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Ignition



Simon Jackson
Editor [@retro_jackson](#)

The return of the 911 GT2 RS has perhaps been the worst kept secret of 2017. A drip feed of information about the new car had already filtered down as Porsche teased us in various stages, but we now finally know the hard facts. It has been seven years since the last turbocharged 911 of this type, and importantly with 700hp this new GT2 RS is the most powerful road-going 911 of all time. Though Microsoft oddly displayed the car at a gaming expo a couple of weeks earlier, it was the Goodwood Festival Of Speed that Porsche choose for the 'proper' global unveiling of the car. That Porsche selected Goodwood shows just how important the UK market is to the brand. But, the motorsport world's garden party did seem a suitably fitting locale given that this is a 911 that has been born and bred as a road-going competition car. You can read about the new RS in more detail on page 61.

Though the RS did run up the hill at Goodwood, it was

the new 911 Turbo S Exclusive Series that competed in the Michelin Supercar shoot-out. Funnily enough for just a couple of weeks it was the Powerkitted Turbo S Exclusive Series, with 607hp, that ranked as the most powerful 911 money could buy. Ousted from that pedestal by the GT2 RS as it might have been, it is however absolutely no slouch. Walter Röhrl and Nick Tandy drove the car over the course of the weekend but it was Supercup and Carrera Cup driver, Paul Rees, who took on the hill in anger with it. Posting a time of 53.31 he came third to an Audi R8 (51.00) and Nissan GT-R (52.68), yet ahead of a Lamborghini Aventador S (54.44). Illustrious company.

We'll have more on the Turbo S Exclusive Series in our next issue, for I have just returned from an enlightening trip to Stuttgart as a guest of Porsche Exclusive Manufaktur – where the car was born and a place capable of making Porsche dreams come true. For now though I hope you enjoy this issue.



p61

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.

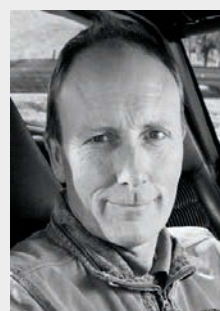
This month: Andrew concludes his look at the 90 year history of the Nürburgring, and Porsche's association with it.



Richard Tuthill
[@Tuthill_Porsche](#)

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

This month: In his regular column, Richard ponders how even small changes to a Porsche can impact its overall feel.



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

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GT2 RS REVEALED AT GOODWOOD

More than 200,000 visitors to Goodwood's famous garden party witnessed the world debut of the new 911 GT2 RS.



Porsche selected the Goodwood Festival of Speed for the global debut of the new 911 GT2 RS – the most powerful production 911 ever created. You can read about the new car in depth on page 61, but fittingly it was seen for the very first time doing what Porsche intended – driving hard and fast. With the silks whipped off the new car at an exclusive press event at nearby Goodwood Motor Circuit, the venue for the Revival meeting

which takes place later in the year, the GT2 RS soon took to the 1.16-mile Goodwood hillclimb outside the famous house itself.

Equipped with a twin-turbocharged 3.8-litre flat six engine developing 700hp through its rear axle, the 911 GT2 RS weighs just 1470kg and is capable of accelerating from zero to 62mph in just 2.8 seconds, before reaching a maximum speed of 211mph. To demonstrate that fact driving the



WIN A 911 DRIVING EXPERIENCE

You could win 90 minutes behind the wheel of three iconic 911 models through Heritage Parts Centre...



Keen to celebrate the launch of its new Porsche product range, the new name on the Porsche parts scene, Heritage Parts Centre, is running a competition. You could win 90 minutes behind the wheel of three iconic 911 models at the home of the British Grand Prix (for now anyway) – Silverstone.

In exchange for answering a quick survey online, you could be strapping yourself into the hot seat and lapping Porsche's own test track at Silverstone. Experience first-hand the evolution of the 911 model as you swap between a 1980's G series Carrera, 993 and 991.

Having spent the past 30 years supplying VW parts, Heritage Parts Centre is well equipped to cater for all of your Porsche parts needs. The competition runs until the 31st August 2017, the lucky winner will be notified by email and announced through social media.

