan Capelli of the same year plus Gerhard Berger's BMW Benetton B186 from the 1986 Adelaide race, were all present. And to pilot the cars, the crowd was treated to the spectacle of Stefan Johansson behind the wheel of the Ferrari he drove to fifth place in the 1985 race, meanwhile Ivan Capelli piloted the CG891 he drove in 1989, a race that was dominated by torrential rain and many retirements. Capelli was side-lined by radiator trouble that year but Pier Luigi Martini had more luck, finishing a creditable sixth in his Ford powered Minardi after qualifying fourth.





The party spills into the city streets when the action on track is over. It creates a real festival vibe and everyone in town is invited...



[www.adelaidemotorsportfestival.com.au](http://www.adelaidemotorsportfestival.com.au)

Fast-forward to the current Adelaide Motorsport Festival and it was sun cream and spectacles rather than umbrellas for the drivers. The bright orange ball in the sky beat down, the crowds flocked in (10,000 on the first Saturday for track events alone), and the party atmosphere of the previous evening prevailed. Being an old hand at racing a Porsche on track and hill climbs not much more than a stone's throw from the city of Adelaide, my interest (and, clearly, a large slice of the crowd pouring into the circuit on the morning after the party) lay in the Porsches. And we were not disappointed. From a 356A to the latest road-going 991, just about every class of car from Stuttgart was represented. Not surprisingly, the very latest piece of kit, the 991 of father and son team of Ross and Michael Almond, was the one to catch on the track. Clean, smooth and scintillating, the 991 with Michael at the wheel set the fastest time of 46.95 seconds over the 1.5km circuit. With his father, Ross, there is a lifetime of experience on tracks and rallies in Australia and New Zealand, including the Porsche Cup Challenge where in 2013 Michael was third overall before moving up to Carrera Cup and competing with the 991 over the ensuing three years against some of the world's top drivers. Certainly the 991 with Michael at the wheel

gave a demonstration of how to get the most out of Porsche's best in two fiercely competed sessions on the Saturday and Sunday under the Adelaide sun.

Not to be outdone, Michael O'Donnell, clinched second with a time of 48.72 seconds and showed just how capable his 2009 first generation 997 GT3 Challenge Cup car could still be in the right hands. Using all of the track, and more, on one lap the car's wing mirror clipped the exit at the third turn. In its eye-catching silver and blue livery this was a great car to watch for the spectators, and professional stills camera of our photographer, Bob Taylor. Split seconds divided third and fourth, two more 911 GT3 Cup cars of Malcolm Ramsay, in car 57, and Adam Trimmer in number 56. You don't get Porsche racing much more competitive than this. But the latest machinery didn't have it all its

own way. The distinctive GT3, prepared by local Porsche specialist company, RSR Sports Cars, was another that gave no quarter with Mark Poole at the wheel. Mark only bought the car a week before the event, and so this was the first time he had been able to drive it with verve and dash to see what it was capable of. This 2004 production car – 12 years old now of course – was but a relative youngster to Graham Cook's 1974 911. Painted in brilliant orange with blackened headlights and carrying the slogan TRACK TRANS (Graham provides transport for fellow competitors), this car was another spectator delight.

As the sun beat down, the crowds cheered and the Porsche drivers revelled in the atmosphere, this was a festival of delight for fans of Porsche. Will it all return next year? You bet it will. And there's no better time for it to take place than a South Australian spring ○



**Porsche Classic Oil Service.**  
**Caring for the heart of your classic 911.**









# Centre Stage

Preparing competition rally cars for the McRaes is certainly one way to get your business on the map. These two 911s, based on the iconic 2.7 RS, are prime examples of what Prefab does well...

Story: Louise Woodhams    Photography: Matt Woods





“I trained and worked as a pressure vessel welder and my father used to build cars for competition use, so it was a natural progression for me to start Prefab in 1988,” explained Richard Lepley, proprietor of Prefab Motorsport Engineering Ltd, to give it its full name. Prefab specialises in the manufacturing of post historic rally cars, namely Porsches, but it wasn’t always Stuttgart’s finest that arrived through Richard’s workshop doors, as he recalled:

“We used to prep Escorts, including cars for the Stobart VK M-Sport Ford Rally Team, but about ten years ago I became involved with the McRae family, building an RS1800 and a 911 RS 3.0, which we ran in the British Historic Championship. We won several rounds, including the Isle of Man, and it all escalated from there – we just got busier and busier with Porsches.”

Originally based out of small workshop in Gainsborough, Lincolnshire, Prefab quickly outgrew its premises and, while its old unit is still used for storage, was forced to move on. A new premises in Winterton, Yorkshire beckoned in 2016, where the firm is still expanding its workshop space even today.

“Up until a year ago I was in France for five years, running Prefab over there as well, which proved very successful, but we needed to come back and concentrate on the UK side of the business,” Richard said. “Our French clients now come over here. At the moment we have customers all over the place including Greece and Wales, and I’m often in Europe together with my engineers providing race support – I flew out for the Classic Rally Majorca only a few weeks ago.

“I used to do a lot of driving myself – I was a club driver and won a handful of events in

*“In the mid-2000s he bought a 911 and said to me ‘you need to have a go in this’...”*

As you can imagine working for one of the most respected rallying families, Richard got a lot of publicity with those cars. Apart from the paintwork, entrusted to a local contractor, and WRC-specification wiring looms which, while outsourced, were still bespoke to Prefab, his firm can now prepare a car for competition use from start to finish. It also manufactures a lot of parts in-house, which are sold to rallying teams all over Europe.

911s, but I don’t really get the chance to do it so much nowadays. As well as building rally cars, my father also got me into Porsches. In the mid-2000s he bought a 1974 911 and said to me ‘you need to have a go in this’, to which I replied cynically, ‘oh it’s a Porsche’. He persisted, urging me ‘to go and have a look at it and have a play’, so I did and I was hooked. That was it, that’s when I turned. I ended up buying that vehicle, and it was the first 911









*"It's getting harder and harder to find  
body shells in the UK..."*





rally car conversion I did, and the same car that Jimmy (McRae) drove and won the Manx Rally with."

As you can imagine there are not a lot of companies specialising in building rally 911s in the UK, but Richard and his team are kept very busy, as the pair of fine specimens that are the subject of our shoot today, illustrate. They are prime examples of Prefab's bread and butter. Both the cars you see here are based on 2.7 RS models, of course originally built to meet motorsport homologation requirements. One of them – Richard's car (700 PXR) is a 1972 example built to FIA-specifications with mechanical fuel injection and 285hp, it's intended use is the International Historic Championship. This car is also currently for sale if you fancy dipping your toes into the water racing classic 911s. The other 911 here is a 1974 car built to a very similar specification. This car belonging to Tim Mason, well known in Porsche rallying circles, it was built for the British series and runs on carburettors, producing 275hp, it boasts a few slight differences such as its seats, belts and tanks.

These vehicles – tipping the scales at just 990kg in rally trim and 950kg in race trim – were both imported from the States: "It's getting harder and harder to find body shells in the UK, over the past five years they have tripled in price because people are now restoring them to either sell on or to keep as an investment. Fortunately it hasn't affected business – motorsport is an expensive hobby so our clients tend to have the money," Richard said.



"Nine times out of ten the customer will source a body shell for us, but when they don't the ideal scenario would be to start with a barn find but they, of course, are becoming very rare indeed. Starting off with a fully restored 911 would be an impractical way of doing it as we completely strip out the interior for example, likewise we would never use a fibreglass replica as the rules for the championship speculate the car has to be as close to original condition as possible.

"It's one of the main reasons why we turn to America so often, rarely are they riddled with rust and there is simply more choice. We were very fortunate with both of these shells in that they were in excellent condition – they can rot very badly and as a rule of thumb we try not to make too many chassis repairs, but sometimes beggars can't be choosers.

"It would be great if Porsche started to make new shells – they already offer new panels – although priced at a premium. A genuine front





wing, for example, would set you back £1000, an aftermarket equivalent would cost half that and for a rally car it would be just as good." Suffice to say it's a lot easier building a Ford Escort for rallying purposes!

Engines and gearboxes are also tricky to source as few people are breaking these cars anymore, for obvious reasons. While breakers yards were full of them only ten years ago, today it's a different story and it's this aspect of these builds that has made Richard's job very hard indeed. Especially if you want a full-bore 3.0-litre 930 engine. Richard's power unit is a fully restored example with taper bored magnesium butterfly mechanical injection for huge torque and driveability, but even finding these blocks is now becoming almost impossible, not to mention extremely expensive. So if you want one expect to shell out for the privilege.

Straight out of the box the 2993cc engine develops 210hp – there are no restrictions as to what power you can run in the Historic Championship, but you can't exceed a 3.0-litre capacity. To that end Richard has fitted high compression pistons, ported heads and offered high lift cams inside both of the engines in

these cars – they were then fine tuned on a dyno. All of the aftermarket parts came from the USA simply because, so we're told, there are more companies offering tuning options for older Porsches over there and quite often items will be shipped quicker to the UK than if they're ordered on home soil.

Fortunately suspension and bushes are readily available while any intricate parts such as the lamp pods on Richard's car, together with the body shell preparation, fabrication, strengthening (normally to Safari specification), bracketry, and under body protection are all completed in-house. Prepfab is also an authorised installer for Safety Devices roll cages and it builds pedal box assemblies too: "We offer a gravel system, which is smaller and lighter, and a tarmac equivalent – it's only a two hour job to interchange them and we sometimes offer the former to road-going cars as they're so efficient," Richard explained.

Despite the difficulties that Richard has faced since early 911s have rocketed in value, he still believes they're one of the best cars out there for the job of rallying: "If I bought a Ford Escort Popular, we would use the body

shell and 80 per cent of it would be discarded. With a 911 we use 85 percent of it – that's the beauty of a car purpose built for motorsport. We obviously have to beef it up, strengthen it and powdercoat a lot of the components, but at the end of the day it's a car that has been modified by private teams and by the factory itself for racing, rallying and other forms of automotive competition for years and years, and with a lot of success."

Almost as if to prove his point, Richard tells us that on his first outing, competing at the 40 mile stage Riponian Rally in the Yorkshire Forest against 85 cars – a lot of which were modern WRC cars, his modest old 911 performed well in comparison – he finished in 14th place overall. Not bad at all. "It didn't miss a beat, which is very important with our name all over the car – it was great for business and good fun, too," Richard recalled.

Richard's 911 would set you back well in excess of £150,000 to build, so at around £80,000, which is what he's looking for today, it's a real bargain. Alternatively if you've already got a base car and you're looking for an expert to convert it for rallying purposes, then Prepfab would be well worth a look ○

THANKS:

Prepfab

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

*"With a 911 we use 85 percent of it – that's the beauty of a car purpose built for motorsport..."*





# EVERY PART FOR every PORSCHE

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

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

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

## DESIGN 911

Centre for Porsche

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



### WAYS TO BUY



IN PERSON



PHONE



MOBILE  
SHOP



WWW



E-MAIL

# 5% OFF

use online code  
**GTPORSCHE9**  
at checkout

**DESIGN911**  
CLASSIC CAR CENTRE

Telephone:  
**+44 (0) 20 8500 8811**



Porsche 993 Carrera 2.5 3.6L  
Coupe 1997, Tiptronic, LHD  
Silver with Black leather  
interior.



Porsche 911T 2.2L Coupe  
1970, Manual Gearbox, LHD  
Signal Orange [1414] with  
Black leather interior.



Porsche 911T 2.0L Coupe  
1969, Manual Gearbox, LHD  
Bahama Yellow [6805] with  
Black leather interior.



Porsche 911T 2.4L Coupe  
1973, Manual gearbox, LHD  
Silver with Black interior.



Porsche 912 1966 Coupe  
Manual Gearbox, LHD, Bahama  
Yellow with Black interior.

SEE OUR WEBSITE FOR A FULL LIST: [WWW.DESIGN911.COM/CARS](http://WWW.DESIGN911.COM/CARS)

**Dansk**   
Official UK Distributor

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG



# WIN

# SACRED<sup>®</sup>

## COFFEE & MUGS

Gourmet coffee brand, SACRED, has been supplying the Porsche Carrera Cup GB paddock with a caffeine fix since 2010 – here's your chance win some for yourself...

Leading gourmet coffee brand, SACRED, has been fuelling the Porsche Carrera Cup GB paddock with its SACRED Cafés since 2010. Serving delicious 100% Arabica gourmet roasted coffee, the London-based firm has evolved and grown in parallel with the race series. SACRED's Wellington and Gourmet blends are created using beans from South America, Africa and Asia, Brazil and Uganda, Central America, Burundi and Papua New Guinea - each of these regions deliver unique qualities complimenting each other.

SACRED doesn't just serve hot drinks to the Porsche paddock though, its Blonde Ale, the result of a collaboration between SACRED London and London's Rocky Head Brewery, is served in the Porsche Race Centre on competition weekends alongside SACRED Coffee Stout Ale too. What's more, for the second year in a row, SACRED is providing a £1,000 prize for the 'Most Improved Driver of the Year', the award will be handed to the driver who has made the most progress throughout the Carrera Cup GB season.

Late last year SACRED launched its own range of Nespresso™ compatible coffee capsules, and this month we're giving two readers the chance to win some together with a dual branded SACRED and Carrera Cup GB coffee cup in which to drink it.



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

### HOW TO ENTER:

Answer the following question, email your answer, you may find the SACRED website ([www.sacredcafe.co.uk](http://www.sacredcafe.co.uk)) website useful, to [gtp.ed@kelsey.co.uk](mailto:gtp.ed@kelsey.co.uk)

with 'SACRED Coffee Competition' in the subject line. We'll choose the winners at random after the closing date below. Good luck!

**SACRED has four cafés located throughout London, where are they?**

**Terms & Conditions:** No employees of Kelsey Media, Sacred Coffee or any other associated companies may enter. Entrants must be aged 18 years and over. We reserve the right to disqualify any entrant for any reason and without notice in accordance with the competition rules. Closing date for entries is Friday 5th May 2017.





WHEEL SPACERS



FOLDING TOW HOOK



QUICK DISCONNECT EXTINGUISHER MOUNT



SEMI SOLID ENGINE MOUNTS

**RENNLINE**

Orders@rennline.com  
(802) 893-7366  
Milton, VT, USA



Servicing



Air-Con  
Servicing



Wheel  
Alignment



Detailing

**rpmspecialistcars.co.uk**

**01423 865 602**

Porsche 987 Cayman  
2008 Manual  
£17,250



**RPM**  
Specialist Cars Ltd

**SALES & SERVICES**



HARRONITE  
VANITY CABINET  
KITCHEN CABINETS

CINA

PORSCHE



# Raging BULL

Owned by Formula One driver Daniel Ricciardo and his father Joe, this 1968 912/6 built by Ktec Autohaus in Perth defines the Outlaw Porsche look beautifully.

Story: Simon Jackson, Luke Ray   Photography: Luke Ray, Jordan Leist

There are no real characters in Formula One anymore. The drivers are PR robots. The teams are tied in knots carefully watching what they say for fear of upsetting a sponsor. And as for the sport's bosses, well – they're utterly clueless, right? It's not like the old days with the likes of James Hunt or Ayrton Senna, when sex was safe and motor racing was dangerous... Enough of this tosh. These accusations, regularly perpetuated by those with an axe to grind about modern motorsport, are based on little knowledge and even less evidence. Those close to this pinnacle formula know otherwise, they know that all of the above is simply untrue, and the substantiation for that declaration isn't that hard to unearth. Indeed contrary to popular opinion there are plenty of characters on a modern F1 grid, and a handful of driver's with personalities great enough to make up for those colleagues with none. Proof enough of this is 27-year old Australian driver Daniel Ricciardo – the nicest bloke in F1.

Born in Perth, Western Australia, unlike most drivers these days Daniel was not pressured into motorsport by his father, in fact it was quite the opposite story. Dan's father, Joe Ricciardo, had raced sports saloons as a hobby for some 30 years, but by all accounts he and wife Grace were keener on their offspring getting into field sports than anything involving petrol power. Young Daniel had other ideas though. Inspired by Ayrton Senna, he became a keen follower of Formula One and started racing karts aged nine. He took to

karts naturally, fearless and fast, Dan won the 2000 Tiger Kart Club midget division aged 11 and some in the know tipped him for greatness even then. Joe, who ran an earth moving business in Perth, decided to put any money he could find behind a single push for his son's professional motorsport career.

And so it was that in 2005 Dan was entered into the Western Australian Formula Ford championship. There were further Formula Ford outings that year, and despite running in old and uncompetitive cars, the young Ricciardo impressed enough to secure a scholarship place in the 2006 Formula BMW Asia championship. His season in BMWs was fruitful, producing two wins and 10 podium finishes, enough for third in the final championship standings behind Porsche works driver, Earl Bamber. In parallel Dan raced twice in the British Formula BMW

series that year too, clinching points, and at the World Finals at the end of 2006 he finished fifth. For 2007 Dan stepped up to the European and Italian Formula Renault championships, and then the European and Western European championships for 2008. His first European title came at the Western European Cup (eight wins from 15 races), and he finished second in the Eurocup season to current Mercedes Formula One driver, Valtteri Bottas. Red Bull were watching and snapped up the personable Aussie as a member of its Red Bull junior team designed to guide drivers up the motorsport ladder.

In 2009 the British Formula Three championship beckoned and again Dan impressed; six poles and six wins clinched him second in the championship. But moreover he got his first taste of Formula One too, helping Red Bull's F1 team with straight-line

test days, arduous simulator work and, at the end of the year, a full young driver test for the team. For 2010 Ricciardo was named as Red Bull's official reserve driver, replacing Porsche works driver, Brendon Hartley, with whom he raced that same year in the Formula Renault 3.5 series. Dan stayed with that championship the following year. It was also 2011 when Dan was promoted to the regular third driver position in Red Bull's junior squad, Toro Rosso, making F1 Friday practice appearances. However it was to be with Spanish outfit, HRT, and not Toro Rosso that Dan would make his F1 race debut. Contracted out by Red Bull to HRT in order to gain experience, he replaced Narain Karthikeyan at the 2011 British GP at Silverstone. Daniel Ricciardo was finally in F1.

In 2012 and 2013 Dan raced for Toro Rosso before moving up to the Red Bull team in 2014, replacing fellow countryman, and







*Joe decided to put any money he could find behind a single push for his son's professional motorsport career...*







Above: Dan with the car at Ktec. Here: in his 2017 Red Bull F1 gear. We wish him well for the season.



Porsche ambassador, Mark Webber, upon his retirement from Formula One. At Red Bull alongside multiple F1 World champion, Sebastian Vettel, Ricciardo outperformed the highly-regarded German in the hybrid era, winning his first race at the Canadian Grand Prix. Dan followed that up with two further victories in Hungary and Belgium, he was the only non-Mercedes driver to win a race that year. In 2015 Dan was named as the lead driver for Red Bull but endured a disappointing season of reliability woes. But last year normal service was resumed, the Aussie kept highly regarded youngster, Max Verstappen, more than honest, and occasionally challenging Mercedes for victory – he took a fourth career win in Malaysia and narrowly missed victory at the Monaco Grand Prix. He also and developed a bizarre yet typically expressive celebration, the ‘Shoey’, whereby he drank from his own shoe on the podium! Like they say, there aren’t any ‘characters’ in F1 these days...

Dan’s personable nature has earned him a well-deserved reputation as the paddock’s nicest driver, but he is not lacking a hard competitive edge as a result. Also nicknamed ‘The Honey Badger’, Dan has hidden depths that earmark him as a potential future champion, one that would be the kind of good news story many think F1 is in need of. You don’t have to look too hard to see the Aussie’s well humored nature, but further insight is available through a few videos put together by California-based filmmakers Donut Media (look them up online). One particular short, in which Dan and a few homegrown mates tour the hot automotive sports of downtown Los Angeles, reveals his passion for cars, hot rods at that, which leads us nicely on to the 1968 Porsche 912 you see on these pages, co-owned by Dan and his father, Joe.

I suppose it’s little wonder that, surrounded throughout his career by certified Porsche nuts like Mark Webber, Brendon Hartley and Earl Bamber, that Dan would hold a passion for Porsches too. But in reality this project was kick-started by his father, Joe. And key in making the Ricciardo Porsche dream a reality was Perth-based Ktec Autohaus, a specialist with more than 20-years experience in the repair and restoration of Porsches. In such a creatively competitive genre, the Porsche 911 hot rod is a concept that we’ve seen in many, many iterations emerging workshops all around the world. So just how do you produce a project that has all the traditional appeal of the 911, yet which is unique at the same time?



*"It had to look good, and be something Dan could have fun driving whenever he's back home in Perth"*



Brendan Anesbury, Managing Director at Ktec Autohaus clearly knows how:

"I actually started building this car for myself several years ago but just never found the time to get much done on it," Brendan explained. "I always wanted to do a cool early 911 hot rod, not a backdated car. With the price of early 911s going through the roof we didn't want to butcher an original 1960s car, so we chose to start with a 912. It's basically the same body as the 911, but it came with a four-cylinder engine. This car was a super clean right-hand drive example out of South Africa."

Joe Ricciardo was the starting point for the project, as Brendan highlighted: "Together we set out to build something classic, kind of what would've been done back in the day but clean and with lots of attention to detail. We wanted something that had that timeless 911 look and feel, but with a better power

to weight ratio than a modern Porsche GT3. It had to look good, and be something Dan could have fun driving whenever he's back home in Perth."

As you can imagine, Dan doesn't get a great deal of time at home, and when he's not about the car is resident with Ktec Autohaus. The guys love having it around, and Brendan admits he's glad his old car went to such a good home. Deadline for the project was the Motorclassica event in Melbourne last year, a premier International Concours d'Elegance. Work started two years prior.

"It was never built as a concours car, there are way too many modifications on this build for that, but the car was well received and we had a ball at the show," Brendan said. "We tried to do a lot of subtle stuff to keep it old school. Originally we had planned a much bigger motor, injection, and coilovers, but we

decided to go a bit more retro. Kind of what guys would have done with these cars when they were racing them back in the '70s."

For the engine Brendan discarded the car's original four-cylinder engine and donated his own 3.0-litre six-cylinder mill, used in the past for racing. It was rebuilt and bored-out to 3.2-litres, as he explained: "It has a 10:5.1 compression ratio with twin plug heads and triple throat carbs. The gearbox is a later 915 unit with its standard ratios and a limited slip differential – the car weighs 920kgs so she goes well!"

For the bodywork inspiration came from the early Porsche ST racers, but as the Ktec team couldn't buy the arch extensions they needed off the shelf they made them – all beaten from steel in-house.

"The idea was to make the car look factory, but with a little more aggression around the





## THANKS:

Ktec Autohaus, Luke Ray,  
Dan and Joe Ricciardo

rear," Brendan recalled. "We built an early style rollover hoop, modified the standard fuel tank to a centre fill item, and fabricated our own strut brace."