Visit www.wheritage.com/porsche/driving-comp for more information and to enter.



911 GT2 RS was Walter Rohrl. Alongside the latest addition to the Porsche stable were two further new additions to the 911 line-up; the GT3 and Turbo S Exclusive Series – they were driven up the hill by Andreas Preuninger and Porsche Supercup racer and Carrera Cup GB winner, Paul Rees.

The mightiest Porsche of all, and the car that won the Le Mans 24 Hour race this year, the 919 Hybrid also appeared at Goodwood, still

covered in a layer of grime from its achievement. Current LMP works driver and 2015 Le Mans winner, Nick Tandy, drove the car much to the gathered crowd's excitement. The 919 was joined by its racing siblings of the past, including the 917/30 and 935 'Moby Dick', driven by Porsche Le Mans legend, Richard Attwood. You can read more about Goodwood on page 18, turn to page 61 for further details on the GT2 RS.

911 ON PATROL

The Austrian police force has upgraded its fleet with the addition of a 911...

We would highly recommend thinking twice before speeding through Austria from now on, as the local police recently took delivery of a 911 Carrera patrol car. Domestic officials from Porsche handed the car over to the Austrian Federal Ministry of the Interior, it features all the equipment it needs for police service, including flashing blue lights and a full radio system.

Konrad Kogler, General Director for Public Security, said: "In 2016, 427 people died in traffic accidents on Austrian roads. With the new Porsche 911, we want to demonstrate that you can drive responsibly and carefully even in a powerful sports car".

While the car will be used as a promotional tool at events to push responsible behaviour on the roads, the Austrian police force will also use it as a patrol vehicle so it will be in operation on the country's motorway network.

It's not the first time we've seen the police use a 911. In the 1960s and '70s it was not unusual to see a Porsche police or Gendarmerie vehicle in use in Europe, and as recently as 2006 the Austrian Federal Ministry received a 911 to use for motorway policing. This particular 911 will be in use until October, and should prove slightly more capable at catching speeding motorists than the local force's usual transport of VW and Skodas.





RPM TECHNIK LAUNCHES SPECIAL PROJECTS DIVISION

RPM Technik has opened a new building to house its Special Projects Department...

Porsche specialist RPM Technik has launched a Special Projects Department, it is dedicated to producing a unique, limited number of hand-built Porsche models in an all-new fully equipped building.

Built to customers' specifications using the world's best components from leading partners, these completely bespoke cars will be created in a brand new 2,500sq ft wing at the specialist's Hertfordshire base. While build slots are limited, RPM can cater for full 'nut and bolt' restorations, each with a unique

twist. The firm can source a chassis for customers, or utilise a customer's existing vehicle as a base.

The process begins with an in-depth consultation with Technical Director, Ollie Preston, who draws-up a wish list of features and ideas before translating them into mechanical realities, dependant on budget and time frame.

Ollie said: "There are a growing number of discerning customers who want something really special. Clients are after bespoke, hand built 911's and other classic models,



using the finest materials and components. The most popular request is for a retro look car using a 964 or possibly a 3.2 Carrera as a base vehicle. From there it really is up to the customer on how imaginative they can be. If they can imagine it, we will build it."

The ultra-clean dedicated premises will be home to these

highly-engineered projects, the first of which is already nearing completion. We've seen the stunning standard of RPM Technik's work in this field already, and so eagerly await the first cars from this new Special Projects Department. In the meantime visit www.rpmtechnik.co.uk for more information.





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The screenshot shows the Elephant Racing website's Suspension Builder tool. The header includes navigation links (Home, About, Contact, Careers, News, Tech Topics, Shopping Cart), the company logo, and contact information. A dropdown menu shows model years from 911 to 356. The main content area is titled 'Suspension Builder' and includes 'ONLINE TOOLS' like 'Suspension Navigator' and 'Suspension Builder'. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Review & Approve. A grid of suspension components is shown for both Front and Rear views. A 'PACKAGE CHARACTERISTICS' table is visible in the bottom right corner of the screenshot.

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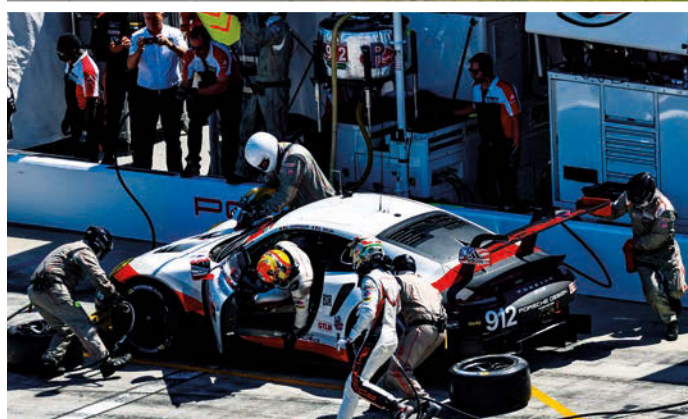


RSR DENIED VICTORY

Both Watkins Glen and Bowmanville in Canada proved frustrating for Porsche, as the new RSR searches for its maiden win..

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

ROUNDS 5 & 6: WATKINS GLEN & BOWMANVILLE



Right up until shortly before the end of the six-hour race at Watkins Glen, the battle for victory in the GTLM class was still raging. The No912 911 RSR was well-positioned in third place, just seconds behind the leader. However, the result of race five of this season's IMSA SportsCar Championship was then turned on its head. Rather than being able to mount a final attack on the leaders, Gianmaria Bruni was forced to return to the pits due to a puncture. The Italian had looked like crowning his debut as a Porsche works driver with a podium, but he and team-mate Laurens Vanthoor ultimately had to settle for sixth place.

In the second RSR fielded by the Porsche GT Team, the No911 entry, Patrick Pilet and Dirk Werner finished seventh. The fact that seven of the eight cars led the race on at least one occasion bears testimony to just how fiercely contested the GTLM class was once again in Watkins Glen, little comfort for Porsche.

The No911 car was well placed for much of the race. After the first hour of racing, Patrick Pilet, who started from fifth, had climbed into third place. A few laps later, he was running second. He handed the RSR over to his team-mate Werner in second place. The German was still second at the halfway point of what proved to be an exciting and dramatic sports car classic, in which numerous yellow phases repeatedly caused the field to bunch together. But then he spun off the track and damaged his rear-right tyre. Werner did manage to regain control of the RSR in the run-off zone, and was able to return to the pit lane. He did, however, lose a lap, and with it any hope of a top result.

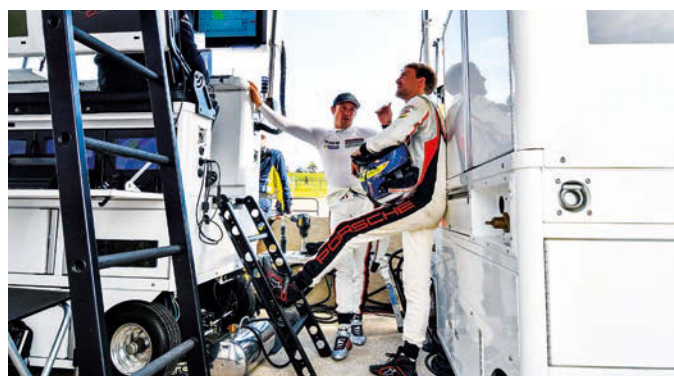
Vanthoor took responsibility for

the start in the second RSR, before making way for Bruni during the first pit stop after 34 laps. The new Porsche works driver completed his first race laps in the RSR and was able to climb into fourth place. Vanthoor then enjoyed even more success: the Belgian took the lead for the first time after four hours. The scheduled pit stop just a few laps later did initially drop the No912 car back into fourth place, but Bruni soon got the car back on course for a podium, moving into third place in his second stint. With just two laps remaining, the leading trio were separated by a matter of seconds. However, before he was able to try his luck and mount an attack, the Italian's hopes were dashed by a damaged tyre.