The colour is an original Porsche hue, Irish Green, and we're told that the underside of the car is as good as the sunny side up. An original set of genuine 15-inch Fuchs wheels were widened in a custom fashion, they're now eight-inches up front and 10-inches at the rear, wrapped in Michelin rubber. The brakes are refurbished originals, but the team "went hard" on the suspension – Koni shocks have been partnered with adjustable sway bars and a few other alterations of which we are not privy. Some in-house recipes must stay secret in this game, after all.

"For the interior we opted for an RS-style, like the early race cars, with lightweight carpets and period ST replica seats," Brendan said. "The wooden dash was refurbished using Jarrah, of Eucalyptus origin, sourced locally here in Western Australia."

The car made its debut, as planned, at Motorclassica, and it went down well, as Brendan confirmed: "Everyone loved the car, it made all the late nights and long hours worth it. We went with Joe and had an absolute blast," he said. "We had just finished a car for a client in Sydney who we met at the show too, so it worked well for us. We've just changed the exhaust to something a bit more streetable but otherwise we are very happy with the car."

Dan has been to visit and drive the car at Ktec Autohaus and, according to the guys at the shop, he's as charming and laid back as people would have you believe. Living proof that there are still personable individuals in Formula One – and real characters at that. That such a nice bloke is into Porsches is great to hear. We'll leave the last word to Brendan:

"It was such a fun build, Dan is just so chilled and we'd like to thank Joe for the opportunity to do the project with them both," Brendan said. "Hopefully when Dan is back in town next we can get out to the track with the car, it would be cool to watch him have some fun with it. We built it to be driven, but those first couple of stone chips are going to hurt!"○





# KTEC AUTOHAUS

Bespoke Porsche 911 builds - Perth Western Australia

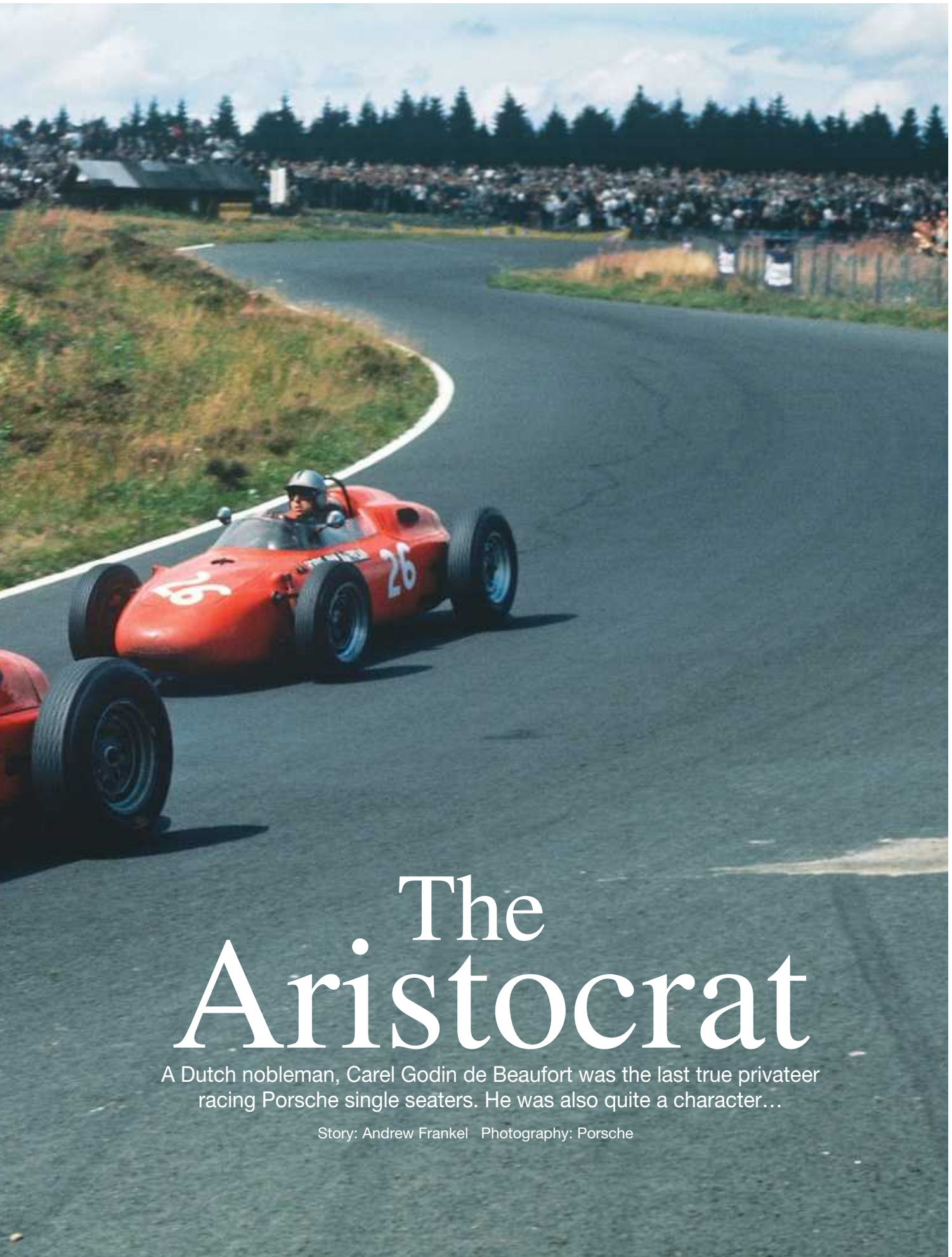


Brendan Anesbury: +61 403 611 668  
ktec.motorsport@gmail.com

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







# The Aristocrat

A Dutch nobleman, Carel Godin de Beaufort was the last true privateer racing Porsche single seaters. He was also quite a character...

Story: Andrew Frankel Photography: Porsche



*On the weekend of his death, he could be found lapping the Nürburgring wearing a Beatles wig*

Ok pay attention class, take a deep breath and repeat after me, the subject of this month's history lesson: Jonckheer Karel Pieter Antoni Jan Hubertus Godin de Beaufort.

From now on and like everyone else, we'll just call him plain old Carel Godin de Beaufort. Or, if I may be permitted to be so familiar with someone I never met, just Carel. And that's not a typo, he changed the K to a C to sound more, er, European.

Who is he? A Dutch nobleman – as alluded to by his Jonckheer title – and important here not because he won a lot of races, but because there was probably no greater devotee to the cause of racing single seater Porsches. He's important generally too, because he was

really the last true privateer to figure, in any meaningful way at least, to feature at the top level of motor racing.

And by 'privateer' I don't mean the owner of a team with sufficient resources to design its own car that beat the big boys, as Hesketh did in the 1970s. Nor do I mean a smaller team with only the funds to buy race cars from manufacturers and hire the world's best racing drivers, as did Rob Walker with the likes of Lotus and Stirling Moss in the 1960s. I mean properly privateer: a man who with his own money buys a second hand old racing car and races it himself and to a level that earns him the approval and respect of his peers. Imagine some toff turning up at a Grand Prix in a four year old Ferrari and blagging a space

on the grid today. Well that's precisely what this somewhat eccentric young man did with increasing success in the late 1950s and early 1960s until his career and, indeed, life was cut short in a hideous accident when he was just 30 years old.

De Beaufort was born in 1934 and lived amid the aristocratic splendour of the Maarsbergen estate. He grew up tall and blond and spent his teen years playing practical jokes on anyone he could. There are endless tales of young Carel's tomfoolery, some possibly or even probably apocryphal, but there is one I really do hope is true. If the legend is correct, on the day two magistrates paid a visit to his father, he took the opportunity to tie two 100 yards length of what we'd now call







Here: Sebring 12 hours, 1958; Godin de Beaufort's 550 A Spyder (No44). Below right: Nürburgring GP, 1958; de Beaufort with Karl Kling, Wolfgang von Trips, and Huschke von Hanstein.

bungee cord to the back of their Chrysler. They returned oblivious to this modification and only had a short moment to consider why their car was becoming increasingly reluctant to accelerate as they drove away, before physics took over and twanged the car backwards into the tree to which the cords had been attached. Apparently his father came after him armed with a shotgun...

He was packed off for a spell in the army and ended up driving tanks, but he hated the life, not least because it brought him in to direct conflict with authority figures, a group of people he had trouble with his entire life. Indeed he seems to have dedicated as much of his racing life to winding up those in charge of

its administration. He wore a helmet because he'd not have been allowed onto the circuit without one, but he refused to do up the chin strap. He smoked cigarettes on the track despite the fact that, off the track, he was a non-smoker. On the weekend of his death, he could be found lapping the Nürburgring wearing a Beatles wig...

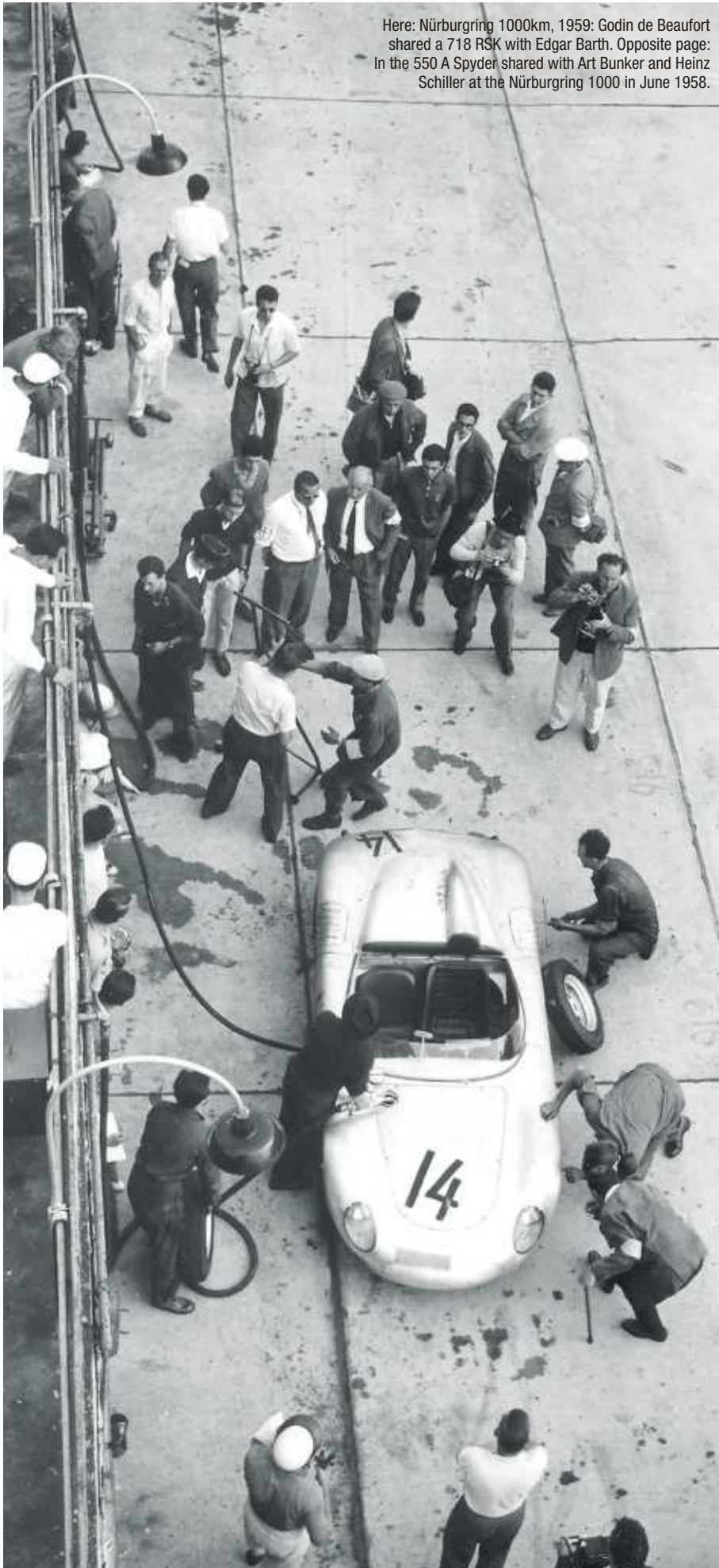
He got his break in motorsport through a chance encounter with an Eindhoven car dealer called Thieu Hezemans, better known as the father of Toine Hezemans who, in the 1970s would win the Targa Florio, the Daytona 24 Hours and two European Touring Car Championships. Carel had started dabbling with motorsport in 1955, doing a

handful of road rallies and club races, but it was Hezemans who sold Carel his first Porsche and went racing with him in earnest in 1956. Extraordinary though it seems today, his third race ever was the Nurburgring 1000km, in which he drove a 356 Carrera to 24th place and second in class. Two races later and he and Hezemans were lining up for the start at Le Mans in a second hand 550 Spyder, but the car lasted a mere seven hours, the first of the Porsches to retire from the race.

The rest of the season passed with more DNFs than solid finishes, but this did not deter young Carel at all. Of course you may by now have concluded that this young, carefree Count could afford to continue to spend his



Here: Nürburgring 1000km, 1959: Godin de Beaufort shared a 718 RSK with Edgar Barth. Opposite page: In the 550 A Spyder shared with Art Bunker and Heinz Schiller at the Nürburgring 1000 in June 1958.



fortune on racing, but the evidence is that there was not much of a fortune to spend. He tended to operate out of a single van which also towed the race car and had to be very careful with how much money was spent.

Even so by 1957, the young Dutch nobleman was fully committed to racing, so much so that less than two years after doing his first race of any kind, he became a Grand Prix driver, taking part in the 1957 German Grand Prix in the 550 thanks to the fact that the organisers allowed Formula Two cars to enter the race the boost the grids, making the 1.5-litre 550 eligible. The race is now widely regarded as the finest Grand Prix of all time, thanks to Fangio's antics up front, so it's unlikely that too many will have noticed the little Porsche coming home the second to last finisher of the race.

Rather more conspicuous was his performance at Le Mans that year. Paired with Ed Hugus in the latter's 550 Spyder, the two drove a brilliant race to come home





*He drove the RSK clean over the banking then, a little battered, rejoined the race*

eighth overall, beaten only by five D-Type Jaguars with engines over twice the size of the Porsches and two prototype Ferraris. Not only did they win their class but they saved Porsche's bacon in the process: of six Porsches entered for the race including two works entries, theirs was the only one to finish...

Porsche sat up and took notice, so the following year Carel found himself back at Le Mans again, but this time as a factory driver in a 550A. Sharing with Porsche's legendary test driver Herbert Linge, this time they finished fifth, though there was nothing they could do about the (wildly faster) new 718 RSKs in third and fourth places driven by Porsche's finest works pedallers.

In terms of pure success, 1959 was his best year in sports cars: driving for Porsche once more he won his class in the Sebring 12 Hours sharing with famed motorsport manager Huscke von Hanstein and then in his own RSK went on to win races at both Spa and Innsbruck. But the luckiest moment of

his career came at the vast banked track at the Avus where he drove the RSK clean over the banking, down the other side and then, a little battered, rejoined the race. The following day Formula One star Jean Behra went over the banking in his RSK and was instantly killed.

He raced on through 1960, actually doing several races in a Cooper Climax as well as a 718 RS60, but it was 1961 when the car with which he is indelibly associated entered his life. This was a Porsche 718/2 F2 car, chassis 201, bought second hand from Rob Walker and painted bright orange in the colours of his Ecurie Maarsbergen race team. By the time he went out to practice for that fateful German Grand Prix in 1964, he had raced it no fewer than 57 times... That year he raced it in ten Grands Prix, including six world championship rounds, with a best finish an impressive seventh at the Italian Grand Prix in a car whose design was already three years old.

He went one better in 1962, coming sixth in his home race at Zandvoort and becoming the

first Dutchman to score a world championship point in a Formula One race. Indeed the one time wild young man was becoming part of the F1 establishment, liked by his peers and respected for the string of strong results (including another sixth place in the French GP, won by Dan Gurney in Porsche's one and only F1 victory) against the best in the world driving a by now completely obsolete car. One of the reasons he was so loyal to the old Porsche is that it was one of the few cars of the era into which he could squeeze his tall and substantial frame. Even so Carel still often raced in his socks – people thought this another two fingered salute to the rule makers but it's more likely the only way he could get comfortable – and was frequently seen bent over and limping at the end of races.

1963 would be his last full season and his busiest, racing on 21 weekends through the season and in F1 races as far afield as South Africa, the US and Mexico. A couple more sixth places were his reward and some



*He brightened up his sport and was  
a man who raced because he loved to  
race and for no other reason*

podiums in non-championship events, but the car was too ancient and the resources too scarce to hope for more than that in the world of Jim Clark, John Surtees, Graham Hill and Jack Brabham, and the state of the art, fully financed factory machines in which they raced. Given his circumstances, it is to his eternal credit he was able to do even as well as he did.

Carel Godin de Beaufort had a lousy 1964 leading up to his last race. He drove a 904 at Sebring but retired, and had but a lowly eighth in the non-championship Grand Prix at the beautiful Solitude circuit before he got to the Nurburgring for the German Grand Prix.

He crashed on his fourth lap of practice.

He'd safely negotiated the left hander where, a dozen years later Niki Lauda would almost lose his life, but at the exit of that corner you must prepare yourself and your car immediately for entry to the much slower right handed Bergwerk to come. It is pointless speculating what happened next or why (though many have); the only salient fact is that he lost control, the car left the circuit and somersaulted down the bank, ejecting poor Carel into a tree. At the scene it didn't look too bad: he was concussed but conscious, with a broken thigh and sternum. But the internal injuries that could not be seen were far worse, despite the best efforts of his doctors he died in hospital the following evening.

Formula One didn't change after Carel died and for two reasons: first he was not a sufficiently important figure and second, more pertinently, it had already changed. The truth is that Carel came to the sport he loved perhaps ten years too late, and by the time he reached the top it was already a fully professional business with little time or space for underfunded plucky amateurs. After his death, there would be none. But to me he remains an interesting figure and a real character, not for what he did, but the way in which he did it. He brightened up his sport and was a man who raced because he loved to race and for no other reason. To date we have not seen his like again ○





Here: Godin de Beaufort's 718/2 at the Nürburgring, 1964, and in 1962 at Solitude (right). Below right: The Avusring for the 1959 German GP (No25).



This month we look at auctions in Florida, during the Amelia Island event, and Chichester where the 75th Goodwood Members' Meeting took place...

## 1998 911 GT1 Strassenversion

Hammer price:  
**\$5.6 million**

**Auction House:** Gooding & Company  
**Auction:** Amelia Island  
**Location:** Florida  
**Date:** 10th March 2017  
**Estimate:** Not provided

One of only 20 examples ever built, this 1998 911 GT1 is in many people's eyes the ultimate Porsche supercar. This 544hp 'street' version of the legendary Le Mans-winning 911 GT1 was offered for auction in Florida and described by the auction house as a 'highly original example'.

Arctic Silver over black, the car boasted a recent service by DeMan Motorsport and had covered approximately 7,900 kilometres from new. It was offered complete with its factory owner's and workshop manuals, sales brochures, tools, and accessories.



## 1994 964 Speedster

Hammer price:  
**\$104,500**

**Auction House:** RM Sotherby's  
**Auction:** Amelia Island  
**Location:** Florida  
**Date:** 10th-11th March 2017  
**Estimate:** Not provided



Offered from an exceptional Swiss Porsche collection, this rare Mint Green 964 Speedster was delivered new to Florida through Champion Porsche.

Believed to be one of only a few Mint Green Speedsters produced, it is certainly one of 175 cars built with a Tiptronic transmission, of which only 65 were destined for the US. It was ordered with standard 911 seats instead of the typical racing buckets found in most Speedsters. This car remained in Florida until the early 2000s, it was sold to California, then Illinois, before being exported to Switzerland in 2009. It has covered just 20,800 miles.

## 2004 996 GT2

Hammer price:  
**£88,860**

**Auction House:** Bonhams  
**Auction:** Goodwood Members' Meeting  
**Location:** Chichester  
**Date:** 19th March 2017  
**Estimate:** Not provided



Delivered new in the UK via Porsche Centre Swindon, this limited edition 911 was purchased by the current vendor in 2009. Since 2009 auctioneer

Bonhams stated that the car had covered only 2,000-3,000 miles (its odometer showed 36,000 miles from new) and that it had been regularly maintained by Stratton Motor Company in Norwich. Described as being in generally very good condition, the car was offered to auction with its service booklet and some substantial service bills.

## 1959 Devin D Porsche Special

Hammer price:  
**\$88,000**

**Auction House:** RM Sotherby's  
**Auction:** Amelia Island  
**Location:** Florida  
**Date:** 10th-11th March 2017  
**Estimate:** Not provided

Offered from the same Swiss Porsche collection as the 964 above, this 1959 Devin D Porsche Special was once personally owned by former SCCA National Champion, Bill Devin. Devin Enterprises created a number of kit cars in the 1950s and 1960s, the Devin D could be purchased either as a kit to be assembled by the customer or as a completed car for racing or street use. The car runs a tubular chassis and could accept either a Porsche or VW engine, this particular example boasts a Type 616/7 four-cylinder Porsche engine. Much of its history is unknown, although it is believed that Bill Devin himself was in the process of restoring it before it was sold from his Estate to a buyer in Italy in 2003. Its current owner acquired it in 2014.





# PRECISION

## PORSCHE SPECIALISTS

01825 721205



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



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

# ENGINE REPAIR SPECIALISTS



## Hartech

INDEPENDENT PORSCHE SPECIALIST

T: 01204 302809

E: [auto@hartech.org](mailto:auto@hartech.org)

986 987 996 997 CAYMAN

[www.hartech.org](http://www.hartech.org)



# Battle Lines

New or old? It is a choice many of us need to make when pondering a Porsche purchase. We drive two RS cars of approximately the same value... which one should you consider?

Story: Wilhelm Lutjeharms Photography: Rob Till







It is quite a sight, isn't it? Porsche's fastest and most powerful RS to date next to one of the current most sought-after RS models, the 993 Carrera RS. The asking prices of most air-cooled 911s, and many other classic Porsches for that matter, might have levelled off lately, but the values are still sky high compared to a number of years ago. This has created a new challenge for prospective 911 buyers. Whether your budget is £30,000 or £100,000, you now have a choice between either newer, modern water-cooled 911s or classic air-cooled derivatives. It will obviously depend on your needs and what the car will be used for. Some this decision might be particularly difficult.

Shortly after the 991 GT3 RS was launched, speculators started asking exorbitant premiums above the car's suggested retail price. This craze hasn't died down; today these cars are still being offered for between £180,000 and £230,000. Even though the 911 R has been launched, it doesn't seem as if this limited-number manual model has any effect on the value of the 991 RS.