The IMSA WeatherTech SportsCar Championship visited Bowmanville in Canada for round six of the 2017 championship. In qualifying the 911 RSR showed strong pace, taking its first pole position thanks to Dirk Werner in the No911 car. That same car would later post the fastest lap of the race (in the GTLM class) in the hands of Werner's teammate Patrick Pilet, but that only tells half the story.

From 'lights out' things started to go wrong for Porsche, the No911 car fell from the lead yet did remain in close company with the front runner. Further back the sister No912 car, shared by Gianmaria Bruno and Laurens Vanthoor, had to make an unscheduled pit stop due to a tyre failure, it would never recover the time lost in pit lane.

Entering the final hour of the race Pilet closed the gap on the leader before bringing the No911 car in for its next pit stop – the idea being to perform an undercut on the leading car, putting the 911 into the



lead once all the stops shook out. It worked, the Frenchman rejoined the race in first place with a five second lead, but it was not to last.

When rain arrived Pilet had to give up his position at the front, initially falling back into third place. However, with a spirited push, he recaptured second with just a few laps left to the finish and was poised to strike for the lead again. Hopes of claiming the RSR's maiden victory, however, were soon dashed when he lost power due to a mechanical problem just

nine minutes before the finish. The No911 car's race ended in the pits.

Pilet commented: "The entire team did another excellent today, particularly with the superfast pit stop. It wasn't easy when it started raining in the final phase, because we were running a different tyre compound compared to our opposition. The 911 RSR performed well over the distance. We were the fastest today. Unfortunately, it wasn't enough to achieve our first victory. We'll try again at Lime Rock."

Points Standings After Round 6:

GTLM – Drivers

1. Garcia/Magnussen	Chevrolet Corvette	182 points
2. Auberlen, Sims	BMW M6	179 points
3. Müller/Hand	Ford GT	172 points
5. Pilet, Werner	911 RSR	159 points
8. Vanthoor	911 RSR	151 points

Manufacturers

1. Chevrolet	193 points
2. Ford	191 points
3. BMW	184 points
4. Porsche	174 points

Teams

1. Corvette Racing #3	182 points
2. BMW Team RLL #25	179 points
3. Ford Chip Ganassi Racing #66	172 points
5. Porsche GT Team #911	159 points
8. Porsche GT Team #912	151 points



OLSEN LEADS CHAMPIONSHIP

Despite enjoying a range of different winners, it is Porsche Junior driver Dennis Olsen who leads the Carrera Cup Deutschland...

PORSCHE CARRERA CUP DEUTSCHLAND

ROUNDS 3 – 8: LAUSITZRING, RED BULL RING & NORISRING



Dennis Olsen secured a third win of the season in race one of the Porsche Carrera Cup Deutschland at Lausitzring, the Porsche Junior driver adding to his double victory at the opening rounds of the series at Hockenheim. The 21-year-old Norwegian beat rivals Christian Engelhart and Michael Ammermüller to the top step of the podium. Olsen quickly passed pole-sitting Engelhart off the line with Ammermüller successively defended his third position. Over the course of the race, the trio pulled clear of the field, Engelhart sticking close to Olsen's bumper with a mere one-

tenth of a second gap, but the order remained unchanged for all 18 laps.

In race two Engelhart took a lights-to-flag victory. Starting from pole position once more, Engelhart this time got a clean start and retained his lead. Behind him Christopher Zöchling put pressure on Engelhart, at times only a few tenths of a second separated the pair, but over the course of the race Engelhart managed to increase the gap by putting in several fastest laps. Zöchling finished second, ahead of Dennis Olsen who managed to overtake Ammermüller on the penultimate lap.

Leaving Lausitzring it was Olsen leading the series with 91 points, 22 points ahead of Ammermüller.

The Red Bull Ring in Spielberg, Austria hosted rounds five and six of the championship, where guest driver Matt Campbell clinched victory, using the race as a test run for his Supercup appearance, Campbell would later repeat his victory a matter of weeks later (see p17).

Larry Ten Voorde defended his pole position at the start, behind him Campbell fended off Florian Latorre to initially retain his position in second place. Campbell then closed the gap to Ten Voorde and

snatched the lead on lap three. At the front, Campbell pulled clear of the field before a safety car period closed the cars up. Campbell kept his cool and, after the restart, gave Ten Voorde no chance to overtake. Ten Voorde finished second ahead of David Kolkman. Championship leader Olsen crossed the line in sixth, with chief series rival Ammermüller in eighth position.

In race two at the Red Bull Ring Campbell started from pole, but was unable to defend his lead into the first corner as Olsen stole the top spot. Olsen proceeded to build a half a second gap, only to have his



advantage erased by a safety car which was deployed after a collision between two midfielders.

It was Olsen who made the most of the restart though, again pulling clear of Campbell, and that's how things stayed to the finish with Nick Yelloly finishing third, up from fifth on the grid. Olsen's victory in Spielberg, his fourth of the season, served to cement his position at the head of the championship points standings. After six races Olsen still led by 22 points as the series moved to a double-header at the Norisring in support of the DTM championship.

At the Norisring in Nuremberg it was Olsen who started in pole position, however he lost out to Nick Yelloly in the sprint to the first corner. The duo pulled clear of the field in a spirited duel for victory, but despite several attempts to overtake, Olsen couldn't find a way past Yelloly, the two even swapping some paint. The victory marked Briton Yelloly's maiden win in the German series.

Behind the leading pair, Ammermüller and Christopher Zöchling finished in third and fourth but post-race both were handed

ten-second penalties for jumping the start. As a result, third place went to Christian Engelhart with Ryan Cullen inheriting fourth spot.

In race two at the Norisring it was Olsen who started on pole once more, and he successfully defended that position off the start. Behind the Norwegian, Olsen, Thomas Preining got the jump on Yelloly as the two swapped places, Yelloly falling back to third. Yelloly put immense pressure on Preining though and, on lap 16, he swept past to regain second place – a position he held onto until the flag fell after 35 laps. The 18-year old rookie, Preining, celebrated his first Carrera Cup Deutschland podium result in third.

Dennis Olsen's fifth win of the season further extends his lead in the championship. After eight races, Olsen leads the overall classification with 161 points. Behind him in second place is now Yelloly, with 130 points. Zöchling has earned 108 points and ranks third.

The next two races of the series run in support of the World Endurance Championship, Olson will be looking to maintain his lead.

Points' standings after round 8:

Drivers' classification

1. Dennis Olsen	Konrad Motorsport	161 points
2. Nick Yelloly	Team Deutsche Post by Project 1	130 points
3. Christopher Zöchling	MRS GT-Racing	108 points

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CAMPBELL CLAIMS FIRST WIN

PORSCHE MOBIL 1 SUPERCUP

ROUND 4: AUSTRIA

The Porsche Mobil 1 Supercup rejoined the Formula One circus in Austria, for round four of the championship.

With such a short lap and so few corners, Austria's Red Bull Ring often produces close, thrilling racing, the 2017 Porsche Mobil 1 Supercup was one such meeting. Porsche Junior, Matt Campbell, however, did his best to make it all look easy, with a lights-to-flag victory. The 22-year-old Australian led the 32-strong Supercup field from pole position, defending his lead before building a gap between him and his pursuers.

Behind Campbell, Mattia Drudi maintained his second spot until lap 13 when championship leader, Michael Ammermüller, followed by Dylan Pereira, got by him after the Italian made an error. Further back Porsche Junior, Dennis Olsen, started from seventh on the grid but worked his way up to fifth, he was given a run all the way by Briton Josh Webster in sixth.

A short safety car period right in the dying stages of the race looked like it might upset the finishing order, but Campbell kept his cool at the



front to clinch his maiden Porsche Supercup win. Behind him came a delighted Ammermüller scooping a healthy number of points, further securing his championship lead, Pereira finished third with Drudi fourth – the best result so far for the driver from Luxembourg. Carrera Cup GB champion, Dan Cammish, finished eighth having slipped back from a promising start near the sharp end of the race.

In the championship standings, Ammermüller maintains his lead with 78 points after four of eleven races, while Olsen sits second with 64 points. Thanks to his win in Austria, Campbell moves up the table to third displacing Cammish. In the newly created Nations League, Germany leads with 78 points, followed by Norway (64) and Australia (60).