All RS models have increased in value during the past five to 10 years and the 993 Carrera RS is no exception. Values have crept up and are now slap bang in the middle of 991 GT3 RS territory and, in some cases, slightly higher. These top-tier 911s are separated by 20

years, which is almost a light year in terms of automotive development, but if you can afford it which one should you consider? And how do the driving experiences of these two cars differ from behind the wheel?

Neither of these white RSs are garage queens. The day before their keys were handed to me, they were taken to the Kyalami Grand Prix Circuit in Johannesburg, South Africa, to be enjoyed by their owner. The 991 is a more recent purchase, but he bought the 993 more than a decade ago. Today we will be heading to a small track called Red Star Raceway, situated in Johannesburg's East Rand region. My adoration for the 993 RS not only harks







back to when I was a teenager (at the time I was thoroughly fascinated by 993s – especially those derivatives adorned with the enlarged wings), but an RS of that era was also my wedding car! However, I never got to drive that specific car...

As I climb into the Carrera RS, the environment feels immediately similar to any 911 from the 1980s or 1990s. It is compact in size, the steering column is non-adjustable and the five instrument dials are clearly visible. Slide your posterior over the strong side bolster of the bucket seat and within seconds you can comfortably secure yourself behind the wheel. The driver's seat firmly supports your upper

legs, your hips and even hugs your shoulders. Pull the lever underneath your seat to move it the desired distance from the 'wheel and voilà, you have a perfect driving position.

On the motorway, as we made our way to the track, I was immediately impressed with the ride quality of the RS. It is very well damped in actual fact, unlike some modern performance cars (those such as the Nissan GT-R and Mercedes-AMG A45 for example). Even at an indicated 80mph I can easily carry out a conversation with my passenger while the RS's rev needle hovers at 3000rpm.

As we arrive at the track we prioritise our photography. It also gives me time to take in







the details of both cars and discuss them with their owner. Some of the weight-saving measures Porsche incorporated in the 993 include the removal of sound insulation, the bonnet was replaced with an aluminium panel and the side and rear windows substituted with thinner gauge glass. The increase in engine capacity came courtesy of a bore size increase from 100 to 102mm. Engine size was now up to 3.8-litres. Overall power increased only to 300hp, which was marginally more than the 272 and 285hp base 993 Carreras developed over the course of 1994 through to 1998. Thirty minutes later, when a gaggle of racing motorcycles returned to the pits from their final outing, I point the nose of the 993 RS onto this track's smooth asphalt. According to the owner, the car had lived a hard life before he bought it, he's since fixed it up and restored some parts over the years.

The car really feels solid from behind

the steering wheel, with no rattles or noises coming from any part of the car, even though it is around 20 years old and has clocked up 35,000 miles. The gearbox operates smoothly, and every gear is engaged with minimal effort. You are never in doubt of which gear you are in, the 'box is precise and rewarding. As I get into a rhythm with the car's handling characteristics, I'm reminded of how nimble these earlier 911s are, especially the (lighter) 993s. Okay, 300hp is not a lot, but as Porsche stripped out 100kg compared with the base 993 Carrera 2, this RS tips the scales at only 1270kg. As a result, it never feels intimidating, not when you turn in, or when you start to apply power mid-corner. Heel and towing is further encouraged by the positioning of the brake pedal, it sits almost in line with the throttle when the former is already pressed.

After a while I slowly gain more confidence, and I realise that the old car's grip levels are

not quite as high as I had anticipated. This could partly be attributed to the fact that I am privileged to drive new, dynamic sports cars every month, but this was an enlightening experience nonetheless. However, it is still a sensitive machine this 993, and you sense that if you are deliberately over-eager with its throttle through a corner that the rear wheels will break traction easily. But, on this circuit, with its sequence of tight bends and relatively slow corner speeds, this 993 surprised me with its breadth of capability and the joy it offers a driver – I really enjoyed driving it.

Stepping out of the 993 into the 991 doesn't only take a few physical steps, but requires a purposeful mental shift. The first generation 991's footprint is larger than the 993's and the cabin notably roomier. The exterior is dominated by the massive rear wing, prominent front splitter. Those track-inspired slots in the front wheel arches make this the







least graceful 911 road car of all time. But, if you understand and appreciate Zuffenhausen's race and track-focused cars of today, as well as those of the past, then this RS's stance speaks to you. Until today I've only driven another kind owner's 991 GT3 RS, which had 174 miles on the odometer. I only revved that car to 6,500rpm. That won't be the case today.

The modern interior of the 991 GT3 RS is more user-friendly and accommodating than that of the 1990's RS. The car is not built for touring, but you feel like you could spend several hours in its cabin while the car crosses continents all the same. All the contemporary luxuries are available to you, most notably an automatic dual-clutch (PDK) transmission. With the steering wheel and supportive bucket seat set perfectly for my preferred driving position, I take a quick peek in my side mirrors and smile at the sight of those huge air intakes. Those styling cues were for the most part

previously reserved for turbocharged 911s, but these days you'll find them on either naturally aspirated or forced-induction models. With a simple turn of the key, this RS awakens with a resounding bark before it settles into a rattling idle that might make you frown for a second – if it is the first time you find yourself in a 991 RS – but if you have been in a proper 911 race car before, the rumbling soundtrack will be pleasingly familiar.

I shift the PDK lever to drive, and with a slight flex of my right foot the RS makes its way on to the track. As the owner has already done a few laps, the engine is still at its optimal temperature, so I select second gear and squeeze the throttle pedal. There is no hesitation from the engine whatsoever and I notice the rev needle swing towards 7000rpm as the Porsche bolts into the first corner. The steel brakes work quickly and purposefully, with decent feedback; the front tyres bite as I

turn in. It must be said that the whole car feels more solid and planted than the 993. A longer straight opens up and I keep my foot flat, seven turns to eight and the needle brushes the 9000rpm mark before I pull the right paddle to change up a gear. The intensity of this engine is something that really dominates the driving experience. You would think that as the pistons of the flat-six engine have increased in diameter over the years, the boxer would be less rev-happy, but thanks to ceaseless R&D that is fortunately not the case.

I soon start to trust the massive 265/35 ZR20 front and 325/30 ZR21 rear tyres while marvelling at how much grip this RS possesses. There are no high-speed corners here, which is a slight injustice to this modern day RS, but even through the second-gear corners the car feels phenomenal. Whereas you need to work the 993 hard by using all three pedals to make the most of a corner, with the 991 RS it is

*It must be said that the whole car feels more solid and planted than the 993*







actually not any easier. As the speed both at the braking point, through the apex, and on corner exit is so much higher, you need to recalibrate your thinking in this 500hp car. If you leave the PDK to its own devices, it affords you the opportunity to concentrate on braking points, and to manage the throttle and steering.

After a number of laps, during which I spun the engine all the way to the 8800rpm on a number of occasions, I pull into our parking spot and hop out. my hands are slightly shaking. I'm slightly surprised as this hasn't happened to me in a very long time. Perhaps I was nervous because these are privately owned cars and not part of a press fleet. But

perhaps also because this 911 was just so challenging and exhilarating to drive fast – it challenged my powers of concentration much more than the 993 RS.

You might assume that this modern 991 GT3 RS is the model to choose if you are fortunate enough to be able to afford a car in this price bracket. And that could well be the case. It can be used for fast track outings, and not only in your own surroundings. So useably is this car that you can pack a weekend bag or two and head for Europe were you will undoubtedly be treated to a momentous road trip. However, the same, to an extent, can be said of the 993 RS. Some drivers may find it

easier to master this car when it reaches the limits of its performance envelope, because everything happens at slower speeds and you receive more information from every facet of the car. It is more compact, it has a manual gearbox and it is arguably truer to the original 911 philosophy. I'm not jumping on the 993 bandwagon, but as it was my first experience of driving a 993 RS, I came away surprised: what an honest sports car this is. What a treat it must be to have the choice of driving either of these two 911s. Just imagine having both of these models, each representing the hollowed RS pedigree in their respective periods, in your garage. Perfect ○

*What a treat it must be to have the choice of driving either of these two 911s...*



#### THANKS:

Special thanks to Red Star Raceway ([www.redstarraceway.com](http://www.redstarraceway.com)) for making its facility available to us.





# RSJ SPORTS CARS

Specialising in Porsche Cars



Porsche Cayman GT4 Clubsport  
(65 - 2015) Basalt black with black leather,  
4,000 miles ..... £94,000



911 (997) Turbo 3.8 pdk "Gen 2"  
(10 - 2010), White with black leather,  
29,000 miles .....£70,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk  
(10 - 2010), Meteor grey with black leather  
40,000 miles, ..... £49,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk  
(10 - 2010), Silver with black leather,  
43,000 miles, ..... £48,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk  
(59 - 2010, Basalt black with black leather,  
40,000 miles, ..... £47,000



Porsche 911 (997) "4S" 3.8 "Gen 2" pdk  
(60 - 2006), Basalt black with black leather,  
57,000 miles, ..... £47,000



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) "4S" 3.8 "Gen 2" pdk  
(10 - 2010), Atlas grey with grey leather,  
69,000 miles, ..... £42,000



Porsche 911 (997) "2S" 3.8 "Gen 2"  
(09 - 2009), Basalt black with grey leather,  
34,000 miles, ..... £41,000



Porsche 911 (997) "2S" 3.8 "Gen 2" pdk  
(08 - 2008), Red with black leather,  
49,000 miles, .....£41,000



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  
(57 - 2007), Silver with black leather,  
54,000 miles, .....£52,000



Porsche 911 (997) Turbo 3.8 tip  
(07 - 2007), GT Silver with black leather,  
66,000 miles, .....£48,000



Porsche 911 (997) "2S" 3.8 tip  
(07 - 2007), Cobalt blue with grey leather,  
33,000 miles, ..... £35,000



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 Boxster "S" 3.4 pdk  
(12 - 2012), Red with black leather,  
24,000 miles, .....£37,000



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  
(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" 3.8 tip  
(08 - 2008), Silver with black leather,  
57,000 miles, .....£33,000



Porsche Cayman 911 (997) "2S" 3.8 tip  
(07 - 2007), GT silver with black leather,  
55,000 miles, ..... £33,000



Porsche Cayman "S" 3.4 "Gen 2" pdk  
(59 - 2009), Basalt black with black leather,  
43,000 miles, ..... £28,000



Porsche Cayman "S" 3.4 pdk  
(13 - 2013), Basalt black with black leather,  
23,000 miles, .....£42,000



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



Porsche Cayenne 3.0 diesel tip  
(61 - 2011), Platinum silver with black  
leather, 34,000 miles, .....£27,000



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



Porsche Boxster "S" 3.4 pdk  
(12 - 2012), Basalt black with black leather,  
18,000 miles, ..... £36,000



Porsche 911 (997) "4S" 3.8 tip cab  
(07 - 2007), GT Silver with black leather,  
62,000 miles, ..... £36,000



Porsche 911 (997) "2S" 3.8  
(55 - 2005), Silver with ocean blue leather,  
53,000 miles, .....£30,000



Porsche 911 (997) "2S" 3.8 tip  
(56 - 2006), Silver with ocean blue leather,  
54,000 miles, .....£29,000



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  
(07 - 2007), Silver with black leather,  
43,000 miles, .....£28,000



Porsche Cayman "GTS" 4.8 tip  
(59 - 2009), white with black leather,  
62,000 miles, .....£25,000



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



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



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



Porsche 911 (997) "2S" 3.8  
(06 - 2006), Silver with black leather,  
55,000 miles, .....£30,000

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

**PORSCHE WANTED (2003 TO 2014)**






# Estate Agent

Porsche has expanded the Panamera family with the new Sport Turismo, an estate version of its luxury saloon. Just how did the brand arrive here?

Story: Simon Jackson Photography: Porsche



Porsche flirted with the idea of building a saloon car for decades, even prior to the arrival of the 989 in the late 1980s. Though it never made production, the 'Type 989' was more than a design study, in essence it owed much to the idea of a four-door 928 – a concept Porsche seriously considered producing. For his 75th birthday in September 1984 Ferry Porsche had been gifted a two-door, four seat, 928 with an estate-like silhouette. The firm had commissioned a pair of elongated four-door cars round the same time too. These three experimental cars were just that, tentative concepts, but from dipping a toe in the water Porsche had certainly become keen to get far wetter. In its sights sat BMW's 5 Series, an exclusive Porsche saloon car for the wealthy seemed likely, but here's the rub: if Porsche were to make its own it needed to look and feel like a Porsche – no easy feat.

What the 989 did well was incorporate the distinctive visual aesthetics of the 911 wrapped in a saloon car body. A V8 engine mounted up front, seating for four (comfortably), and a host of



technological advents were all part of the 989's prospect. Porsche went as far as to give it a tentative production date, and it even began to look at tooling for the new project – the car was expected in 1994-1995. But there were problems. The 989 was big, heavy, and projected to be expensive for the end user. Despite Porsche's estimates of selling just 4-5000 cars, it could not be confident even of these low numbers. By the early 1990s the project had lost momentum and stalled, though Porsche salvaged what it could from the three-year project, it was dead. Of course the seed the 989 had sewn would eventually come to fruition in a new project, and it would be called the Panamera. We know now that the concept of a luxury Porsche saloon did indeed have legs, perhaps more than anyone would've guessed back in the late 1980s. But that the Panamera would spawn





a shooting brake variant was surely the stuff of fantasy? Roll forward a few decades and it transpires that is not so.

The two stand out Porsche estate cars of the past are undoubtedly the aforementioned 928 gifted to Ferry Porsche, and tuner DP Motorsport's 944 derived 'Cargo'. But the Panamera Sport Turismo marks the first time Porsche has offered a production wagon, and it has not entered this new segment lightly. The Sport Turismo's design is both striking and yet reflective of typical Porsche design cues, much like the 989 was in its period. Orderly proportions ensure a silhouette featuring short and neat overhangs, but at 5049mm long, 1428mm high and 1937mm wide (the wheelbase spans 2950mm), like the 989 before it the Sport Turismo is not a small car by any standard.

The new model offers increased luggage

space over its saloon counterpart, and for the first time it boasts what Porsche describes as a '4+1' seating arrangement. This means it is now possible to carry more than four passengers in a Panamera with the advent of a third rear seat. How big that is in practice remains to be seen. Two traditional individual rear seats will be available as an option.

A choice of five models will be available at launch; three petrol engines, one diesel and one hybrid. The Panamera 4 Sport Turismo (330hp), 4S (440hp), 4S Diesel (422hp), Turbo (550hp) and finally a 4 E-Hybrid (462hp). All will feature the Panamera's latest technological advances, such as the digital Porsche Advanced Cockpit, Porsche InnoDrive adaptive cruise control, PDCC Sport, and PTM. S models can be specified with adaptive air suspension. The Panamera Sport Turismo also features a segment first, an extendible

roof spoiler similar to that found on the latest saloon model. Extending in three stages dependant on speed, the spoiler is capable of generating an additional 50kg of downforce on the car's rear axle – yet you'll be travelling rather quickly to achieve it. It is however the Sport Turismo's versatility that is likely to attract buyers over and above any other factor. Offering up to 520-litres of luggage capacity (4 E-Hybrid 425-litres) with its seats up, accessed via an power-operated tailgate, it is spacious. This is 20 additional litres over its saloon namesake, and the rear seats can be folded down (in a 40:20:40 split), creating a virtually level floor for up to 1390-litres (4 E-Hybrid 1295-litres) of space.

From a saloon car design it's not so much of a leap to an estate, but when Porsche was mooted the 989 back in the 1980s and early 1990s, the idea of a Porsche estate car

would've seemed rather ludicrous. There will still be those who feel a saloon or an estate car does not belong in the Porsche model line-up, but when that car looks and performs like a sports car, it becomes difficult to build an argument against. Like the 989 before it, Porsche has undoubtedly got an eye on the competition with this step into a new segment – likely with names like BMW, Mercedes and even Jaguar its target. From first impressions this new model looks well resolved in both its styling and overall prospect, which is not something many said about the first Panamera in 2009. How it performs is something we will

come to learn in time, but it's likely to impress as all modern Porsches tend to do. Prices start at £73,071 (Panamera 4 Sport Turismo), rising to £117,247 (Turbo Sport Turismo), with emissions ranging from 56 g/km CO2 (E-Hybrid) to 215 g/km CO2 (4S Diesel). The new car was officially revealed at the Geneva Motor Show in March, but it is available to order now from UK Porsche Centres with first deliveries expected in October. Whether this will be the final addition to the Panamera range remains to be seen, a long mooted coupé version, a spiritual successor to the 928, must surely be under consideration ○



## 989 (1988)

The 989 (top right) was developed by Porsche between 1988 and 1991, when the project was cancelled. It was intended to sit alongside the 911 acting as a replacement for both the 944 and 928. The idea of a four-door Porsche was not new, even Butzi's preliminary designs for the 911 tentatively played with the concept. In the 1960s a Swiss coachbuilder created four-door 356s, the 911 had even served as the basis of a four-door car that same decade, the work of an outside source. The 915 of the 1970s was a 911 with proper rear seating. And then there was Ferry Porsche's 928 (right, middle), it boasted an estate-like silhouette.

The 989 was the most credible offering though, and it very nearly made production. Powered by a watercooled V8 mounted in its nose, the project was chiefly driven by Ulrich Bez before his departure from Porsche. After Bez moved on, the 989 project was canned after its development and proposed production costs spiralled.

## PANAMERA SALOON (2009)

Launched in 2009, the Panamera saloon was widely regarded as the spiritual successor to the 989. Like its forebear the Panamera was a front-engined saloon with an emphasis on luxury. If the Panamera did nothing else it showcased Porsche's credentials when it came to crafting interiors to rival the best in the automotive business.

The first-generation car included the addition of a Hybrid in 2011, using a parallel hybrid system, it mimicked the setup found in Porsche's Cayenne SUV. A face-lifted model appeared in 2013, and the second-generation Panamera replaced that in 2016.

## PANAMERA SPORT TURISMO (2012)

Porsche revealed the Sport Turismo (bottom right) as a concept way back in 2012 at the Paris Motor Show. At the time the car boasted a plug-in hybrid 3.0-litre V6 engine boasting 416hp and a 19-mile range on pure electric power. Porsche claimed 0-62mph could be achieved in less than six-seconds.

At the time Porsche was clear in stating that a Sport Turismo was destined to be added to the Panamera range at its next refresh for the second-generation car. It debuted some of the styling changes we would see on the mid-cycle facelift for the first-generation car, though. The 2012 concept also teased new interior ergonomics, showcasing a heavy reliance on screens to display its vital information.







**ENGINEERED TO WIN.**

## Performance for Motorsport and Street.

Worldwide race series, teams and drivers trust in Eibach. Benefit from our experience and race proven technology by fitting Eibach to your car. Springs. Anti Roll Bars. Wheel Spacers. Suspension Systems. Coilovers. Alignment Kits.



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

Eibach UK | Phone: 01455 285 850 | e-Mail: [sales@eibach.co.uk](mailto:sales@eibach.co.uk)



**Porsche Club**  
Great Britain



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

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

### Porsche Club GB benefits

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

### Join Us

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

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

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







# Out Of Africa

The Abbot name is synonymous with Porsches in South Africa, we find out what makes it tick...

Story: Johann Venter Photography: Mahomed Abdulla

The Abbot workshop is situated on the Beaulieu Country Estate, a stone's throw away from the Kyalami race track. Entering the estate is like traversing into a parallel universe, tranquil and picturesque, away from the hustle and bustle which occupies every corner of this megalopolis, known as Gauteng. Beaulieu is renowned for its equestrian lifestyle, there are plenty of studs to admire as I find my way to the Abbots. What I am really after though, are horses of the mechanical kind, found at the back of a Porsche, being fettled and tweaked by the foremost independent Porsche specialist in South Africa. And so I enter an alternate universe, an air-cooled wonderland. The Abbot premises are filled with Porsches in various stages of repair and restoration, from 356s to 993s. John Abbot senior, his son, Tim, and wife Judy Abbot soon appear.

Judy explains the family obsession with cars: "There were always cars involved in the family, it is who we are... John started his own business in the early 1970s, so we looked for a garage to buy. We found a Shell petrol station in Bertrams, on the eastern outskirts of Johannesburg. We started off doing general maintenance and repairs to all makes of cars, but then I acquired my first Porsche 911, a 1974 Carrera..."

Tim adds his voice: "Shortly thereafter we swapped a 356B for a 1953, 356 pre-A. The car was in a very dilapidated state, it was the first Porsche we restored. By then we had become members of the Porsche Club and more Porsche owners became aware of us."

Judy interjects: "That also changed the dynamics in our showroom as we switched to selling only second-hand Porsches."

Tim started his apprenticeship in 1982

with Lindsay Saker, sole distributor of Porsche in South Africa, he helped in his father's workshop, and word-of-mouth took effect. The business grew its Porsche customer base and in 1993 it moved to a larger premises near the Kyalami race track, which had an obvious appeal. South Africa experienced a boom in the early Nineties, Nelson Mandela had been released, sanctions had been lifted and a democratic transition was on the horizon – the demand for Porsches grew. A 'Porsches and Coffee' event gained momentum at the Abbot's Kyalami showroom, but the family were only happy to maintain cars they sold in the proper fashion. Long story short unfortunately the business was run into the ground by new owners, a sad and protracted saga which is not worth getting into here, but the worst part is that the affair tarnished the Abbot name, built over decades.



Tim elaborates on what happened next: "In 2004 the business was completely disintegrated, I moved the workshop operation to our smallholding in Beaulieu. My parents lived just behind the main workshop so Dad was at least close by. Some of the staff from the Kyalami workshop came across."

Today the business is called 'Abbot Cars' and there is no showroom, the main business is service, maintenance and restoration, fifty percent of the business is restoration. Abbot Cars perform complete nut and bolt restorations, from the ground up. Tim states: "Our forte is definitely the early cars, starting from a pre-A up to the 993, we can easily handle a Porsche running on one hard drive but not the newer kind that needs a server to operate! We have built and prepared cars mainly for club racing, more so when we were

based at Kyalami, but we've moved away from it. Racing is demanding and time-consuming, as one is also required to be at the track."

Lastly we talk about the other Porsches in the current Abbot collection, Tim takes the lead: "Where would you like to start? Our 1970 911S is a concours winning car several times over, all the numbers match. It looked very different when we acquired it. It had a fibreglass hood, bumpers, and high-back seats, with a malfunctioning MFI. Today it is completely original. I have a fully restored 1982 SC in Grand Prix White, I bought it from a customer, it had been written off in an accident. The gearbox and engine alone were worth more than the asking price. Fortunately there was no damage to the chassis itself. The purchase was a no-brainer, besides I had all the parts needed to do the repair. While I was

at it I did a full restoration, taking the interior back to its original navy blue, including the carpet. With 204hp on tap, air-conditioning and a sunroof it begs for the open road."