Round five of the Supercup will

have been contested at Silverstone by the time you read this, visit our website or check back here next month for the result. For five series regulars, the GB race is home turf; Dan Cammish (Leeds), Josh Webster (Stowmarket), Paul Rees (Oxford), Tom Sharp (Surrey) as well as Marc Radcliffe (Rufford). Although Ryan Cullen was born in Britain he earns points towards the Nations League for Ireland.



Driver's Points Standings After Round 4:

1. Michael Ammermüller	Lechner MSG Racing Team	78 points
2. Dennis Olsen	Walter Lechner Racing Team	64 points
3. Matt Campbell	Fach Auto Tech	60 points



PORSCHE WOWS FANS AT GOODWOOD

GOODWOOD FESTIVAL OF SPEED



The Goodwood Festival of Speed enjoyed crowds of 200,000 in July, and Porsche was there in force. At the heart of the action alongside its triumphant 2017 Le Mans car were seven stars of Porsche Carrera Cup GB and Porsche Mobil 1 Supercup, taking their places as part of the Porsche Motorsport family alongside the factory drivers and senior members of the Porsche team.

Swapping seats with the likes of Walter Röhrl and Nick Tandy, each driver was entrusted with driving both modern and heritage machinery. Representing Porsche in the Michelin Supercar Run was Paul Rees, the Supercup driver and Carrera Cup GB race winner drove the 607hp 911

Turbo S Exclusive Series – one of just 500 cars worldwide – to a podium finish in third.

Porsche GB 2016 / 2017 Scholar Charlie Eastwood took on a similar challenge in Goodwood's hotly contested shoot-out, where drivers compete for the fastest time up the famous hillclimb. Due to the short nature of the run providing limited opportunity to heat racing slick tyres, Eastwood elected to run his second generation, 485hp 911 991 GT3 Cup on wet tyres. The Northern Irish driver shaved almost a second from his 2016 time to place 10th overall and third in class after a rather nail-biting finale.

Josh Webster, third in the 2017

Supercup Rookie standings and 2014 Porsche Carrera Cup GB champion, was sufficiently moved by his run in one of the most powerful race cars ever built, the 1100 hp 1973 917/30, to describe it as 'the best moment of my life'. Webster also took a turn in the 2017 911 GT3, the basis for his racing GT3 Cup, as did fellow 2017 Supercup competitor Tom Sharp.

In 2016 Sharp experienced the Hill in the 935 'Baby', but 2017 would see the 2015 Carrera Cup GB Rookie champion go one step further with a drive in the 860hp 1978 935 'Moby Dick'. Sharing a WSC-95 in LMP1-98 guise were multiple Carrera Cup GB race winner, Dino Zamparelli (see

page 35), and Pro-Am2 front-runner Peter Kyle-Henney. For Kyle-Henney the opportunity was especially apt, having driven the car that deposed the WSC-95 – the 911 GT1-98 – at the 75th Members' Meeting back in March of this year.

Carrera Cup GB 2017 newcomer, Ross Wylie, fresh from his best result of the season to date at the Carrera Cup Le Mans, had his first experience of hill at the cramped controls of a 956, driven in period by Jackie Ickx and Jochen Mass. Such is the way with the Festival of Speed that Tom Kristensen (WSC-95) and Jochen Mass (956) both took the time to talk to the drivers about their time in the cars.





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Safari Park

Tuthill Porsche's latest 911 SC project is a Safari-inspired road car built in exactly the same fashion as its rally cars...

Story: John Glynn Photography: Gus Gregory

My first trip to Africa was in November 2015, when I spent two weeks following the East African Safari Classic Rally as the Tuthill Porsche team photographer. Keeping up with the arduous schedule and trying not to look like the new boy amongst rally mechanics, who had seen it all before, was a bit of a challenge. But once it had been proven that a blue-skinned Irishman could survive in the African bush, the trip was a life-changing experience.

Our team was running eleven Porsche 911 Safari cars in the Safari Classic Rally, part of a field of sixty historic rally cars charging across Kenya and Tanzania on open public roads, with rarely a break in the relentless race to cover more than 2,000 miles in nine days of rallying.