We have a feeling Tim's only getting started? "Porsches are great investments so there are more," Tim retorts. "There is also a 1988, 911 3.2-litre Carrera, it is a bit of a basket case at the moment, too many owners trying various things with it. Plenty of parts were missing when I found it and the wiring harness was burnt out, it is a matching numbers car though. I will backdate it to a pre-74 with all the chrome, install a long hood but leave the modern running gear. I want to make it somewhat of an Outlaw, a car that can be driven daily. Then there's the 1973 911 Targa. It's a restoration that had gone bad. In fact, we sold it to the last owner when we were still











in our old premises. Again, all the numbers match and I already have all of the parts to restore it, we'll take it back to its original colour – Sepia Brown."

We wonder if Tim's father owns any other Porsches besides the Outlaw featured recently in *GT Porsche*? Tim is quick to reply: "Yes, a 1959 356 Speedster and Stone Grey 356A, it's at the panel shop, everything is ready for assembly upon its return. I also own another car, a 914. I intend to give it a rat-look with at least a 3.0-litre motor. And I am sure there are more Porsches on the horizon, as I am always looking," he says.

So there you have it, according to one of the most formidable Porsche experts in South Africa, you can never have enough Porsches. That's an idea we can get onboard with ○



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





*They say it takes ten thousand hours to master one's craft.*

*We think that's a good start.*



**Tim Abbot**  
PORSCHE MASTER CRAFTSMAN

Concourse restoration and sales / [www.tim-abbot.com](http://www.tim-abbot.com) / +27 11 4863794 / Johannesburg, South Africa

**kennydunn**  
established since 1969

Scotland's  
Oldest Porsche  
Specialist

**ALWAYS LOOKING FOR EXCEPTIONAL EXAMPLES OF PORSCHES TO BUY OR SELL ON YOUR BEHALF**



**996 GT3 (03) 47,651m**

An extremely well priced example with a very low mileage and a comprehensive history file this "Comfort Spec" model is ideal for the enthusiast who wants to drive to the track & use his car, then drive home in it. Metallic Polar Silver with Black Full leather interior..... **£64,911**



**996 TURBO CABRIO MANUAL (54) - 59,420m**

An unusual 1 owner, low mileage, high Spec example with full Porsche History sold by me new. Finished in Midnight Blue with special order Marble Grey extended leather & including a Sports Exhaust + short shift gearchange in the many extras..... **£52,911**



**911 GTS TARGA 4S PDK (15) 5,200m**

A superb low mileage example of the very rare Targa GTS finished in the best colour combination & with an outstanding Spec, including Sports Exhaust, having covered only 5,000miles by its 1 owner and having just been serviced at Porsche, this car wants for nothing..... **£114,911**



**CLASSIC 911 SPORT CABRIO G50 (88F) 104,680m**

I am delighted to offer again this exceptional example of these classic 911's, with the all important G50 gearbox, in GP white with navy sports seats & a matching navy blue hood, with its original service book showing a comprehensive 24 stamps + MOT's..... **£39,911**



**996 C4S COUPE MANUAL (05) 56,214m**

Known to me from new & sold previously by myself, this outstanding increasingly rare low mileage, high spec, manual example must be seen. Recently had a major service by ourselves. Full leather interior, four wheel-drive, metallic arctic silver..... **£29,911**



**993 CARRERA S TIPTRONIC COUPE (97) 83,000m**

With an excellent history this car benefits from recent major expenditure by Porsche main dealer. They replaced the leather seat covers, carried out paint rectification work to bring up to porsche showroom standard..... **£79,911**

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

# gt porsche retrospective

ONE  
YEAR  
AGO  
MAY  
2016



We celebrated the 50th birthday of the 911S this time last year, and what better way to do that than by taking one for a spin? Andrew Frankel did the honours and said: "You feel connected to this car in a way you just don't in any modern standard production car".

We also got to know the 911 R. Of the new car Andreas Preuninger told us: "Believe me I like all the cars I have created, but this is the first car that I want to own personally and keep forever."

We also got to grips with the Monte Carlo Historique, the rare Elva Porsche, revisited the 718s of the 1950s, and drove an outlaw-style 3.2 Carrera built by Porsche specialist PS Works, plus we examined the new Cayman GT4 Clubsport.

FIVE  
YEARS  
AGO  
MAY  
2012



The 918 Spyder was our cover star five-years ago, we got an early look at the supercar and very much liked what we saw. Further into the issue we pitched the 996 Carrera against the second-generation 997 GTS, we also put the 993 Carrera S into a straight fight with the 993 Carrera 4S, to see which came out on top. Unsurprisingly we struggled to choose between them.

We also took a look at a modified 914 – this one fitted with a Subaru WRX engine, and we took a gander at extended warranties. Last but by no means least, we got our first drive in a 981 Boxster S, we said: 'It's a great tool in which to develop the trade of driving quickly, cleanly and precisely'.

TEN  
YEARS  
AGO  
MAY  
2007



We put a 928 GTS up against a 997 Carrera 2 S, celebrating the 928's 30th birthday in style to see how it compared with the current 911.

We also visited tuner 9ff in this issue, driving two of its 911 Turbo offerings; the TR-70 and TR-56, the two boasted 702hp and 560hp respectively, we said: 'If you value driving thrills the TR56 is the one to have.'

In this issue we also drove a 914 which had undergone a £20,000 restoration, met with Porsche Cars GB MD, Andy Goss, and got to grips with the 911 build of current *Top Gear* TV bod, Chris Harris. And a Cayenne V6 was amongst the other Porsche which commanded editorial column inches this May 2007 issue.





GT4 356 956 986 GT1 987  
911 912 996 987 914 GT2  
GT3 RSR 930 935 959  
930 RSR 966 986 993 956  
930 996 944 GT4 962 997 356 993RS

**PASSION PERFORMANCE**

**STOMSKIRACING**

[www.STOMSKIRACING.com](http://www.STOMSKIRACING.com) +001(410)571-9779

**PRINCIPAL INSURANCE**  
Insuring **your** story

Over 30,000 customers now trust us to insure their story.  
**What's yours?**

At Principal Insurance, we take the time to understand your individual driving story. **Call our specialist team now to find out how we can help you hit the road.**

AGREED VALUE | MODIFICATIONS COVER | CLUB MEMBERS DISCOUNT

**Call us on: 0330 024 9070\***  
[www.principalinsurance.co.uk](http://www.principalinsurance.co.uk)

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



**PIE PERFORMANCE.**

**PORSCHE QUALITY THAT YOU EXPECT**  
**YOUR INDEPENDENT PORSCHE SPECIALIST**

**T** 01787 249924  
**E** [INFO@PIEPERFORMANCE.CO.UK](mailto:INFO@PIEPERFORMANCE.CO.UK)  
**WWW.PIEPERFORMANCE.CO.UK**

UNIT 9, HILL FARM, BRENT ELEIGH, CO10 9PB

**f** **tw**



# the market place

by Philip Raby



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

## 964 Carrera

Once unloved, the 964 is now in demand, with prices of Carreras on the rise...

Never has a Porsche seen such a change in its fortunes as the 964. Once unloved and unappreciated, the 964 is now hot property, with demand for good examples at an all-time high.

The 964 was a radical departure for the 911 when it launched in 1989. It had to be, because, with the 1990s approaching, the 911 was beginning to look and feel dated, for what was an expensive sports car. The 964, which Porsche claimed

was 87 percent new compared to the 3.2 Carrera, brought lots of new technology to the party. This included coil springs (as opposed to the old torsion bars), four-wheel drive (in the case of the Carrera 4, which was first to launch), ABS

brakes, twin spark plugs per cylinder, a retractable rear spoiler, deformable plastic bumpers, and heating controls that, finally, were simple to understand and use.

Radical it might have been, but the revamped 911 was criticised





by some for its looks, its handling (in Carrera 4 guise it was said to understeer heavily), and for reliability issues and oil leaks. After just four years of production, the 964 was replaced by the 993 which, in some ways was little more than a face-lifted 964. The 993 was considered better looking and more reliable, had a lighter four-wheel drive transmission, more power, a six-speed gearbox, and a revised interior. It was, on paper at least, the better car.

The 993 went on to be a stronger seller than the 964, partly because it was better received and partly because the world's economy was on the up. The 964, on the other hand, became unloved and values plummeted accordingly. If you wanted a cheap 911 in the 1990s, you bought a 964. I once wrote that you'd be hard-pushed to spend more than £18,000 on a 964, and that would have been for a really good, low mileage late car. A reasonable example could be picked up for around £13,000, at the time when an equivalent 993 would be over £20,000.

Not anymore, though. Today, 964s are expensive and sought after 911s, and that £18,000 example would now sell for over £60,000. People have started to appreciate the appearance of the 964, with many preferring its more traditional front wings over the 993's swept back front end. Indeed, it's said that the 911's designer, Ferry Porsche,





was furious when he first saw the 993, claiming that the driver could no longer see the wings and so couldn't 'point' the car.

Because relatively few 964s were built, there aren't many on the market today, and of those that remain, a fair number have been neglected over the years; when they were cheap, they were often bought by people without the wherewithal to maintain them properly. Today, then, good 964s are few and far between – it's much easier to buy a 993 than it is a 964.

Porsche 964 values have also been boosted by the crazy prices being fetched for the RS and Turbo incarnations, which sell for well in excess of £100,000 – sometimes over double that.

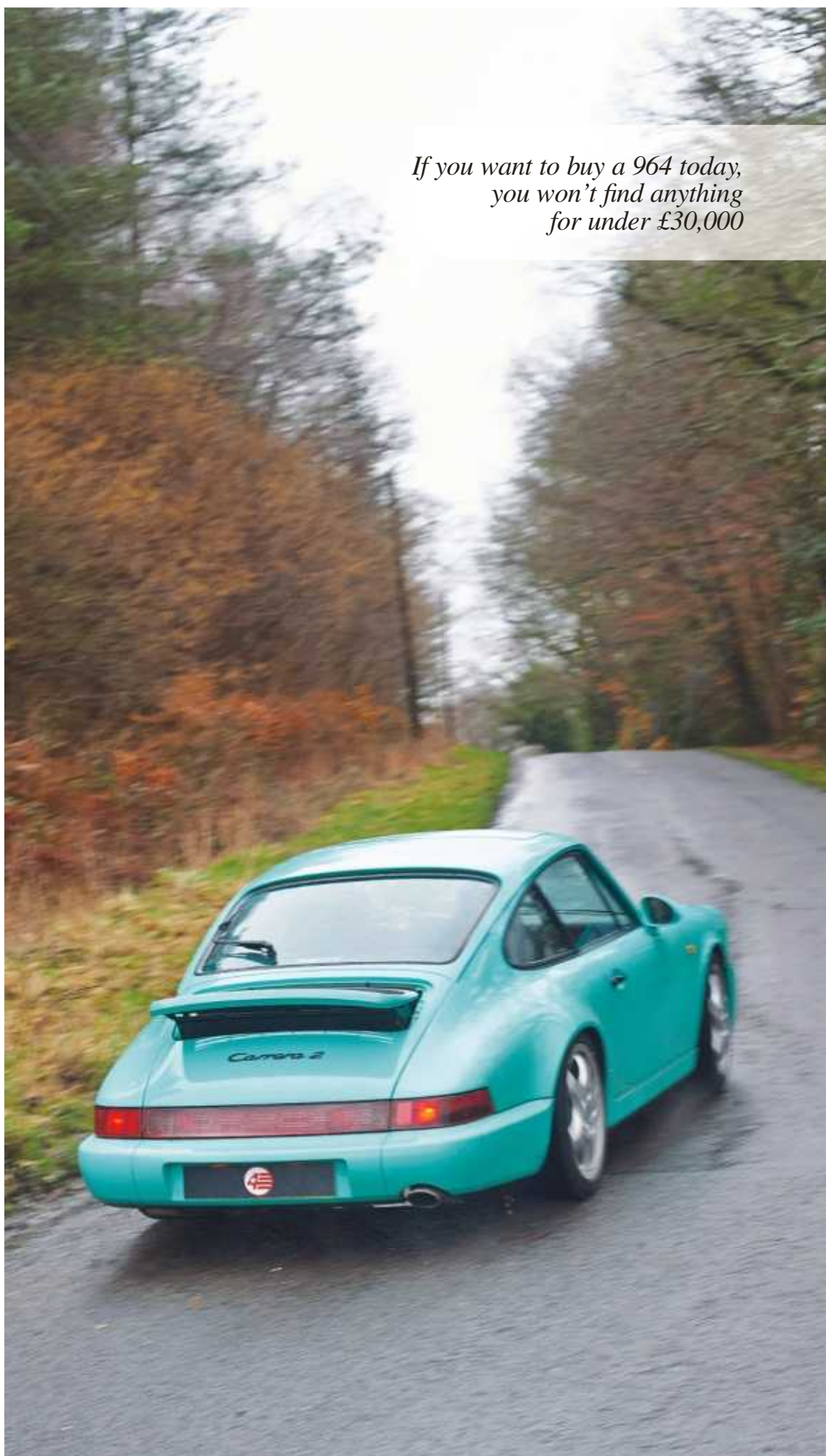
If you want to buy a 964 today, you won't find anything for under £30,000, and that will get you an 'acceptable' Targa or Cabriolet with a highish mileage, as these still sell for less than coupés. To buy a coupé, you're looking at paying more than £40,000 for, again, a reasonable high mileage car.

Because of the original issues with oil leaks, 964 buyers love to seek out cars that have had engine rebuilds, and these have a positive effect on value, as does low mileage (and these days anything under 100,000 miles is considered low). You can easily spend over £50,000 for such a car.

And what about Carrera 2 versus Carrera 4? Traditionally, buyers have favoured the purity of the rear-wheel drive cars but, increasingly, these are almost impossible to track down, so people are turning to the Carrera 4 as an alternative. And the four-wheel drive variant makes sense in many ways, as the extra traction comes in useful when putting the power down in the wet, while careful tweaking of the suspension geometry does wonders to the Carrera 4's handling. That said, the 964 Carrera 2 remains the Holy Grail and sells for a premium over an equivalent 4, with prices exceeding £70,000.

At the opposite end of the scale, there are a few rough 964s still floating around on the market, which is a good thing as what may seem a bargain, at first sight, could turn into an expensive liability. Scruffy

*If you want to buy a 964 today,  
you won't find anything  
for under £30,000*





*What if you want a 964 and you're on a tight budget?*



bodywork, tired interiors and leaking engines can all add up to some serious bills.

So, what if you want a 964 and you're on a tight budget? Well, it depends on how tight – you shouldn't entertain buying any 964 for less than £30,000, but if you do have that amount to invest, then there is still a way of getting a reasonable example. And that is to seek out a Cabriolet with a Tiptronic transmission, as these are both the least desirable options when it comes to 964s. The open-top will be great fun in the sunshine, while the automatic gearbox is generally tough and reliable, even if it doesn't offer the most dynamic driving experience. And, who knows, in years to come, both these things may become more sought after, in which case you'll have made a very canny investment!

In fact, whatever 964 you buy, you shouldn't lose out if you start off with a good one and look after it well. More importantly, though, you'll have the pleasure of owning and driving a truly great Porsche 911 ○







**Porsche 918 Weissach CS**

- In Stock Now
- Very Low Mileage
- LHD



**Porsche 997 Carrera S**

- In Stock Now
- 1 Owner
- Very Low Mileage



**Porsche 964 Turbo**

- In Stock Now
- Marine Blue
- High Spec



**Porsche 997 Carrera**

- In Stock Now
- Low Mileage
- Speed Yellow



**Porsche 911 2.4T**

- In Stock Now
- Slate Grey
- Fully Restored



**Porsche 964 RS**

- In Stock Now
- Basalt Black
- Low Mileage



**Porsche 911 Coupe**

- In Stock Now
- Black
- Linen Leather



**Porsche 911 2.7**

- MFI Targa
- 1 of 2 UK RHD's
- Magenta



**Porsche 964 RS**

- Lightweight
- Grand Prix White
- Low Mileage



**Porsche 996 GT3 RS**

- In Stock Now
- Right Hand Drive
- Low Mileage



**Porsche 912 1.6**

- In Stock Now
- Low Mileage
- LHD



**Porsche 911 2.7**

- In Stock Now
- LHD
- Gold



**Porsche 993 RS Homage**

- Clubsport
- Speed Yellow
- Very Special Car



**Porsche 993 C2S**

- In Stock Now
- Ocean Blue
- Low Mileage



**Porsche 993 RS**

- In Stock Now
- Low Mileage
- Speed Yellow

# It's Project Stuka!

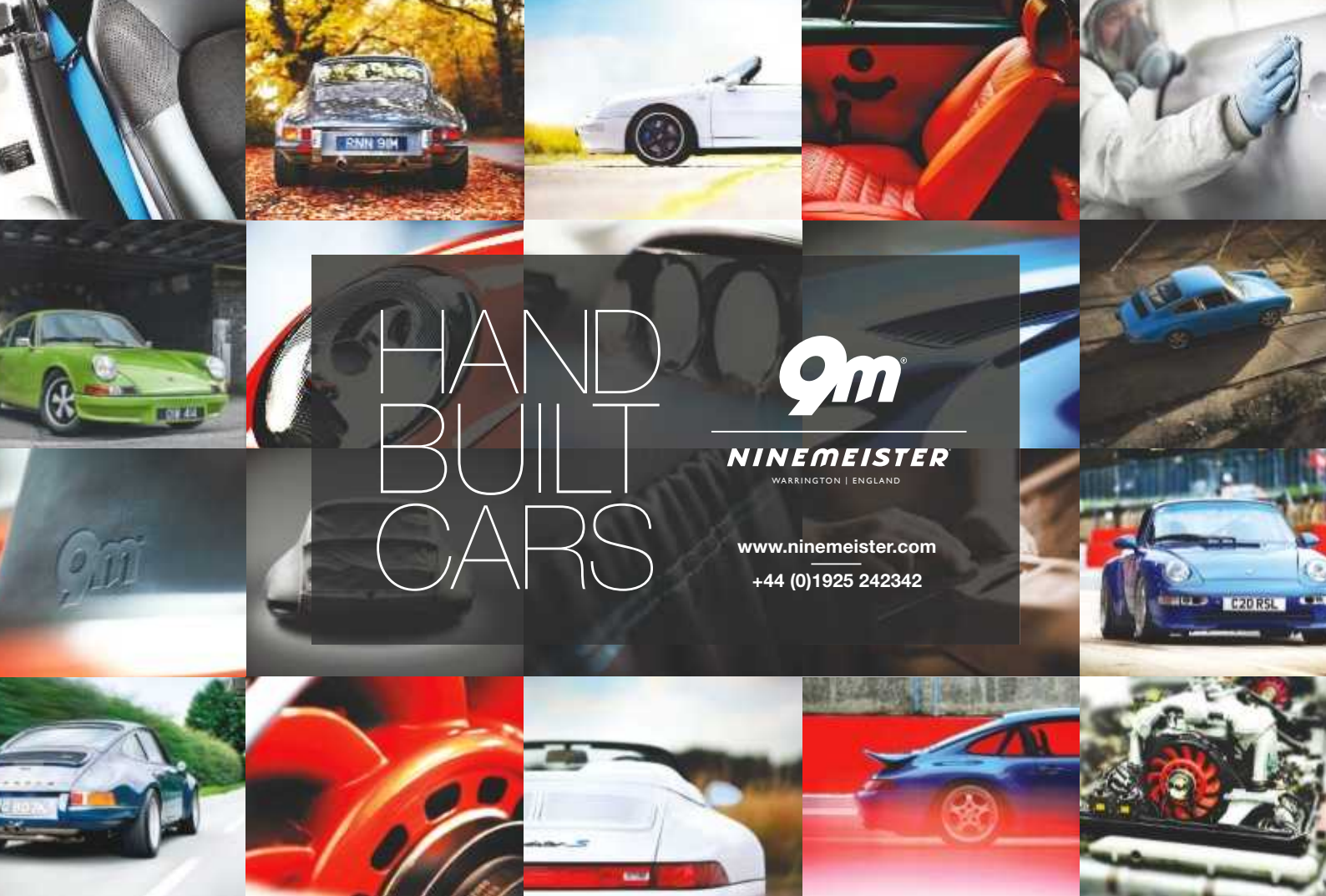
1979 911SC  
Lufteknik built 2014



**Lufteknik**

Restoration - Parts - Service for Porsche  
[www.lufteknik.com](http://www.lufteknik.com)





## Nine Excellence

Porsche Independent Specialists



### Servicing

- Servicing, Repairs & MOTs
- Engine & Transmission Rebuilds
- Restorations
- Pre-Purchase Inspections
- Detailing & Aftercare
- Alignment & Geo
- All Porsche Models Covered
- Fully Trained Porsche Technicians
- Fixed Price Servicing

### Performance

- 9e Performance Packages
- 9e Performance Exhausts
- 9e Suspension & Brakes
- 9e Engine Builds
- 9e Custom Builds

Unit 3, Axiom Business Park,  
41 Balcombe Road, Horley,  
(Nr Gatwick) Surrey, RH6 7HF

www.nineexcellence.com  
01293 226 911  
service@nineexcellence.com

## Porsche Performance & Racing Components



Forged Steel Conrods



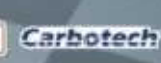
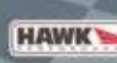
High Performance Brake Pads



Forged Pistons  
\*Custom Pistons a speciality



High Power 2kW Starter Motors



CALL: (0)1462 684300  
sales@cambridgemotorsport.com

**Cambridge Motorsport Parts**

Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. [www.cambridgemotorsport.com](http://www.cambridgemotorsport.com)



# long-term fleet

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



Long Term Fleet in association with  
**MANNINGUK**  
insurers of the World's finest Porsche cars  
01491 578759 [www.manninguk.com](http://www.manninguk.com)

*Matt Biggs*

**1981 911 SC, 1986 924 S, 2005 987 Boxster S**

[@PawnSacrifice](#)



*Jack Wood*

**2015 981 Cayman GT4 and 2004 996 GT3**

[@Jackkwood](#)



*Rob Richardson*

**1978 911 SC,  
1986 944**

[@Racereightsix](#)



*Andrew Frankel*  
**1994 968 Sport**

[@Andrew\\_Frankel](#)



*Ryan Stewart*  
**2007 987 Cayman S**

[@RyanStewart](#)



*Martyn Morgan-Jones*  
**1986 924 S**

[@MartynMJones1](#)



*Philip Raby*  
**2009 Cayenne Diesel**

[@RabyPorsche](#)



*Martin Spain*  
**2002 996 Turbo**

[@MartinSpain](#)





## 2007 987 CAYMAN S

My beautiful fresh paint has seen its first winter, and despite keeping the car in a carport away from the rain it's been driven quite often through the colder months. In an ideal world we'd only use cars in fair weather, but I live in England where summer is only one day long and rain is never far away. I collected the car from Greg Howell at Southam Bodies just before the real bad weather begun, so I've not had much chance to enjoy the new finish in the sunshine. In an idealistic view, summer is just

around the corner so I got in touch with Meguiar's UK to see if it could help me get the best from my car care regime. I've long been a fan of Meguiar's products and already own an MT320 DA polisher along with myriad of cleaning solutions, pastes and waxes. Before letting myself loose on the new paintwork however, I thought it best to brush up on my detailing knowledge.