At regular intervals on our trip through the continent, the calm of rural Africa would be broken by the clarion call of a flat-out Porsche engine. No one who has heard the wail of a flat-six travelling at flat chat across the African bush can ever forget it: that soul-stirring call is unique and engaging. The Porsche 911 was the lure which led me to Africa and it did not disappoint after I had arrived.

In one lunchtime alone, I watched a 911 drive into service with a flattened front end and a badly crushed roof, due to a high-speed barrel roll. As mechanics rushed to attend to the car, behind it came another that had driven more than sixty kilometres without one front wheel and the attached front suspension, after ripping the entire assembly off in a crash. Less than an hour later, both cars left service and rejoined the rally.

Safari 911s are survivors. Their precise specification has been honed and refined across more than three decades of long-distance rallying by Tuthills, but durability has not come at the expense of performance. The cars are tough, but they are also kept light. Their powerful, reliable

engines generate more than enough grunt to win this event, and the clever drivetrains and suspension optimise how the power is put to the ground.

In the hands of a capable driver, these cars can and will win the Safari, as proven in 2011 and 2015 by two former world rally champions: Björn Waldegård and Stig Blomqvist respectively. Today, I am honoured to drive in their tyre tracks, as I enjoy the latest Safari 911 build to come from the Tuthill Porsche workshops.

The last time I drove a Tuthill Porsche Safari 911 was February 2015. The brand new car had been built for the Sydney-to-London marathon rally, but the owner decided to cancel his entry and sell the car on. Around the same time, the Tuthill Porsche team was preparing to test its all-new 997 R-GT rally car in Northern Ireland, ahead of the Circuit of Ireland Rally later that year.

With the East African Safari Classic Rally also coming later in 2015, the team felt that it might be worth bringing the Sydney-to-London car along, just in case its presence amongst many leading Irish rally drivers inspired a last-minute Safari entry. All that was needed was someone to drive it the 1,000 miles there and back. It didn't take long to find a suitable candidate.

It was a cold, damp February morning when I opened my garage door on two 911s. One was my orange 1976 911 Carrera 3.0 and parked alongside was the Sydney-to-London Porsche, finished in gleaming Grand Prix White. The hour was well before 5am and darkness still covered the country. Temperatures hovered just above freezing and I had 220 miles to dispense with before a 9:45 ferry at Holyhead. There was no time to lose.

Starting the 911 on that frozen February morning was not the most neighbour friendly activity. Temperatures often drop close to freezing overnight on Safari and fall well below freezing on many other marathon events, but when you crank



Dash and roll cage are finished in body colour (the roll cage front section was later trimmed in leather), extra styling touches, including the ducktail engine cover and front and rear nudge bars, were also added

a barely silenced air-cooled 911 engine at 4am on a rally, you are doing it in a remote rally paddock, surrounded by fifty other cars all doing the same. Starting a full-blown Safari car in a peaceful Northamptonshire village, three hours before sunrise, is guaranteed to affect one's Christmas card prospects.

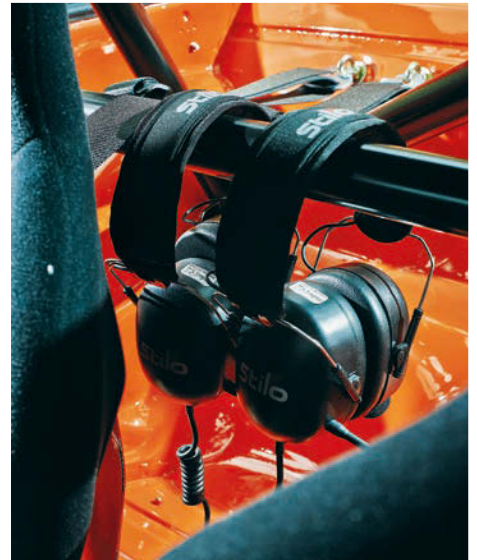
The trick to starting these cars is a couple of pumps on the throttle, then turn on the master switch and then flick the starter toggle, pumping the pedal as soon as it catches. Warm the engine up on a steady throttle for a short while until it idles, then pull it out of the garage, close the door, jump back in the car and, if it's 5am or earlier, get the heck out of there before next door's bedroom lights go on.