Tom and Dale at Meguiar's UK are a super knowledgeable and friendly pair. Upon arriving at Meguiar's UK HQ I was greeted by a car park full of gleaming show cars, all freshly prepared by the duo for











an upcoming show. First things first Tom put the kettle on and began to assess my car cleaning knowledge. "We welcome people in with a huge range of knowledge, some people are just starting out while some people are hardened detailers with years of experience" Tom said.

Truth be told, I was a little scared of the MT320 polishing machine. It had been a while since I last used it and that was to revive 20 year-old paint. Dale showed me just how forgiving the machine is to the user and how sympathetic it is to paint, even brand new paint like mine. Because of the random 'dual action' throw of the head it reduces heat build up on the pad, reducing the chance of you burning through the paint. As you may already know, it's heat that encourages the cutting action, so in absence of this heat the process relies on the cutting properties of the compound and

pad. Because my paintwork was such good quality and had hardened nicely over winter, we were able to make use of the Meguiar's DA Microfibre system to make light work of any small scratches and surface blemishes. Meguiar's also offer a foam pad range for softer paint or where lesser levels of cut are required.

The wheels were where the majority of the work was put in. Their state being totally my own doing I volunteered to put in the elbow work. To my surprise Meguiar's NXT Metal Polish brought the corroded Rotiform lips up to an as new finish, exceptional considering I foolishly neglected to clean the raw aluminium lips for just over two months.

With the car back to a gleaming finish and protected with a liberal helping of Meguiar's wax, it was ready for many enjoyable miles



this year and a bunch of car shows. In all we only spent around three to four hours on the car, but the knowledge I have gained will help keep the Cayman looking its best for a lifetime. If you wouldn't mind, just remind me never to leave the wheels that long again...

*Ryan Stewart*

*Ryan Stewart*  
**Cayman S**

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







**M&A**  
— 1971 —  
COACHWORKS



## London's only Porsche Recommended Repair Centre

Established in 1971, specialising in Prestige Body Repairs and restoration.

A reputation built on quality, fine detail and integrity.

London's only recommended Porsche Repair Centre.

Officially approved, recommended and trusted by the leading motor manufacturers of the world.

M&A Coachworks. 135 Highgate Road London NW5 1LE

**Call 0203 823 1900**

Email [customerservice@macoachworks.co.uk](mailto:customerservice@macoachworks.co.uk)



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







## 1986 944

Unbelievably the 944 has been with me six months already. Despite spending most of that time being worked on, or sheltering from the weather, I've still managed to clock up a couple of thousand miles. Fault free miles at that. It's been an absolute pleasure to use and live with, and I've loved using it. There is still room for improvement though and this month I've been doing some interior work.

I'm not really into my in car entertainment and subscribe to the school of 'if you need entertainment in your car, your car's not entertaining enough', but in reality, sitting in traffic or cruising down the motorway in silence can get a bit boring. I'd previously fitted the stereo I had left over from the 911 (I removed it all when I got the car); a pretty swish Pioneer unit with USB capability. Ideal and best of all, free, though possibly not the most period-correct, I'm working on that though. What this did bring to light though was how tired the existing speakers in the car were. Having removed the covers it was pretty clear the speakers had disintegrated over the last 30 years. I'm amazed any noise at all came out of them. I wanted to keep the OEM look so the covers had to go back on and I wasn't going to start cutting the door cards. I bought myself a pair of Alpine 4x6-inch 150w replacements. The only additional modification required was to space the speaker covers slightly with some washers to clear the cones. They sound great, are more than adequate for my requirements and crucially, were a direct replacement.

While I had the covers and speakers out I took the opportunity to remove the door cards fully allowing me to clean and grease the runners for the electric windows; they were getting slow and I didn't want to burn the motors out. It was a bit of a horrible fiddly job reaching in through the door, but it was worthwhile as the windows are much faster and smoother now. I also gave the insides of the doors a spray of waxoil to keep them in their rust-free state for years to come.

So I have claimed the car has been 'fault free', but it has had one niggle: the dreaded brake pad warning light coming on intermittently. From my research this can be a bit of a nightmare and most resort to deleting

the sensors on the pads or removing the bulb from the dash. I didn't want to have to do that so having checked the sensors were all still functioning (they were and the brake pads were new all-round only a few hundred miles ago) I took the dash out to check it over. This was surprisingly easy requiring the steering wheel to come off and then only a few screws got the vents out giving access to the cluster fixings. With an electronic speedo there was nothing more than three lever connectors to disconnect and it was out. I gave the unit a thorough clean and checked all the bulbs. I removed and de-oxidised the gold earth posts on the back and then replaced the stickers over the unused bulb holes with new ones. One issue with the car was the trip reset not working, this is operated by an electronic switch that controls a servo in the cluster itself. With the cluster removed it was clear this had fell out of its mount so was easily put back and secured with a cable tie. I also took the opportunity to re-shim the vents which had become slack over time and would not hold in position. With it all back together I was able to run the car up and take it for a test drive: trip reset working? Check. Directional air vents holding in position? Check. And most importantly: brake pad wear warning light? Check. It lights up for the system check and goes out in a few seconds. Job done.

So no major jobs this month but all improvements returning the car back to its original functionality, and improving its day-to-day usage. Rewarding stuff, though now I find myself at a crossroads: to modify or not to modify? The car is phenomenal in every respect so needs nothing, but I can't help but think with the suspension a little lower, and maybe with some wider Fuchs wheels it would look fantastic. A manifold-back exhaust would be nice too, just for a little more noise, maybe... wouldn't it?

Rob Richardson

Rob Richardson  
944

@Racereightysix





# IT'S A MATTER OF T(H)RUST.

**Introducing the only IMS roller bearing retrofit kit with true thrust control.**

Cylindrical bearings provide great lateral load capacity, sacrificing their maximum load cap in thrust (axial movement). That's why precise thrust control is crucial for bearing's longevity and reliability. RND Roller Bearing IMS Retrofit kit is the only solution on the market that uses proper heat treated, 52100 bearing steel thrust surfaces on both sides. Independent comparison research of similar products reveals advantages with the RND RS Roller Bearing type IMS bearing.

- Utilize existing IMS tools and procedures
- Bearing is properly retained with snap ring or spiro-loc
- Economical alternative to more expensive ball-bearing fixes
- No oil system modification required - no risk of compromising the intermediate shaft or oiling efficiency due to pressure losses
- 2 years / 40000 km warranty

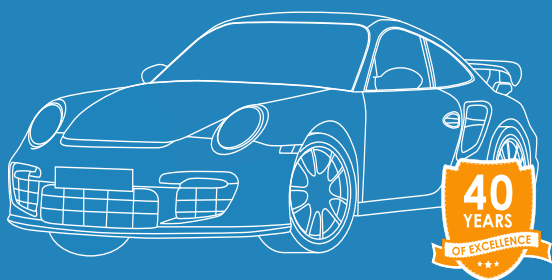


**FAST FORWARD**  
AUTOMOTIVE

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



## Cheaper Car Insurance



Benefits available can include:

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

Call us now on:  
**0800 085 5000**  
or visit our website:  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority



**Carrera**  
ENGINEERING & MOTORSPORT

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



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

All work carried out to manufacturer's specification

Work fully guaranteed very competitive rates

Over 35 years experience with manufacturer training

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

## PORSCHE RELATED CHERISHED REGISTRATION NUMBERS

CAB 911X	993 RUF	911 WVS	991 PD
REG 911E	X993 POR	911 SCR	918 MHH
S911 LER	VNZ 911	911 TYR	996 POR
TON 997X	964 MC	911 FEG	911 RWS
POR 997T	964 GC	911 MSD	B911 RSR
POR 911K	RSR 911K	911 SHE	A993 XXX
1974 RS	RSR 911T	CAR232A	P993 POR
993 G	RUF 911T	930 FF	D911 POR
993 POR	911 HDL	XXX 911C	E944 POR

All on retention certificates for immediate transfer

PCGB MEMBER TEL: 07730 007694 EMAIL: erha300@aol.com





## 2005 987 BOXSTER S

So, I had the Boxster fully functioning and future proofed against possible, and very expensive, catalyst failure. The more I think about it the more sense it makes to swap those parts out with used ones, even with the fitting costs it would take many times to replace with new just once. It was good to have the air-conditioning back working too, although, currently, it would probably be as cold if not colder to just allow the air in from outside. Not that I've found Boxster air-conditioning to be that cold anyway, it's just nice to have something to cool my feet on a hot day, while my head's burning to a

crisp in the sunshine.

Next up on the list of preventative jobs was to fix the noise cooling fan, mostly because it's annoying, and intermittent, but all the same, better off fixed. Having seen the cost of genuine Porsche blowers I decided that, given the fact that it was a plastic housing and electric motor, and aftermarket one from Euro Car Parts would suffice. My general view with replacing parts is that anything engine or suspension related should be genuine Porsche or, occasionally, performance aftermarket from a well know brand... albeit that's for my 924 S.

The blower is located behind the glovebox, so I figured it wouldn't be

too difficult to get to. Every search I did seemed to arrive at one fitting another car, so I decided to go it alone. It wasn't too long before I ran into problems, so back to the computer. I still maintain that it is an easy enough job, but there are about a hundred fixings to remove along the way, at least, that is what it felt like; there is a small section of footwell trim, the cup holders and the trim to the left of the glovebox have to come off just to get to the bits holding the glovebox in place.

With the glovebox out it took seconds to fit the new blower. It seemed to be a little louder than the outgoing one, no squeaks, just fan noise. While that's not a problem

and it is perfectly operational, I decided that this would not stand. I checked over the old blower and there was nothing noticeable wrong with it, other than being a little dirty. I cleaned it with contact cleaner, dried it all off and then started again. I repeated this process until the drying towel was coming away clean. Next was to carefully lubricate the moving parts, for which I used a spray on (with a little straw) dry lube, again drying off the excess and repeating until it was spinning smoothly. With the dash back together I tried and it and it was a lot quieter than the aftermarket one. That's where three times the price goes I suppose.

One final point: be very careful re-fitting the glovebox micro switch, get this wrong and you will get the little, 'you've left something open, dumbass,' toot from the horn when you lock the car.

*Matt Biggs*



*Matt Biggs*  
**987 Boxster S**  
@PawnSacrifice



## 2002 996 TURBO

I'm sorry to report that the Turbo hasn't seen a great deal of use in the last couple of months. I managed to dislocate my shoulder in January in a rather stupid DIY mishap, and so I was unable to drive my car for six weeks while the fracture in my arm stitched itself together and the muscles in my shoulder healed.

During that time, I'd go outside every week, start the car up and warm it through to try and make sure the battery got some charge and the fluids got some temperature into them. It's rather upsetting to sit in the driver's seat of your car with the engine running, but not be able to drive it! While these occasional runs were intended to make sure the car still started, the battery was clearly suffering from the cold and lack of use – turning the engine over became more and more of a struggle until one morning it failed altogether.

I replaced the original Porsche battery with a Bosch Silver S5 item early on in my ownership of the car, so I knew the battery was good – it just needed some conditioning. After a brief search of the 911UK forums and a few texts to Porsche-owning friends for trickle charger recommendations, I ordered a CTEK Multi MXS 5.0 charger and charge indicator for £60 from a supplier on eBay.

My car lives on my driveway rather than in a garage, so hooking up the trickle charger involved running a very long extension lead from the shed to power the charger, and hoping the postman didn't trip over the cable every morning! I managed to get the cable to fit in the gap between the bonnet and the bumper so I could close the boot and leave the charger to slowly nurse the battery back to full health over the course of a few days.

After the CTEK had worked its magic, the car practically exploded

into life at the first turn of the ignition. Clearly the battery had needed some TLC, so from now on I'll make sure that if the car is going to be left standing for any length of time, it'll be with the trickle charger connected. This would be much easier if I had a garage, of course, but my postman hasn't sued me for leaving a trip hazard across the driveway yet so the extension cable solution will suffice for the moment.

With me unable to drive the car, my thoughts turned to all the little cosmetic jobs that need doing. My car is now 15 years old and a few of the parts that are not covered by annual servicing need some attention. The rear brake callipers need refurbishing – with the new gleaming red Motorsport six-pot callipers fitted up front, the rears look a bit faded and tatty by comparison. Unfortunately, this job poses a problem in that most calliper refurbishment companies want you to send the callipers away to them, and my mechanical skills don't stretch to removing them from my car. I might have to call in some favours on that one, or leave the car with a specialist while the callipers are done.

There are also a few small items of interior trim that have worked loose or become tatty, so I've been scouring eBay and Porsche specialist breakers to locate nearly-new bits and pieces like the ashtray, or a Bose subwoofer surround. I've also sourced a replacement gearknob, since the leather on my original one has got a little worn and scratched. This took me the best part of a month to find, after a deep dive through Porsche specification codes and spares listings to locate the exact part number for my Turbo-specific aluminium gearknob. It's 996.424.981.07 VRJ from the X97 aluminium trim pack, in case you were wondering. I found one supplier in Europe who had a new

item in stock, but at a price: €1025 to be precise. For a gearknob! Fortunately, eBay USA came to the rescue, where I spotted a used gearknob in better condition than mine and persuaded the seller to ship it internationally. The total cost came to \$240 which I still think is a bit steep, but it's a better deal than that €1025 one from Europe.

Finally, the front bumper and bonnet are showing the signs of three years of roadtrips to the Scottish Highlands and numerous trackdays; they're absolutely peppered in little stone chips. I'm sure there are purists who insist that original paint is of utmost importance, but trust me – the front of my car needs a respray. I'm in two minds as to whether to go to a Porsche approved bodyshop for this, pay through the nose but with absolute confidence that the work will be factory perfect, or use a different specialist paintshop and get the work done for a lower price in the hope that the workmanship will be to the required standard.

None of this is particularly exciting stuff, so you'll be glad to hear I was given the all-clear to start driving again a couple of weeks ago, so all the thoughts of little niggles and paintwork have been overtaken by the joy of driving the car again. It's due an annual service next month, so hopefully I'll be able to address a few of the items on my 'to fix' list at the same time, and then get back to enjoying the car. To be honest I simply can't wait.

*Martin Spain*

*Martin Spain*  
**2002 996 Turbo**

 @MartinSpain











## 1986 924 S

**O**f late owning the 924 S has been akin to having [insert name of popular footballer person here] take a fantastic run-up and launch my plums at the football scoring apparatus. And do that over and over, and enjoy it. Yep, getting the car through its MoT this time around has been a war of attrition, for both me and testing station, whose pay when you pass policy I have tested to its limit. I have mentioned before the

problem that I had with the brake lines was the main reason for the delay in getting the car MoT ready. So we know about that. There were a number of little items that needed sorting too, I think. I wanted to have a look at the advisories too, while I was at it, and to smarten it up a little. I will come back to the cosmetics next month.

One of the points the 2016 MoT failure points was an insecure battery. That was a simple mistake on my part; before the test I had

taken the battery out and put it back in the car without bolting it in place immediately, likely distracted by another job. There can be few simpler fixes for an MoT, right? Wrong. For anyone unfamiliar with the battery location on the 924, it's under the bonnet, next to the wing on the near side. A great location to collect leaves, grime and, if the former blocks the drain holes, standing water. A bolt is welded to the base, for the bracket to hold the battery in place. When tightening the

nut the bolt sheared off, at the base. The good news was that it didn't take any of the base with it, that's not uncommon with these cars, and 944s too actually.

Given that I was not about to start welding I needed to find alternative solutions. First, though, I cleaned up the battery tray and sprayed it with an anti-rust zinc primer. When that had dried, I painted it red with a few coats of red colour match paint. from Paints4U, that I've used before, the match is very good.



BODYWORK  
INTERIOR  
SPECIALIST  
ESSENTIALS

# AUTOMATE



Leading the  
way in vehicle  
cleaning  
technology



The AutoMate range has been developed by a dedicated team of experts and is carefully produced in the UK to exacting standards in order to create a truly exceptional product range.

The range includes products for bodywork, interior, specialist surfaces and car essentials. Visit the website to view our entire range online including our convenient kits, which offer fantastic discounts.

Other kits  
are  
available



WASH & WAX KIT

£22.00



RAINGUARD  
GLASS CLEANER

£5.00



BODYWORK  
SHAMPOO

£5.00



DASH & INTERIOR  
CLEANER

£5.00



Great British  
Detailing

[www.auto-mate.co.uk](http://www.auto-mate.co.uk) from **gliptone**  
leathercare

When your leather needs  
a little extra care try....



Liquid Leather



SHOP  
NOW

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



CAR CARE KIT

ONLY £39.00

Manufacturing products for leather since 1972

[www.liquidleather.com](http://www.liquidleather.com) from **gliptone**  
leathercare



I had a look online and bought a universal bracket to hold the battery down. It's a frame that sits atop the battery and is held in place by a rod on each side, I was going to worry about fastening those once I had everything in place. As soon as I unpacked the bracket I sensed a problem, I placed the metal frame on the battery and tried, very gently,

to close the bonnet. Yes, it sat too proud to allow the bonnet to shut. My next purchase was a metal battery tray, of the same footprint as the battery, with a strap to hold the battery down. I had to bend the old bracket out of the way, but the tray fitted perfectly. I used an epoxy bonding resin to hold the tray in place, because of the large surface

area it's been a great solution, I did only fix the sides running front to rear, and left the others to allow water to exit through.

Put like that, it doesn't sound like such a big deal, but in the context of getting this done, it was a major diversion I could have well done without!

*Matt Biggs*

*Matt Biggs*  
**924 S**

[@PawnSacrifice](#)







# PelicanParts.com

Porsche

BMW

Mercedes-Benz

Audi

Volkswagen

Saab

Volvo

MINI



## Our Parts. Your Garage.



- Change Oil
- Get Tech Info at PelicanParts.com
- Replace Clutch
- Upgrade Brakes

## EVERYTHING YOU NEED TO DO IT YOURSELF.

Special Offers! [PelicanParts.com/Promos](http://PelicanParts.com/Promos) or call (310) 626-8765

Continental  
CONTITECH



VICTOR REINZ

BRAD PERRY

BEHR

VDO

BOSCH

Zimmermann

ebi

Hengst

Valeo

DELSTEIN

NOK

Brembo

STABILUS

elringklinger

MAHLE

WALBRO

SACHS

KYB

TEXTAR

PAGID

MANN FILTER





Engine Rebuilds, all models & general repairs and servicing



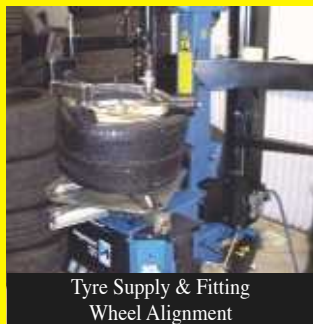
Gear Box Rebuilds all models



Air Conditioning



Disc Re-facing



Tyre Supply & Fitting  
Wheel Alignment

**RGAIN**  
**LONDONS MAJOR PORSCHE SPECIALIST**  
Units 32-34, Miles Street, Vauxhall, London SW8 1RY  
[www.rgaindependentporsche.co.uk](http://www.rgaindependentporsche.co.uk)  
Tel: 0207 793 1447 Email: bob@rgaporsche.co.uk  
**ALL WORK TO THE HIGHEST STANDARD  
AND CARRIED OUT IN HOUSE.**  
Mon-Fri: 7am-7pm Sat: 9am-6pm Sun: please call. Ask Bob for booking & advice.



Wheel Balancing, Wheel  
Straightening & Re-Furbishment



Jig Repairs



Restoration & Resprays



Damage Repair  
including for all insurance companies

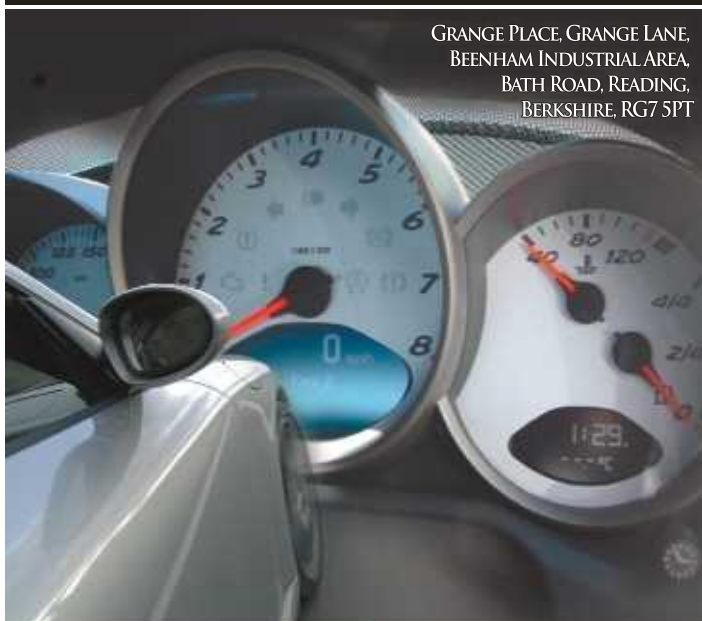


Torque Tube Overhaul  
924, 944, 968, 928

## NORTHWAY PORSCHE LIMITED

INDEPENDENT PORSCHE SPECIALISTS

GRANGE PLACE, GRANGE LANE,  
BEENHAM INDUSTRIAL AREA,  
BATH ROAD, READING,  
BERKSHIRE, RG7 5PT



*Repairing and servicing of Porsches  
for over 20 years*

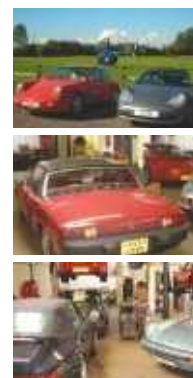
USED PORSCHEs IN STOCK AND WANTED FOR  
OUTRIGHT PURCHASE

TELEPHONE: 0118 9714333 MOBILE: 07831 424911  
EMAIL: INFO@NORTHWAY.CO.UK WWW.NORTHWAY.CO.UK



**PORSCHE SPECIALIST**  
Service - Repairs - Sales

T: 01491 642911  
[hillcrestspecialistcars.com](http://hillcrestspecialistcars.com)



**cmsporsche.co.uk**

Telford, Shropshire

*We repair and service (diagnostics) Porsche.*

We sell used vehicles, new and used parts, and project prestige salvage for  
PORSCHE 911, 924, 944, 968, CAYMAN, CARRERA, CAYENNE and BOXSTER.

*An independent business, est. 1997, that provides a personalised service  
with labour rates from only £54.99/hr.*

CMS stock 1000s of used parts for all Porsche, from 1984 onwards.

These change on a daily basis.

Collection or Delivery can be arranged if required.

**CMSPORSCHE**

tel 01952 608-911 mob 07831 711-609 email [cmsporsche@aol.com](mailto:cmsporsche@aol.com)



Hortonwood 66, Telford TF1 7GB





# GT PORSCHÉ

READ YOUR FAVOURITE MAGAZINE  
ANYWHERE IN THE  
WORLD

## DIGITAL SUBSCRIPTION

**PAY JUST £28.99  
FOR 13 ISSUES**

All of our digital magazine subscriptions and issues can be downloaded from anywhere in the world and read on PC, Mac, iPad, iPhone, Android devices, Kindle Fire, Windows 8 devices and any HTML5 compatible device.



**SINGLE  
ISSUE ONLY  
£3.99**



Available on  
**pocketmags.com**

**[pktmags.com/gtporsche](http://pktmags.com/gtporsche)**



Available on  
**pocketmags.com**

# HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** [pktmags.com/gtporsche](http://pktmags.com/gtporsche)  
OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO GT PORSCHE MAGAZINE

## DELIVERY / PAYERS DETAILS

Mrs/Ms/Miss/Mr ..... Forename .....  
Surname .....  
Address .....  
.....  
Post / Zip code .....  
Country .....  
Daytime phone ..... Mobile .....  
Email .....

## GIFT DELIVERY DETAILS

Mrs/Ms/Miss/Mr ..... Forename .....  
Surname .....  
Address .....  
.....  
Post / Zip code .....  
Country .....  
Daytime phone ..... Mobile .....

 **BEST UK DEAL • SAVE 20% • BEST UK DEAL • SAVE 20%**

☐ **I WISH TO PAY BY DIRECT DEBIT (UK ONLY) £49.92**   
taken every 12 months (SAVING 20%) **PLUS FREE MEGUIAR'S CARNUABA WAX**

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank .....

Address .....

..... Postcode .....

Account name .....

Sort code ..... Account number .....

--	--	--

--	--	--	--	--	--	--	--	--	--

Signature ..... Date .....

Originator's Id number **8 3 7 3 8 3** Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

  **PAY BY CHEQUE / DEBIT / CREDIT CARD**

☐ UK 6 issues at **£28.80 (NO GIFT)**

☐ UK 13 issues at £62.40 **SAVING 10% £56.16 PLUS FREE MEGUIAR'S CARNUABA WAX**

☐ USA / EUROPE: 13 issues at **£74.49 (NO GIFT)**

☐ REST OF WORLD: 13 issues at **£82.49 (NO GIFT)**

☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Security number 

--	--	--

Valid from ..... / ..... Expiry date ..... / .....

Signature ..... Date .....

## (UK ONLY) PLEASE SEND COMPLETED FORM TO:

FREEPOST RTKZ-HYRL-CCZX, GT PORSCHE subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG

## (INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:

GT PORSCHE subscriptions, Kelsey Publishing Ltd., Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

\*FREE gift subject to availability, we reserve the right to offer an alternative product at the same or higher retail value. On receipt of your order your free gift will be delivered within 25 working days. Offer/prices available until 12th May 2017. Kelsey Publishing Ltd., uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit [www.kelsey.co.uk](http://www.kelsey.co.uk) or call 0333 043 9848. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email on [data.controller@kelsey.co.uk](mailto:data.controller@kelsey.co.uk) or call 0333 043 9848.

# GT PORSCHE

## 2 EASY OPTIONS...

### OFFER 1. DIGITAL EDITION

**PAY JUST £28.99  
FOR 13 ISSUES  
SAVING 53%\***

All of our digital magazine subscriptions and issues can be downloaded from anywhere in the world and read on PC, Mac, iPad, iPhone, Android devices, Kindle Fire, Windows 8 devices and any HTML5 compatible device.



\*Discount calculated from print issue price of £4.80. FREE gift not included with digital subscription orders.

**AVAILABLE ON  
THE APP STORE AND  
POCKETMAGS.COM**



Available on  
**pocketmags.com**

[pktmags.com/gtporsche](http://pktmags.com/gtporsche)



# SUBSCRIBE TODAY

## WHICH ONE SUITS YOU?

### OFFER 2. UK PRINT EDITION WITH FREE GIFT

## FREE MEGUIAR'S CARNAUBA WAX & MICROFIBRE CLOTH WORTH £28.50

Subscribe today and receive these great Meguiar's products to keep your vehicle looking flawless!

PAY  
FROM JUST  
**£49.92**  
EVERY 12  
MONTHS  
SAVING  
20%\*

Meguiar's strong, long-lasting protection to preserve your finish. The proprietary blend of premium carnauba plus protecting polymers delivers amazing results and this unique formula leaves your paint brilliantly reflective. Easily glides on and off, without leaving any dusty residue.



Since 1901 Meguiar's has earned the trust of millions of consumers and professional detailers by producing the finest surface and car care products in the world.



## SUBSCRIBER *plus*

ALL PRINT MAGAZINE SUBSCRIBERS ARE AUTOMATICALLY MEMBERS OF SUBSCRIBER PLUS, GIVING YOU:

- Preferential rates on our associated events and products
- A constantly refreshed range of products to choose from
- First access to subscription offers on other Kelsey titles
  - Exclusive discounts on your favourite brands
  - Free entry into subscriber only competitions

[shop.kelsey.co.uk/subscriberplus](http://shop.kelsey.co.uk/subscriberplus)

### 3 EASY WAYS TO ORDER

- 1 ONLINE  
**[shop.kelsey.co.uk/gtp](http://shop.kelsey.co.uk/gtp)**
- 2 POST  
Fill in the form and send to: **FREEPOST RTKZ-HYRL-CCZX**,  
GT PORSCHE Magazine Subscriptions, Kelsey Publishing Ltd.,  
Cudham Tithe Barn, Berry's Hill, Cudham, Kent, TN16 3AG
- 3 CALL OUR SUBSCRIPTION TEAM  
**0333 043 9848** & quote offer code GTPP0517  
Hotline open: Mon - Fri 8am - 6pm. Please note that calls are charged at your local rate, for further information please check with your service provider.

\*20% saving based on cover price of £4.80 per issue. UK Direct Debit print offer only.

# RESTOMOD 911

We explore a 964 backdate built by specialist RPM Technik



**CAN'T FIND GT PORSCHE?**

*Check your nearest stockist:*

<http://seymour.magzene.com>

**JUNE ISSUE ON SALE 5TH MAY 2017**

Available to download from [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) from 3rd May 2017





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

Body Parts

Engine Tin Ware

Exhausts

Heat Exchangers

Fuel Tanks

Oil Tanks

Lamps

Exhaust Fittings

Chassis Panels

Design911 are proud partners  
with Dansk & SSi Exhausts.

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

**5% OFF**

use online code  
**GTDANSK9**  
at checkout



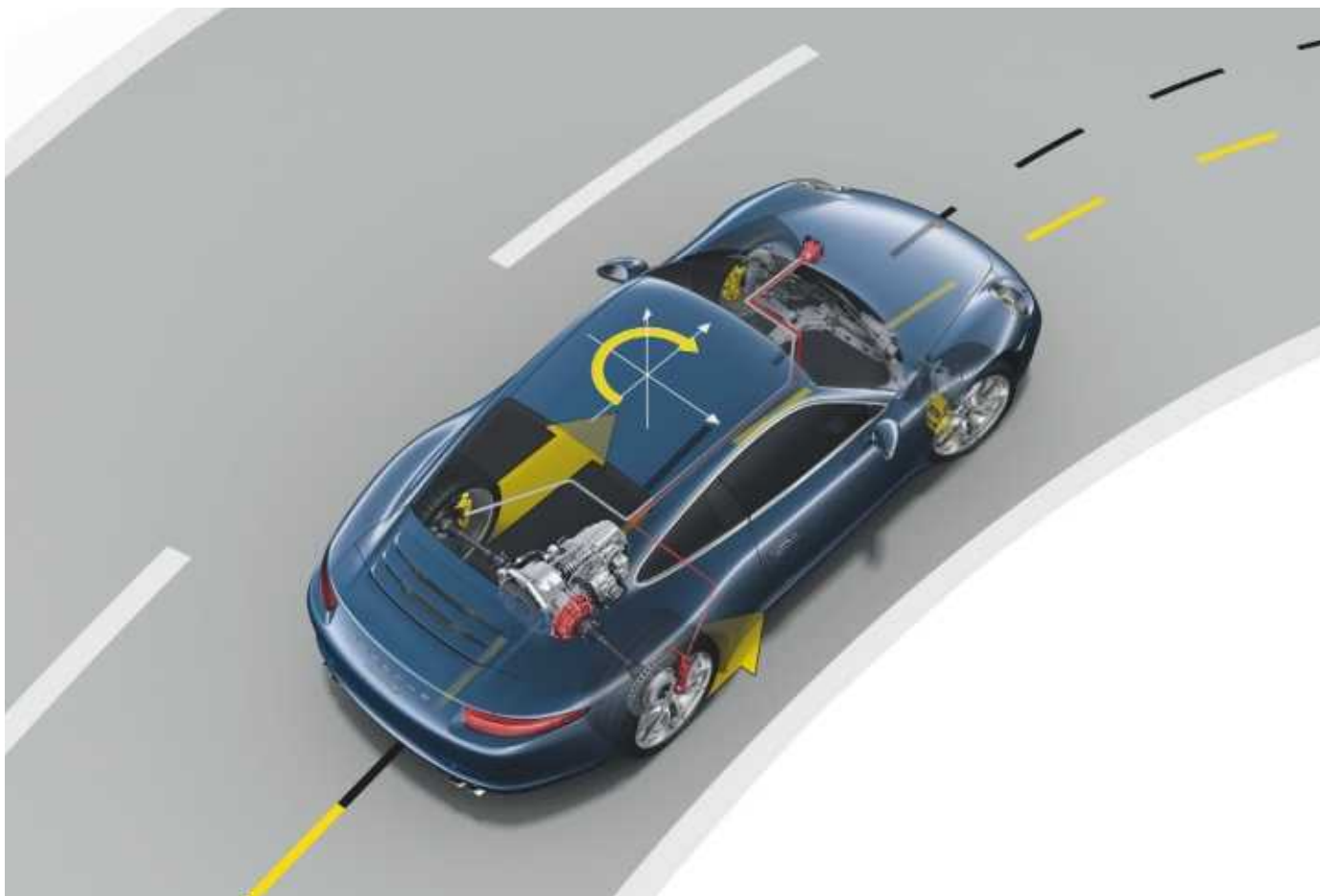
Retail & Trade enquiries welcome

**DESIGN 911**  
Centre for Porsche

+44 (0) 20 8500 8811

[WWW.DESIGN911.COM](http://WWW.DESIGN911.COM)

51 TALLON ROAD • BRENTWOOD • ESSEX • CM13 1TG



## Torque Vectoring

Jesse Crosse looks at the dark art of Porsche Torque Vectoring...

Torque vectoring was unheard of when the first Porsche 356 rolled off the line in 1948. The Group B 959 was the first Porsche equipped with active torque vectoring but now PTV (Porsche Torque Vectoring) and PTV Plus has been available on production Porsches for a while. Lately, torque vectoring has become more accessible through new technologies and more manufacturers are beginning to incorporate it in their designs. Even the new Vauxhall Insignia Grand Sport will be offered with a four-wheel drive system incorporating torque vectoring.

First though, what is torque vectoring and what does it do? According to the textbook, a vector is a "quantity having direction or magnitude" and in this case it

means moving torque between front and rear axles or varying the torque sent to individual wheels, usually on the same axle. Torque vectoring can have a positive and negative sense, so it's possible to send more positive torque to one wheel or a negative torque by applying a brake.

Anyone who has driven a car with dodgy brakes may have had a bad experience. When one front brake fails to work properly the car darts in the direction of the stronger brake because a yaw moment has been created. 'Yaw' is engineering speak for 'rotate.' It's what the car tries to do when one brake goes on and the other on the same axle doesn't. This is obviously dangerous and undesirable but it's a good illustration of the effect torque vectoring can have, only in reverse.

If more drive torque is sent to

one wheel than the other on the same axle, then the effect would be similar, the car would try and rotate. When the driver moves the steering wheel the car begins to yaw as well, but in a progressive, controllable manner unless the driver makes a sudden movement to deliberately create oversteer. This is something rally drivers do routinely to overcome the tendency of the nose to run wide or understeer, on slippery surfaces.

Torque vectoring is used in a more subtle way both to assist the driver during the onset of power oversteer (tail comes out) or understeer (nose wants to plough straight on). Torque vectoring systems detect the onset of understeer or oversteer and nip it in the bud before the condition gets too serious. For example, if the

car is understeering when powering through a corner, vectoring more torque to the outside rear wheel will tighten the line. That's what Porsche does with PTV Plus, tightening the electronic limited slip rear differential on the exit of the corner to give plenty of grip when exiting the corner under hard power.

What the PTV system is doing by vectoring torque to that outside rear wheel is making the car rotate about its axis towards oversteer. Oversteer doesn't necessarily mean wild opposite lock slides, it simply means the car is turning more tightly than the steering angle applied by the driver would normally deliver. In the case of a torque vectoring system being at play on a road car, that usually mean the car feels 'dynamic' and pointy, with understeer more or less banished.



PTV and PTV Plus, like all torque vectoring systems, are controlled by an electronic 'brain.' All modern cars are equipped with ABS which monitors the speed of each wheel so that it can tell if one or more wheels is locking up (going slower than the others). Many other systems now piggyback on this including torque vectoring, which also shares data from the yaw sensor, and others monitoring steering input and throttle position.

Porsche actually uses a method known generically as "torque vectoring by braking," (TVbB) to vector torque across the axle. A driven axle has a differential to allow one wheel to rotate faster than the other during cornering. Applying the brake on one wheel only will force the differential to direct the drive torque to the other wheel. Algorithms in the software monitor the use of this process to ensure the brakes don't overheat.

TVbB is actually a bit of a cheat but in common use these days. More recently, transmission supplier GKN has introduced a four-wheel drive torque vectoring system called Twinstar, which manufacturers

can buy and adapt to suit the characteristics of a particular car. Porsche isn't using it (yet) although it does use GKN's electric axle technology, eDrive, in the 918 Spyder.

Twinstar was born as much from the need to reduce fuel consumption as deliver torque vectoring. A four-wheel drive transmission creates more losses than two-wheel drive and fuel consumption suffers, so manufacturers of more utilitarian four-wheel drive cars turned towards "disconnect" or "part time all-wheel drive" systems that disconnect the drive to the rear axle when four-wheel drive isn't needed.

The Twinstar system goes one step further. The Rear Drive Module (replacing a conventional differential) houses two multiplate "wet" clutch packs running in oil. Opening both completely kills drive to the rear wheels rendering the car two-wheel drive. Overspeeding the drive to the rear so the rear wheels are spinning fractionally faster than the front by a couple of percentage points generates oversteer.

This is how the Ford Focus RS, equipped with Twinstar, achieves its

drift mode. When neutral handling is required, the two clutch packs in the rear are allowed to slip slightly to negate the overspeed. By allowing one clutch pack to slip, torque is vectored without using a brake, to the other rear wheel. The conventional differential function of allowing the outside wheel to rotate faster in a corner, is also handled by the clutch packs and the conventional differential gears are left out.

Twinstar was first used on the Land Rover Evoque but its popularity is now spreading as the specification can be tailored to suit the car and its use. So the Evoque and RS systems are basically the same but not in the detail. Now the new Vauxhall Insignia joins them. It's such an effective system and so cost effective, expect many more manufacturers to adopt it in the future. Porsche may well be one of them ○



# Seasonal Prep

Jesse Crosse finishes his look at how best to ready a car used through winter for spring and summer...

Re-commissioning a car that's been laid-up for winter is arguably one of the most underrated aspects of maintenance in any car's schedule. Last month we looked at how to care for the body and banish the dreaded salt, something that, in an ideal world, should preferably happen before your car goes into hibernation.

Before getting on to some of the mechanicals, here's a final word on winter laying-up if that's what you prefer to do. Keeping your Porsche in a garage is great, but regularly using it in the wet then parking it in a good, weather proof garage and repeating the cycle isn't that great either if the garage is poorly ventilated. The car never dries out properly and the evaporating water will create condensation on all cold surfaces whenever the ambient temperature rises. That includes behind trim, on the inside of the roof, everywhere. So the message is, give it a chance to dry out and allow some ventilation.

Having got through the winter and managed any salt, what next? Give the paint and trim a good valeting with quality products like Meguiars or Autoglym. Don't skimp on the black trim, restore its blackness with any of the products designed for the job, available in your local accessory shop. Mechanically, there's lots you can do as well. If your car is liquid cooled, changing it before layup using the full, recommended dose of anti-freeze is a good bet. Anti freeze is a corrosion inhibitor but its ability to inhibit corrosion reduces as it gets older. This is especially important in alloy engines or engines with alloy cylinder heads. Never drain the coolant down and leave the engine dry.

Brake fluid is hydroscopic and

absorbs moisture so if the car hasn't been touched at all over winter or used only a little, now is a good time to bleed the brakes. Jack each corner up and support the car safely using an axle stand and check each brake calliper for sticking pistons. Follow the same procedure as if you were changing brake pads, lever them back and pull the pads if necessary, to make sure the pistons are free. If you've already bled the brakes, make sure you left enough space in the master cylinder for

the fluid to travel back into it when pushing back those pistons.

At the same time you'll be able to check the condition of the pads and discs. While the car is supported safely on stands, you can also check under the immediate area for anything loose, damaged or falling off. If you're lucky enough to own one of the many car lifts designed for use in domestic garages, check the exhaust system thoroughly. On an air-cooled 911 with heat exchangers on the exhaust

manifolds, it's worth checking them out, especially if you've started to notice any tinny rattling from the rear. They can be changed with the car supported on axle stands if that is necessary.

Finally, check the spare wheel is inflated and will stay inflated when you go out. Best to take it out of the car, set the pressure (along with those actually on the car) and leave it for a day or two to see if it stays up. If this isn't a car that gets used much at all, check the condition of the tyres. Have they been on it for more than five years? Are the surfaces showing signs of cracking and deterioration? If so, it's time to change them irrespective of how deep the tread may be.

So far then, we've got the car out of its winter lair, it's paint and trim is looking fantastic, the brakes are good to go and it's had a thorough 'spanner check.' So the next thing to think about is fuel. Petrol doesn't keep and as it ages the octane rating drops off. If you've left the car unused over an entire winter the residual fuel will be rubbish come the Spring. If you plan to do that, avoid leaving it full. A good bet is to add some Millers Tank Safe before hand that will protect the tank and fuel system from corrosion. Tank Safe (and other similar products) contain vapour phase corrosion inhibitors (VpCIs), compounds which evaporate and create a thin molecular layer on surfaces not submerged in fuel. The additives also keep carburettor and injection fuel systems clean.

The last thing is to check the oil and coolant if applicable, then you're good to go with a car that not only looks sensational, but hopefully one that won't give you any nasty surprises, especially when you're supposed to be having fun o







# Your Porsche.

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

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



Independent servicing and repair specialists for classic and modern Porsche.

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

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



## Yorkshire Classic Porsche

*Yorkshire's No. 1 choice for classic to modern Porsche*

**Please call us on 08434 996 911**



**[www.yorkshireclassicporsche.co.uk](http://www.yorkshireclassicporsche.co.uk)**

Leeds Road, Collingham, nr Wetherby, West Yorkshire LS22 5AA

**Lakewell.com**  
CLASSIC PORSCHE INTERIORS

356 | 911 | 912 | 914 | 928 | 964 | 993

TRIM & INTERIOR PARTS TO OEM SPECIFICATION

LAKEWELL PORSCHE INTERIORS  
KLEIN HEIDESTRAAT 71  
B-3370 BOUTERSEM

WEB: [WWW.LAKEWELL.COM](http://WWW.LAKEWELL.COM)  
EMAIL: [INFO@LAKEWELL.COM](mailto:INFO@LAKEWELL.COM)  
PHONE: +32 (0) 475 53 56 22



**Sales \* Restoration \* Servicing**

FOR SALE



*As seen at London Classic Car Show*

*Your Lifestyle. Our Profession*

PORSCHE SERVICE ★ RESTORATION ★ SALES



**01295 812002**

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





## PLAYMOBIL 911 SET

**How much?** £29.99

**Where from?** [www.playmobil.co.uk](http://www.playmobil.co.uk)

One for the kids here. The new Playmobil Porsche set comes complete with a showroom backdrop and a 911 Targa 4S (the roof is removable) with functional front, rear and dashboard lights. Two figures, a salesman and a customer, plus showroom furniture and accessories, including a TV, sales technical information sheet, and three different Porsche magazine layouts (not *GT Porsche* sadly!) are included in the set. It is recommended for ages five and upwards.



## TW STEEL VOLANTE COLLECTION

**How much?** From £189

**Where from?** [www.twsteel.com](http://www.twsteel.com)

New from oversize watchmaker, TW Steel, comes the Volante Collection. Aimed at those with a passion for cars and the world of motorsport, the brand new Volante Collection is said to take the classic TW Steel look and mix it with influences from the open road. Available in 45mm and 48mm sizes, each sports a textile strap in four colour variants. In total there are 22 different variations to choose from here, so there should be something for everyone's tastes.



## AWE 987 EXHAUST SYSTEM

**How much?** From £1664.50

**Where from?** [www.awe-tuning.co.uk](http://www.awe-tuning.co.uk)

Fitting the 987 Boxster, Boxster S, Cayman and Cayman S, this modular performance exhaust is new from AWE Tuning. There are a variety of options and finishes available, including the chance to retain your car's factory tailpipes by

using just the silencer alone.

Alternatively chrome silver or diamond black tailpipes are available.

TIG welded to the highest of standards, this system is said to fit easily and provide an aggressive exhaust note when offered to a 987 in its entirety.





## Porsche 993 GT2 (RHD)

One of the legendary road specification homologation series built in conjunction with the race cars. This example is especially rare being a "C16" RHD example (1 of approximately just 13 supplied worldwide). Presented in Guards Red and equipped with the desirable specification of a non-airbag steering wheel and bucket seats. With just 12,500 Miles from new, this is the ultimate Modern Classic Porsche. **£POA**



LHD 993 Porsche GT2  
Ex Ralph Lauren also  
available. **£POA**

### Additional Porsche Motorcars Available for Acquisition



#### Porsche 911 964 Carrera RS (RHD)

A "C16" example first delivered in June 1993 and finished in the rare 964 RS signature original combination of Rubystone Red over optional Triple-Tone Rubystone Recaro Bucket Seats. An exceptional history with 14 stamps in the original service book and 58,900 Miles from new. One of the finest examples in the UK. **£224,995**



#### Porsche 993 RS (RHD)

Delivered in 1996 in Polar Silver over Grey Recaro Sports Seats. Factory Aero Kit, Electric Windows, Airbags & Air Conditioning. Just 2 private owners and only 23,400 miles from new. One of finest 993 RSs available for sale at this time. **£244,995**



#### Porsche 997 GT3 RS 4.0 Litre (LHD)

This Clubsport version was formerly part of the Petter Solberg collection and has covered just 15,000 Miles. An excellent specification and recently serviced at Porsche Great Britain. **£324,995**



#### Porsche 996 GT3 RS (LHD)

Delivered in 2004 and presented in Carrera White with Red RS Livery and equipped with an extensive option list including Ceramic brakes & Litronic headlamps. Accompanied by a comprehensive service history and with 24,000 miles from new. **£164,995**



#### Porsche 911 2.7 RS Lightweight (RHD)

One of 17 UK "C16" cars. This example was originally retained by Porsche GB as their spare car for the race & rally season of 1973. Very original, including its matching numbers engine, and meticulously cared for by just 4 owners from new. A rare opportunity to acquire one of the best & most iconic 911s in existence. **£POA**



#### Porsche 911 2.7 RS Touring (RHD)

A RHD UK example finished in its original Grand Prix White with Blue Script & wheels. With one owner since 1988 this car is highly original & retains many accessories and a large file. The car has just received a comprehensive engine-out major service, a bare metal repaint, underside restoration and a partial retrim. **£575,000**

Acquisition Consultancy | Sales | Service | Restoration | Engine Building | Race Preparation | Rolling Road | Storage

T: +44 (0) 1923 287 687 • F: +44 (0) 1923 286 274 • E: info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND



Chorleywood Tube  
Station - 2 mins.



Heathrow or Luton  
Airports - 20 mins.



M25 Orbital  
J18 - 3 mins.



London City  
Centre 20 miles.



Helicopter  
Landing Facilities

**www.dke.co.uk**  
A Cottingham Family Business.



## MINICHAMPS 1:43 356

**How much?** £50.00

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

The works 356/4 depicted here in 1:43 scale was entered at Le Mans in 1951 for the driver pairing of Rudolph Sauerwein and Robert Brune. Sadly an accident in practice prevented the team from taking

part in the race itself, yet it now lives on in miniature thanks to Minichamps. Add code GTPORO10 to you shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

### You Can Drive a Porsche



This book will change the way you think about car ownership. It includes the following:

- The difference between foolish and clever car buyers.
  - A Porsche can be less expensive to own than a modern saloon car.
  - Porsches are environmentally friendly.
  - A gentle introduction to the many models of Porsche
  - Which Porsches make a good first buy.
- If you thought that Porsche ownership was only a dream, then it's time to think again.

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

## You can Drive a Porsche



Discover how you can already afford the car of your dreams

PHILIP RABY

## DRIVE A PORSCHE BOOK

**How much?** £4.95

**Where from?** [philpraby.co.uk/books](http://philpraby.co.uk/books)

*GT Porsche* contributor and Porsche dealer, Philip Raby, has published two new books. First of all, *You Can Drive a Porsche* explains that you can afford a Porsche, even if you think you can't. All you need to do is think differently about the way you buy and run your cars. Get it right, and a Porsche will cost you less than a mundane modern

saloon car – and it'll give you a lot more pleasure.

The second book, *Save Your Life*, encourages you to make the most of something you only ever get one chance at – life – and explains why you shouldn't defer living your dreams (including owning a Porsche) until you retire.

Both books are available on Amazon in digital and print formats, and are free to download for Amazon Prime members.

## DEI RADIATOR FLUSH

**How much?** £13.16

**Where from?** [www.burtonpower.com](http://www.burtonpower.com)

DEI Radiator Relief Cooling System Flush is designed to restore cooling system efficiency by removing rust deposits and dissolving oily residue. A flush through will leave your cooling system clean and ready to be refilled with a mix of water and anti-freeze or DEI's Radiator Relief Radiator Additive for thorough protection throughout the summer. It is available from Burton Power.



**GTPORSCHE**  
**REACH THE PORSCHE ENTHUSIAST**  
**MARKETPLACE TODAY**

Call John Swanton on +44 (0) 1732 748075  
or email [jswanton@unity-media.com](mailto:jswanton@unity-media.com) to discuss your needs.

*Solutions available in both print and online media*





Powered by a hand-wound version of our Calibre SH21 movement, the **C8** introduces a power reserve complication for the first time – when fully wound, the decorated twin barrels provide an incredible five days of power. Meanwhile, the black DLC case and altimeter-inspired date calendar match that practicality with stunningly innovative design.



**Swiss movement**  
**English heart**

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

**Christopher**  
**Ward**

## KW SUSPENSION – G-SERIES 911

**Where from:** [www.kwsuspensions.net](http://www.kwsuspensions.net)

KW Automotive is now able to offer two types of adjustable shock absorber for G-series 911s produced between 1973 and 1989. In addition to KW's Variant 3s, where the standard torsion bars on the front and rear axle are not replaced,

comes the KW Clubsport variant for track day use. With a racing spring system, adjustable dampers and adjustable top mounts, these V3 dampers can be adjusted for compression and rebound. They are sure to prove popular with those campaigning 911s in historic motorsport.



## NOREV 1:18 917K

**How much?** £65.00

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This 917K was driven to third place at Magny Cours in 1970 by David Piper. The car is replicated here by Norev in 1:18 scale, it is a limited edition model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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



[www.924srr27L.co.uk](http://www.924srr27L.co.uk)





Where Motorsport  
Enthusiasts buy  
Scale Models



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

Quote GTPOR 010 to get 10% off

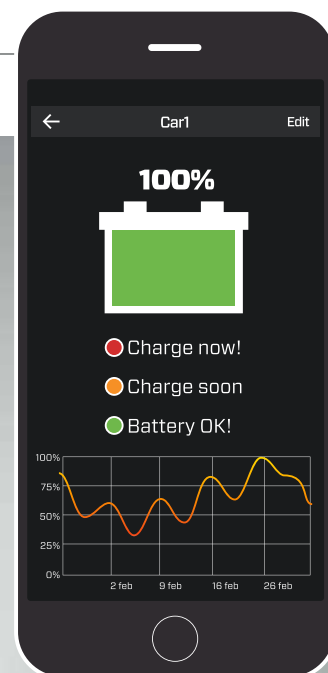


## BRUMM 1:43 917

**How much?** £20.00

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This Martini Racing Team 917 was raced to second place in the 1970 Kyalami nine hour race by Jo Siffert and Kurt Ahrens. This affordable Brumm model replicates the car in 1:43 scale. Add code GTPOR010 to you shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## CTEK BATTERY APP

**How much?** Free

**Where from?** [www.ctek.com](http://www.ctek.com)

CTEK has launched a new app called Battery Sense 2.0. Designed to provide a clear picture of the health of your battery, the app supports the use of Battery Sense, a Bluetooth enabled monitor. Once downloaded and installed, the app continuously tracks the vehicle battery to get information about its health, syncing stats (such as voltage and temperature readouts) automatically to your mobile phone. Visit [www.ctek.com](http://www.ctek.com) for more information.



Independent Garage Services

**Independent Garage Services is an independent garage specialising in VW, Audi Group, Chrysler Jeep and Porsche. Based in Southampton, we undertake all aspects of maintenance.**

**Porsche Servicing** – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website.

**[www.independentgarageservices.co.uk](http://www.independentgarageservices.co.uk)**

**Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ  
Tel: 02380 629606 Fax: 02380 629329**





# WORRIED ABOUT EXPENSIVE PORSCHE REPAIR BILLS?

16 YEARS ONLINE

30 DAYS MONEY BACK GUARANTEE

95% POSITIVE FEEDBACK

TRIPLE AWARD WINNING

Auto EXPRESS RECOMMENDED

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

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

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

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



## QUENTIN WILLSON'S VIDEO GUIDE

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

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

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

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

Call us on Freephone  
0800 678 3701

  
**Warrantywise**  
Simply the Best in the Business



## SOFT TOP RESTORATION KITS GREAT VALUE CAR CARE PRODUCTS

- Deep cleans canvas, preventing the growth of green mildew and mould.
- Colour restores canvas, presenting a strong even finish.
- Seals and protects canvas, providing protection against moisture and other environmental damage.
- Easily applied in one day.

0800 458 4235

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



3 Stage Kit  
**£29.98**  
Ex. p&p

## Extreme Detailing Ltd 'Spa for your car'



Restoring that 'new car shine' back, protecting and keeping them looking at their best.

0800 840 2058 [www.extremedetailing.co.uk](http://www.extremedetailing.co.uk)



old school porsche mechanics for the 21st century

## Old School Porsche Mechanics for the 21st Century.

Servicing, restoration,  
engine builds and race prep.

Chelmsford, Essex

Tel: 01376 583075 or 07774 854 418  
[www.dsdmotorwerks.co.uk](http://www.dsdmotorwerks.co.uk)





## SPARK 1:43 997 GT3

**How much?** £36.00

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

This colourful 997 GT3 replicates the Kremer Racing car driven to 34th place overall in the 2013 Nurburgring 24-hours by Wolfgang Kaufmann, Dieter Schornstein, Peter Posavac and Jurgen Alzen. It is a limited edition of 500 pieces and comes supplied in a special German Racing box. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## AUTOGLYM SCRATCH REMOVAL KIT

**How much?** £16.99

**Where from?** [www.autoglym.com](http://www.autoglym.com)

Autoglym's all-new Scratch Removal Complete Kit is said to ensure scratches disappear. Together with a new formulation of scratch remover, and a 100ml bottle of Super Resin Polish, the kit contains a new design of foam applicator, and a finishing cloth. As the name suggests, this pack is designed as a 'cure-all' for all manner of minor surface scratches and imperfections, allowing you to carefully return a damaged panel to 'as new' condition in one easy move.



**Specialist Cars**  
of Melton Ltd

**Tel: 0844 7000997**

***The difference is the difference***





New from KK exclusives!  
Our own early 911 / 912  
Puck style horn push.  
Perfect fit. £250+ vat.

65-73 911 Tool kits & Jacks.  
Tool Kits from £450+ Vat.  
Jacks from £200+ Vat.  
All 356 models available.



We stock 'Simonsen 356 repair  
panels. They are regarded as the  
best you can buy, anywhere!  
We are the sole UK distributor.  
Please call or mail for prices!



Exclusive to KK.  
Stainless steel  
Sebring Exhaust.  
Fits 356 & 912.  
Standard £595+ Vat  
Polished £695+ Vat



Excellent quality  
lightweight  
aluminium engine  
lid. Correct for 911S.  
Will fit all models.  
£795+ Vat.

Aluminium 911 / 912 rear  
bumper guards. Another  
KK exclusive product!  
Lightweight Aluminium, up  
to 50% weight saving! For  
up to 73 cars. Sold as a pair,  
£250+ Vat.



**Absolutely Stunning 68 912**  
Fully restored, matching  
numbers car. £65,000



**1968 SWB 911L**  
Great example, California  
car. £79,500.



**1972 Porsche 914**  
Fantastic Italian import.  
Awaiting paint. £18,950.



**1974 Porsche 914.**  
Super solid, rare colour  
Ravenna green. £19950.

**See Website for more products, special offers & Cars for sale!**

[www.karmannkonnection.com](http://www.karmannkonnection.com) [info@karmannkonnection.com](mailto:info@karmannkonnection.com)

**TEL - 01702 340613** The Golden Lion, 289 Victoria Ave, Southend, Essex, SS2 6NE



T: 01282 697171

Porsche Specialist

**SERVICE & MOT CENTRE**

Repairs Parts Wheels Engine Gearbox  
Restoration Classic Parts Race & Track Prep

**ALL MODELS ALL PARTS  
NEW & USED**



**SERVICING | PARTS | REPAIR | RACE & TRACK**

Jasmine PorschLink UK  
The Porsch Centre, 3A Pendleside  
Lomeshaye Industrial Estate  
NELSON Lancashire BB9 6RY  
**T: 01 282 69 71 71**  
E: [info@jasmine-porschlink.co.uk](mailto:info@jasmine-porschlink.co.uk)  
W: [www.jasmine-porschlink.co.uk](http://www.jasmine-porschlink.co.uk)



Next Day Mail Order Service

Company Registration No.: 3997925 (Cardiff)  
VAT Registration No. 712436363

## Car Cover Shop

To protect and preserve

**NEW!**



**Satin soft stretch covers  
in 4 colours from £99**

Indoor, outdoor, waterproof, breathable,  
custom made and standard fit also available

Online database for the perfect cover at  
[www.carcovershop.co.uk](http://www.carcovershop.co.uk) Tel 01780 749449

**“OUR CLASSIC  
CAR INSURANCE  
COMES WITH A WELL  
POLISHED SERVICE”**



CLASSIC CAR INSURANCE

**WIN A MAZDA MX5 V-SPEC\*  
GET A QUOTE TO BE ENTERED**

PRESENTED AT THE NEC CLASSIC  
MOTOR SHOW BY FUZZ TOWNSHEND



We share your passion for classic cars, call now for our best cover

**0800 083 0971**

[cherished.carolenash.com](http://cherished.carolenash.com)

Classic | Camper Van | Specialist | Military | Performance

UK opening hours: Mon - Fri 9am - 7pm, Sat 9am - 5pm.

As with all insurances, terms and conditions apply. \*Terms and conditions apply, visit [cherished.carolenash.com/terms-and-conditions](http://cherished.carolenash.com/terms-and-conditions)

Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.



**CAROLE NASH**  
The care it deserves

**95%** of customers would  
recommend Carole Nash  
reevoo\* Based on reviews from July 2016 - December 2016



Porsche Insurance Specialist

For your indication  
please call

0161 437 7442

or visit us online



**FREE TRACKDAY INSURANCE**

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

Authorised and regulated by the financial services authority

**PORSCHE INSURANCE**



[classicandcustomworks.co.uk](http://classicandcustomworks.co.uk)



Specialists in all types of custom bodywork,  
paintwork, restoration, modification and repair

15 minutes from High Wycombe, Bucks

Please call

**01494 716416 / 07768 081494**





## MAKE YOUR OWN BEER COOKIES

**How much?** £9.99

**Where from?** [www.firebox.com](http://www.firebox.com)

Here's a bit of fun. The Make Your Own Beer Cookies kit bakes 10 to 12 Beer Cookies.

Simply pour beer into the cookie mix and pop it in the oven, 15 minutes later you can enjoy some rather unique cookies. The kit contains everything you need to bake your own Beer Cookies except a baking tray, a knob of butter, and a bottle of your favourite beer (dark beers work best).

## MINICHAMPS 1:18 911S

**How much?** £155

**Where from?** [www.racingmodels.com](http://www.racingmodels.com)

Here is the Racing Team AAW 911S as it was raced to 14th place overall, and first in class, at the 1970 Nurburgring 1000km by Pauli Toivonen and Dieter Frohlich. This fine 1:18 scale resin Minichamps model more than does the full size car justice. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## CAFFLANO KOMPACT

**How much?** £54.99

**Where from?** [www.firebox.com](http://www.firebox.com)

The Cafflano Kompact provides you with the capacity to be your own Barista – anywhere. Its unique design makes it easy to use, its compact nature means it fits in the palm of your hand. Simply pour in your coffee grounds, add hot water and close the lid. Once you've left it to brew for a couple of minutes just give the unique telescopic bellows a gentle squeeze. It makes hot and cold coffee and is made from high quality food-grade silicone, it is available in black or red. Enjoy Portable Barista coffee anywhere.



# Ultimate Porsche

## SUBSCRIBE TODAY

## NEW MAGAZINE - OUT NOW!

**Ultimate Porsche** is a bright, new, stylish, high quality monthly magazine dedicated to showcasing some of the very best classic Porsches around. We celebrate the manufacturer's legendary production models and its mighty motorsport machines, dipping into the Stuttgart concern's eighty-six-year history in order to uncover some of the finest four-wheelers ever produced.

In coming issues we will champion Porsches ranging from the ground-breaking 356 through to the 993, including corresponding generations of the all-conquering 911. We also shine a light on the luxury car maker's front-engined output, namely the 924, 928, 944 and 968. Modern classics? You betcha!

In addition to exceptional cars, we will present owner stories, rare archive material, buying advice and expert opinion highlighting how you can best maintain and modify your Porsche. Furthermore, every issue of **Ultimate Porsche** includes special guest columns, and we draw attention to spectacular restorations that promise to end with the unveiling of fantastic feature cars.

Take advantage of this discounted subscription deal and receive **Ultimate Porsche** before it hits the newsstand. Each issue will be delivered direct to your door in advance of the 'on sale' date.



## ORDER TODAY

ONLINE **shop.kelsey.co.uk/gtp1**

## CALL 01959 543 747

QUOTE OFFER CODE  
**GTP1**

Hotline open: Mon - Fri 8am - 6pm.



# TWG MOTORSPORTS

SPECIALISING IN PORSCHE

- over 20 years' experience
- sales, servicing and parts
- fully equipped workshop
- specialists in all Porsche models
- accident repairs
- MoT testing
- dealer-level diagnostics
- member of Porsche parts programme
- friendly, professional advice
- servicing on all new vehicles without compromising manufacturer's warranty
- courtesy car available (by appointment)
- pre-purchase inspections
- menu pricing – no hidden costs
- enthusiast owned and run (Porsche is our passion)
- german-speaking reception

Thorpe Road, Longthorpe, nr Peterborough PE3 6LU (on A1) Sales & Workshop T: 0800 9997911

## REPLACEMENT TANDEM PUMP COVER

0800 999 4911

**AlternativeCarParts**

Made for

997 C2 C4 Turbo GT2rs  
987 Boxster 987C Cayman

Other Parts Available:

997 Spark Plug Splash Guards  
996 & 997 Auto Gearbox Gaskets



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

## Advanced Ignition Technology with Old School Appearance and High Tech Electronics.

**perma<sup>TM</sup>tune**  
ADVANCED  
IGNITION  
TECHNOLOGY

631.909.1011

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

[lonnie@permature.com](mailto:lonnie@permature.com)



## SPECIALISTS IN CAR SHIPPING & TRANSPORTATION

WORLDWIDE EXPORT  
& IMPORT SERVICES



[WWW.RJJ-CAR-SHIPPING.CO.UK](http://WWW.RJJ-CAR-SHIPPING.CO.UK)

Customs clearance • UK & European collection & delivery • Safe, secure, competitive  
T +01394 673466 | F +01394 673031 | E [carshipping@rjlfreight.co.uk](mailto:carshipping@rjlfreight.co.uk)



## ALL REPAIRS AND SERVICING FOR YOUR PORSCHE



**Nº5  
GARAGE**

NO5GARAGE@AOL.COM | 020 8993 7318

[WWW.NO5GARAGE.CO.UK](http://WWW.NO5GARAGE.CO.UK)

UNIT 1, 46 COLVILLE ROAD, ACTON, LONDON, W3 8BL



Independent Garage Services

**Independent Garage Services is an independent garage  
specialising in VW, Audi Group, Chrysler Jeep and Porsche.  
Based in Southampton, we undertake all aspects of maintenance.**

**Porsche Servicing** – With the acquisition of the latest Porsche diagnostic equipment, we can offer menu servicing to factory specifications. Whether you own the latest 911 Turbo, Boxster or Cayenne, we offer a real alternative to main dealers. With considerable experience gained from racing our 996 GT3 in endurance racing we are comprehensively equipped to cater for all.

With little choice in the Southampton area and main dealers over an hour away, give Jim a ring today to discuss your requirements and find out how competitive we can be.

For more details on the services we offer and our pricing range – please visit our website.

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

Unit 5, Stanstead Road, Boyatt Wood Industrial Estate, Eastleigh, Southampton, SO50 4RZ  
Tel: 02380 629606 Fax: 02380 629329



	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
Addspeed Performance Cars <a href="http://www.addspeed.co.uk">www.addspeed.co.uk</a>									✓				✓			
Adrian Flux <a href="http://www.adrianflux.co.uk">www.adrianflux.co.uk</a>									✓							
Analogue Automotive <a href="http://www.analogueautomotive.co.uk">www.analogueautomotive.co.uk</a>	✓	✓	✓	✓		✓	✓	✓	✓	✓			✓	✓	✓	✓
Ashley Insurance <a href="http://www.ashleyinsurance.co.uk">www.ashleyinsurance.co.uk</a>									✓							
Autofarm <a href="http://www.autofarm.co.uk">www.autofarm.co.uk</a>	✓	✓				✓		✓			✓		✓			
Autostrasse Tel: 01376 562922													✓			
Berlyn Services <a href="http://www.berlyn-services.co.uk">www.berlyn-services.co.uk</a>	✓															
Belgravia Garage <a href="http://www.belgraviagarage.com">www.belgraviagarage.com</a>													✓			
Bilstein <a href="http://www.bilstein.com">www.bilstein.com</a>														✓		
<b>Bodytechnics</b> Tel: 01753 505911 <a href="http://www.bodytechnics.co.uk">www.bodytechnics.co.uk</a> The bodyshop for prestige vehicles. Porsche Centre approved body repairer		✓														
Braunton Engineering		✓	✓			✓	✓	✓			✓		✓	✓	✓	✓
Britemax <a href="http://www.britemax-direct.co.uk">www.britemax-direct.co.uk</a>				✓												
Cameron Sportscars Tel: 01220 892244													✓			
Carrera Engineering <a href="http://www.carreraengineering.co.uk">www.carreraengineering.co.uk</a>			✓			✓	✓	✓						✓		
Cargraphic <a href="http://www.cargraphic.com">www.cargraphic.com</a>	✓		✓			✓	✓	✓		✓	✓			✓		✓
Charles Ivey Specialist Cars <a href="http://www.charlesivey.com">www.charlesivey.com</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Chesterfield Diagnostics/Repairs <a href="http://www.chesterfielddiagnostics.com">www.chesterfielddiagnostics.com</a>	✓		✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Classic Additions <a href="http://www.classicadditions.com">www.classicadditions.com</a>	✓															
Club Auto Sport <a href="http://www.clubautosport.co.uk">www.clubautosport.co.uk</a>	✓					✓								✓		
CMS Porsche Tel: 01952 608911	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓
Dansk Tel: 07000 911993							✓	✓								
Design 911 <a href="http://www.design911.com">www.design911.com</a>	✓	✓	✓				✓	✓		✓			✓	✓		✓
Direct Line <a href="http://www.directline.com">www.directline.com</a>									✓							
DMS Automotive <a href="http://www.dmsautomotive.com">www.dmsautomotive.com</a>											✓					
Dodo Juice <a href="http://www.dodojuice.com">www.dodojuice.com</a>				✓												
DS Motorwerks <a href="http://www.dsdmotorwerks.co.uk">www.dsdmotorwerks.co.uk</a>		✓				✓							✓			
EBC Brakes <a href="http://www.ebcbrakes.com">www.ebcbrakes.com</a>			✓													
EBS Racing <a href="http://www.ebsracing.com">www.ebsracing.com</a>	✓		✓	✓		✓	✓			✓	✓			✓		
Eibach Suspension Tech Tel: 01455 286524														✓		
Elephant Racing <a href="http://www.elephantracing.com">www.elephantracing.com</a>														✓		
Essex Porsche Inspections Email: <a href="mailto:porscheinspections@gmail.com">porscheinspections@gmail.com</a>								✓								
Elite Direct <a href="http://www.elitedirect.com">www.elitedirect.com</a>														✓		✓
Engine Builders Supply Co. Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓			✓		
Export 56 Tel: 01908 216661					✓				✓		✓	✓				
Gantspeed Engineering <a href="http://www.gantspeed.co.uk">www.gantspeed.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
GT One <a href="http://www.gt-one.co.uk">www.gt-one.co.uk</a>													✓			
<b>Hartech</b> Tel: 01204 302809 <a href="http://www.hartech.org">www.hartech.org</a> Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓		✓			
Historika Classica Porsche <a href="http://www.historika.com">www.historika.com</a>	✓							✓					✓			
HP Motorsports <a href="http://www.hpmotorsports.co.uk">www.hpmotorsports.co.uk</a>													✓			
Jasmine Porschalink UK <a href="http://www.jasmine-motorsport.co.uk">www.jasmine-motorsport.co.uk</a>	✓	✓	✓			✓	✓			✓	✓	✓	✓	✓	✓	✓
Jaz <a href="http://www.jazweb.co.uk">www.jazweb.co.uk</a>	✓					✓	✓	✓					✓	✓	✓	✓
JZM <a href="http://www.jzmporsche.com">www.jzmporsche.com</a>	✓	✓	✓			✓	✓	✓			✓		✓	✓	✓	✓
Karmann Konnection <a href="http://www.karmannkonnection.com">www.karmannkonnection.com</a>	✓		✓			✓	✓	✓		✓		✓	✓	✓		✓
K&N <a href="http://www.knfilters.com">www.knfilters.com</a>						✓										
Lakewell Classic Car Interiors <a href="http://www.lakewell.com">www.lakewell.com</a>										✓	✓					



## GT PORSCHE

**REACH THE PORSCHE ENTHUSIAST  
MARKETPLACE TODAY**

Call John Swanton on +44 (0) 1732 748075  
or email [jswanton@unity-media.com](mailto:jswanton@unity-media.com) to discuss your needs.

*Solutions available in both print and online media*





## The Premier Ferrari & Porsche Specialist for the North West



### UP TO 50% CHEAPER THAN THE DEALER

Fixed Price Servicing • Repairs • Engine & Gearbox Rebuilds • First Class Body Work  
Dealer Level Diagnostics • Factory Trained Technicians • Collection & Delivery Available  
Championship Winning Race Team • Track Day Support Team



/JMHAuto



@JMHAuto

**T: 01477 534499 F: 01477 544399 E: [info@jmhauto.co.uk](mailto:info@jmhauto.co.uk) W: [www.jmhauto.co.uk](http://www.jmhauto.co.uk)**

**Unit 3B, Holmes Chapel Business Park, Manor Lane, Holmes Chapel, Cheshire CW4 8AF**

( 5 minutes from Jct 18 M6, less than 30 mins from Manchester & Chester )



# fearnsport

Home of the Über Porsche

Specialist RS, GT & Turbo Models

Porsche Tuning & Servicing

01327 856993

[info@fearnsport.co.uk](mailto:info@fearnsport.co.uk)

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

Unit 22 Silverstone Technology Park, Silverstone Circuit. NN12 8TN

The Heart of British Motor Racing

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

Porsche Specialists since 1971



#### • WORKSHOP FACILITIES

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



#### • LIGHTWEIGHT COMPOSITE PANELS

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



#### • FULL BODYSHOP & REPAIR FACILITIES



#### • NEW AND USED PARTS

Singer style conversions now available

Next day delivery or collection

## Tel: 01384 410879

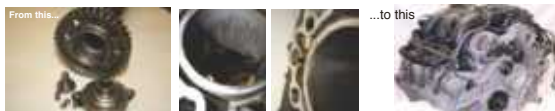
email: [richard@911porsche.co.uk](mailto:richard@911porsche.co.uk)

Park Lane, Halesowen, West Midlands, B63 2RA

	Accessories & Parts	Bodyshops	Brakes	Car Care	Car Clubs	Engine	Exhausts	Inspection	Insurance	Interiors	Manufacturers & Tuners	Memorabilia	Sales & Servicing	Suspension	Track days	Wheels & Tyres
<b>LN Engineering</b> <a href="http://www.lnengineering.com">www.lnengineering.com</a>				✓		✓										
<b>Meguiar's</b> <a href="http://www.meguiars.co.uk">www.meguiars.co.uk</a>				✓			✓									
<b>Milltek Sport</b> <a href="http://www.millteksport.co.uk">www.millteksport.co.uk</a>						✓	✓									
<b>Ninemeister</b> <a href="http://www.ninemeister.com">www.ninemeister.com</a>	✓	✓	✓			✓	✓				✓		✓	✓	✓	✓
<b>No 5 Garage</b> <a href="http://www.no5garage.com">www.no5garage.com</a>													✓	✓	✓	✓
<b>Northway Porsche Specialists</b> <a href="http://www.northway.co.uk">www.northway.co.uk</a>													✓	✓	✓	✓
<b>Parr Motorsport</b> Tel: <a href="http://www.parr-uk.co.uk">www.parr-uk.co.uk</a>	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓	✓	✓
<b>Paragon</b> <a href="http://www.paragon.gb.com">www.paragon.gb.com</a>	✓	✓	✓			✓	✓				✓		✓	✓		✓
<b>Paul Stephens Specialist Cars</b> <a href="http://www.paul-stephens.com">www.paul-stephens.com</a>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>PCT Cars</b> <a href="http://www.pctcars.co.uk">www.pctcars.co.uk</a>				✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>Pearl Insurance</b> <a href="http://www.pearl.co.uk">www.pearl.co.uk</a>									✓							
<b>Performance Direct</b> <a href="http://www.performancedirect.co.uk">www.performancedirect.co.uk</a>									✓							
<b>Performance Marque</b> <a href="http://www.performancemarque.com">www.performancemarque.com</a>									✓							
<b>Peter Morgan Consulting</b> <a href="http://www.porscheinspections.com">www.porscheinspections.com</a>								✓								
<b>Pie-Performance</b> <a href="http://www.pieperformance.co.uk">www.pieperformance.co.uk</a>	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓
<b>Porsche Cars GB</b> <a href="http://www.porsche.co.uk">www.porsche.co.uk</a>											✓					
<b>Porsche Club GB</b> <a href="http://www.porschedclubgb.com">www.porschedclubgb.com</a>					✓							✓				
<b>PortiaCraft</b> Tel: 020 8959 1604													✓			
<b>911 Virgin</b> <a href="http://www.911virgin.com">www.911virgin.com</a>													✓			
<b>Pro 9</b> <a href="http://www.pro-9.com.uk">www.pro-9.com.uk</a>			✓											✓		
<b>Promax Motorsport</b> <a href="http://www.promaxmotorsport.com">www.promaxmotorsport.com</a>	✓										✓		✓			
<b>PR Services</b> <a href="http://www.prs356.com">www.prs356.com</a>		✓											✓			
<b>Ramus Porscha</b> <a href="http://www.ramusporscha.com">www.ramusporscha.com</a>	✓	✓			✓	✓			✓		✓		✓	✓	✓	✓
<b>Regal Autosport</b> <a href="http://www.regalautosport.com">www.regalautosport.com</a>	✓		✓			✓	✓	✓			✓		✓	✓	✓	✓
<b>Redline Racing</b> Tel: 01642 751911											✓					
<b>Revolution Porsche</b> <a href="http://www.revolution-porsche.co.uk">www.revolution-porsche.co.uk</a>	✓	✓	✓	✓		✓	✓	✓					✓	✓	✓	✓
<b>RGA Porsche</b> Tel: 0207 7931447		✓				✓							✓			✓
<b>RPM Technik</b> Tel: <a href="http://www.rpmtechnik.co.uk">www.rpmtechnik.co.uk</a>	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓	✓	✓
<b>RPM Specialist Cars</b> <a href="http://www.rpmspecialistcars.co.uk">www.rpmspecialistcars.co.uk</a>													✓			
<b>RSJ Sports Cars</b> <a href="http://www.rsjsportscars.co.uk">www.rsjsportscars.co.uk</a>													✓			
<b>Roger Bray Restoration</b> Tel: 01404 822005 <a href="mailto:parts@rogerbrayrestoration.com">parts@rogerbrayrestoration.com</a> <a href="http://www.rogerbrayrestoration.com">www.rogerbrayrestoration.com</a> ; Milestone Business Park, London Rd, Whimble, Exeter		✓											✓			
<b>Specialised Car Covers</b> <a href="http://www.carcoversuk.com">www.carcoversuk.com</a>	✓															
<b>Specialist Cars of Malton</b> <a href="http://www.specialistcarsltd.co.uk">www.specialistcarsltd.co.uk</a>	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓		✓
<b>SpeedArt</b> <a href="http://www.speedart.de">www.speedart.de</a>											✓					
<b>Swissvax UK</b> <a href="http://www.swissvax.co.uk">www.swissvax.co.uk</a>				✓												
<b>Team Parker Racing</b> <a href="http://www.teamparkerracing.com">www.teamparkerracing.com</a>						✓							✓		✓	
<b>TechArt</b> <a href="http://www.techart.de">www.techart.de</a>											✓					
<b>The Independent Porsche Enthusiasts' Club</b> <a href="http://www.tipec.net">www.tipec.net</a>					✓											
<b>Tognola Engineering</b> Tel: 01753 545053						✓					✓					
<b>TWG Motorsport</b> Tel: 01733 332911													✓			
<b>The Wheel Restorer</b> Tel: 01978 352980 <a href="mailto:sales@thewheelrestorer.co.uk">sales@thewheelrestorer.co.uk</a> Unit F7, Bersham Enterprise Centre, Rhosyllen, Wrexham LL14 4EG																✓
<b>Yorkshire Classic Porsche</b> <a href="http://www.yorkshireclassicporsche.co.uk">www.yorkshireclassicporsche.co.uk</a>	✓	✓	✓	✓			✓	✓		✓	✓	✓	✓			✓

## 986 996 987 997 & Cayman engine repair specialists

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



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



# COYS AUCTION

## 18TH MAY 2017

### THE ROYAL HORTICULTURAL HALLS CENTRAL LONDON

Offer your fine historic motor car for sale at Coys' unrivalled auction venue, the Royal Horticultural Halls, at the very beginning of the motor car season for an exceptional late spring auction of fine historic motor cars. An exclusive evening presentation of exceptional machines in the centre of our capital city, not to be missed.



# ENTRIES ARE INVITED

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

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

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

**COYS FRANCE**  
Jacques Morabito  
34, avenue des Champs-  
Élysées  
75008 Paris  
+33 (0)1 4076 5798  
+33 (0)6 0203 6792  
jacques.morabito@coys.co.uk

**COYS**  
FOUNDED 1919

# GT Porsche Back Issues

COMPLETE YOUR COLLECTION TODAY

FROM  
**£5.80**  
EACH  
including P&P\*



**MAY 2016**

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



**JUNE 2016**

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



**JULY 2016**

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



**AUGUST 2016**

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



**SEPTEMBER 2016**

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



**OCTOBER 2016**

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



**NOVEMBER 2016**

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



**DECEMBER 2016**

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



**JANUARY 2017**

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



**FEBRUARY 2017**

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



**MARCH 2017**

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



**APRIL 2017**

**Cover Story:** 996 vs 997 Carrera  
**Inside:** 924 Turbo vs Cayman S – which is the better £20k prospect? World's only 959 convertible, RUF CTR3s, 804 Formula One car, IMS bearings examined, Market Place: air-cooled 911 Targas, GT Infographic: 959

**To order your back issue call 0333 043 9848 today!**

**Or visit [www.gtpurelyporsche.com](http://www.gtpurelyporsche.com) or email [subs@kelsey.co.uk](mailto:subs@kelsey.co.uk)**

\* £5.80 per back issue includes free P&P to any UK Mainland postal address. For all other delivery options please enquire by calling +44 (0)1959 543747



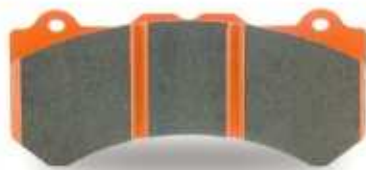
# NOTHING STOPS **FASTER**



**Red  
STUFF**



**Yellow  
STUFF**



**Orange  
STUFF**



**NEW**  
STAINLESS BRAKE LINES



Buy direct from

**EBC**  
BRAKES  
[www.ebcbrakesdirect.com](http://www.ebcbrakesdirect.com)

Brake Lines  
GD, USR, BSD  
Redstuff™  
Yellowstuff™  
Orangestuff™

All new stainless steel braided brake line kits for a firmer pedal and reduced stopping distances.  
Choose from 3 great designs of sport slotted discs made in G3000 cast iron alloy with new thermic black corrosion coating.  
Top selling super street low dust sports formula for spirited street driving (NOT FOR TRACK USE).  
EBC's flagship high friction pads for fastest street driving with performance vehicles. OK for light track use..  
New full race compound for ultra-high cold and hot friction with zero brake fade. Excellent track day and race pad.

**EBC**  
BRAKES  
[www.ebcbrakes.com](http://www.ebcbrakes.com)



## Early 911S Registry

The Early 911S Registry is dedicated to the appreciation of Porsche 911S cars and all Early 911s built during the model years 1967 through 1973.



Join the  
**Early 911S Registry**  
and you will receive  
**ESSES**  
our quarterly  
publication.

For online membership:

[www.early911sregistry.org](http://www.early911sregistry.org)

## PARAGON

The Natural Choice for Porsche Service



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

01825 830424

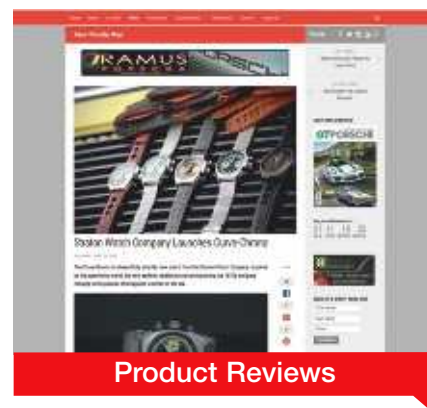
[service@paragon.gb.com](mailto:service@paragon.gb.com)  
[www.paragongb.com](http://www.paragongb.com)



# GTPORSCHE

## Online

Visit our website for all the latest Porsche-related news, race reports, product reviews, previews of future issues and much more...



Car Launch News | Race Reports | Product Reviews |  
 Previews Of Future Issues | Auction News  
 ...and more



Subscribe to our YouTube channel:  
[www.youtube.com/c/gtpurelyporsche](http://www.youtube.com/c/gtpurelyporsche)



Follow us on Twitter:  
<https://twitter.com/GTPorsche>



Follow us on Facebook:  
[www.facebook.com/GTPorscheMagazine](http://www.facebook.com/GTPorscheMagazine)

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





## THE INDEPENDENT PORSCHE ENTHUSIASTS CLUB

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

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

**SOUTHAM  
BODIES**

Tel: 01926 813676 [www.greghowell.co.uk](http://www.greghowell.co.uk)

## GPS TRACKERS WITHOUT THE FEES

- No contracts
- No subscriptions
- Works worldwide
- No wires
- No installation costs
- Simple to use

**CALL: 0800 009 6366**

Our GPS trackers offer peace of mind and protection for your vehicle without the monthly subscription fees normally associated with GPS Tracking.

Easy to use, you can control your tracker directly from your phone. Get an instant alert if your vehicle moves and view on Google Maps.



We give a full 12 MONTHS GUARANTEE and FREE technical help with all our trackers.

Used and trusted by UK Police Forces.

We are a UK based company who have been in the tracking business for over 10 years.

Call this number for a FREE demo: **07955 536822**



**CONTROL  
YOUR TRACKER**

Use code PC33  
at the checkout  
for a 10% discount.

iPhone & Android Apps



**BACK2YOU**

[www.Back2you.com](http://www.Back2you.com)





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

## Colin Goodwin looks at what went on at the recent Geneva Motor Show...

I hate Porsche for the Panamera. It's a car that I should dislike intensely for its bulk, ugliness and because I don't have a passion for luxury saloons until they're eighth hand and cost a couple of grand. Trouble is, it is so good to drive that right from its launch I've had to admit that I like it. Same situation with the Cayenne for that matter. And like the Cayenne the Panamera has greatly benefited from a facelift.

*I'm fairly sure that the death of the stick shift is being hastened by car company marketing departments*

I had a new one for a week recently and within 20 feet I was reminded how good it is to drive. It is not particularly difficult to make a supercar that's fast and handles. It doesn't need to ride particularly well, packaging compromises are acceptable and so is an absence of luxury appointments. Not so in a big luxury saloon like the Panamera. All these boxes have to be ticked and if it's a Porsche, it should be a joy to drive. No other car in its class achieves all these things.

At the recent Geneva show Porsche launched the Panamera Sport Turismo. I love estates, particularly fast ones and especially ones that look a bit different. The Sport Turismo is as stylish as the saloon isn't. Although it will be virtually impossible to park in

our road I am looking forward to borrowing one for a few days.

Also on Porsche's stand at Geneva was the new GT3. There's been a bit of social media chat about it undermining the 911 R, but I haven't taken part because it's blindingly obvious that the 911 R remains an excellent investment because those cars will always be genuine Rs and relatively rare. Besides, this is what comes from buying a car as an investment.

The GT3 has a naturally aspirated engine and a manual gearbox. The latter is extremely important not just for Porsche enthusiasts of a Luddite persuasion, but for the whole of enthusiast motoring. I'm fairly sure that the death of the stick shift is being hastened by car company marketing departments. 'Oh, there's virtually no demand for manuals any more,' say the marketing people.

Perhaps on Ferraris that's true but Porsches are bought by a different type of enthusiast. In other words, it rather depends on the car and the sort of person who's going to buy it. The Alpine A110, which was also unveiled at Geneva, is only available with a dual-clutch auto. I think that's a big mistake because apart from those who like it simply for its looks, the Alpine is going to appeal to people who love the original A110 but don't want something that will implode in a crash, lack everyday features and that will be unreliable. They're also likely to be people who love the interaction with all the main controls in a car including the selection of gear ratios.

Porsche, by offering the new GT3 with a choice of transmissions, is putting its customers first ahead of the sales charts and the statistics of other manufacturers' sales invoices.

Perhaps Porsche understands that in a world (at least in the UK and Europe) in which using raw performance is asking for a prison sentence or at least a loss of driving privilege, the involvement in driving a car has to be enhanced, not reduced. The classic car movement is growing and growing because the cars aren't about 0-62mph performance, 203mph top speeds or lap times around the Nurburgring. To you I suspect I'm stating the obvious; to car company marketing bosses I am not.

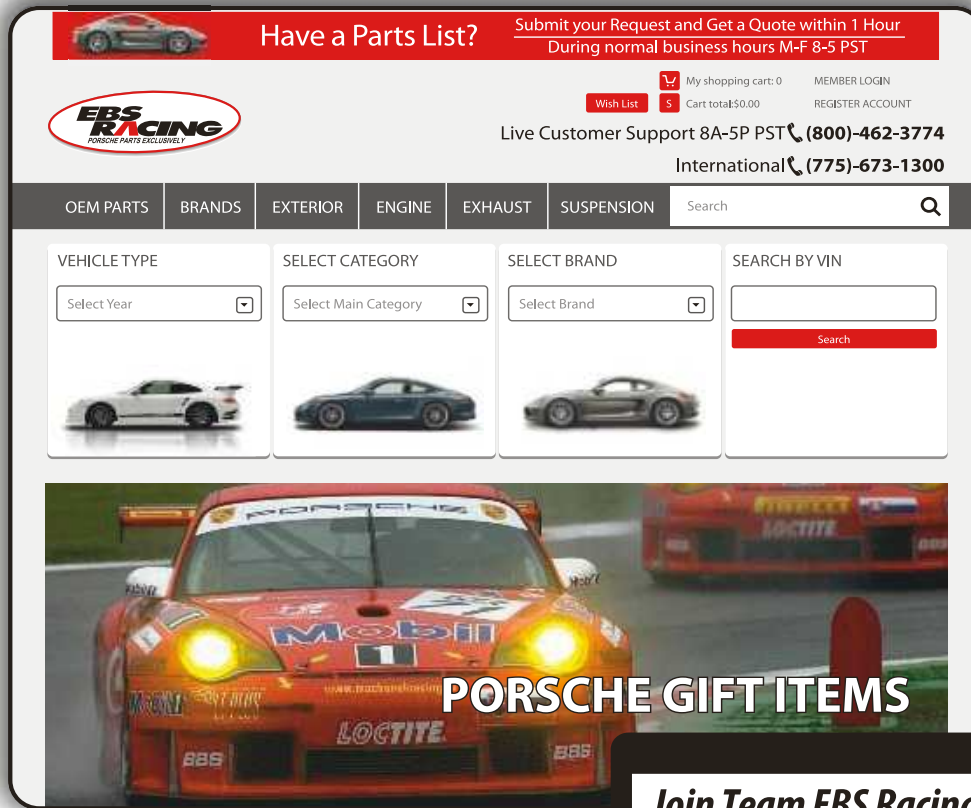
Perhaps Porsche is not ignoring the huge passion for its oldtimers and the rising number of Singer-like cars entering the market. Not to mention RUF's new CTR 2017, the carbon fibre monocoque 911-clone that was also at Geneva. That's a car that must have made Porsche think, perhaps also its legal department ○



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



# New EBS website means...



NEW Products

LOWER Prices

FREE Shipping

NO Sales Tax

2-Year Warranty



**Join Team EBS Racing  
at  
[www.ebsracing.com](http://www.ebsracing.com)**

**Dealers and customers:**  
Subscribe to our newsletter to  
see new product releases, tech  
info, videos, photos and more.  
**Signing up is absolutely FREE!**

Enter Your Contact Info

Your First Name...

Your Email Address...

**SUBSCRIBE HERE**

This subscribes you to our  
newsletter

## Join Team EBS Racing

Dealers and customers: join Team EBS Racing to receive our newsletter filled with new product releases, tech info, photos, videos and more. Sign up this month and receive a free pdf copy of the 2016 Porsche Cayman GT4 Technik Introduction.

**Sign up at [www.ebsracing.com](http://www.ebsracing.com).**



**EBSracing.com**

email **[ebsracing@aol.com](mailto:ebsracing@aol.com)**

toll-free **800-462-3774**

international **775-673-1300**

international fax **775-673-2088**

4068 S. McCarran Blvd. | Unit B | Reno, Nevada 89502



## PORSCHE RECOMMENDED REPAIRER

We reinstate authenticity to your vehicle by working to exacting standards in conjunction with strict Porsche guidelines