It took me a couple of tries to get the 911 to catch and then a couple more minutes for it to tick over happily on that freezing cold morning, by which time the whole village knew I was leaving. Pulling out of the driveway, the street lights rattled in the explosion of engine and gearbox noise. Great if you love a flat-six, not so great if you're more the 'cars should be seen and not heard' sort.

Out on the open road, we picked up some speed and the dials started to show some love. Tuthill Porsche Safari cars have an apparently standard dash layout in terms of where the dials are compared to a normal car, but, as Richard Tuthill points out in his column this month, there are hundreds of detail changes under the skin of a Tuthill-built 911 that are



*Starting a full-blown
Safari car in a peaceful village
is guaranteed to affect one's
Christmas card prospects*





Safari cars are built on an early 911 chassis with a 3.0-litre engine and gearbox

not entirely obvious until the car is put to the test properly.

Safari cars are built on an early 911 chassis with a 3.0-litre engine and gearbox. Said configuration is the optimum blend of power-to-weight permitted by the FIA's 911 rally homologation specifications, adherence to which is mandatory for entry on most historic rallies. This includes the East African Safari Classic, London to Cape Town and Morocco Historic rallies: three of the many marathon events frequented by these wicked 911s.

One of the requirements on any marathon rally is the use of two spare wheels. Tuthill cars achieve this by removing the standard fuel tank, and installing a custom-made tank with

a crescent-shaped cut-out in the space across the bulkhead. Two heavily treaded gravel tyres on rally wheels slot in front of it.

Moving the fuel tank also helps safety in case of a collision. The engine oil tank is relocated for similar reasons, shifting from the standard position in the right rear corner to the centre of the engine bay firewall. Damage to the front end or to either rear corner will be less of a showstopper with the tanks safe and sound, and a decent Safari result is all about reaching the finish.

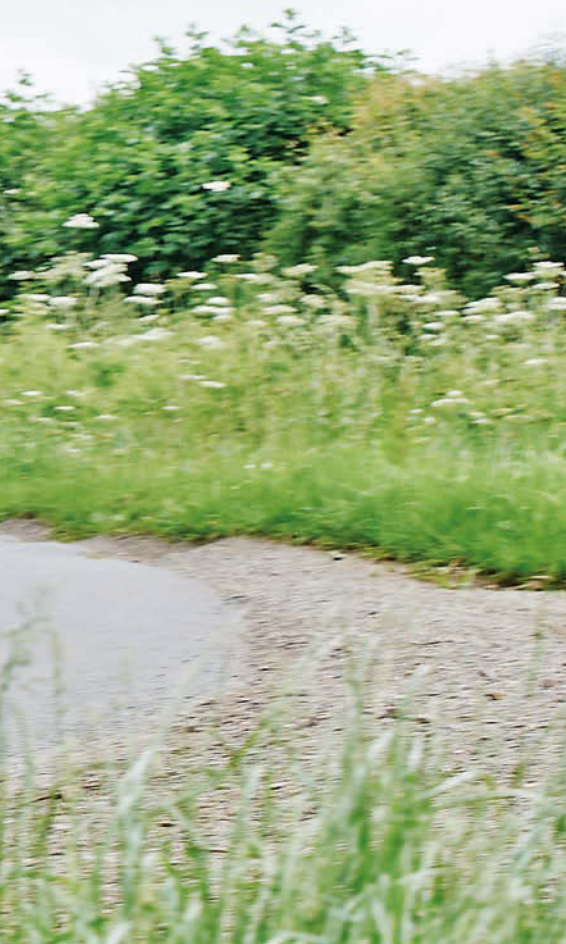
The fuel tank change is one of many alterations to the front luggage space. The fabrication team welds up the redundant fuel tank hole in the front suspension pan, adding

a floor as part of their chassis strengthening. This floor becomes the bottom of the luggage compartment, supporting the spare wheels.

Either side of these wheels in each front corner lies an oil cooler, mounted in the original pre-'73 battery box locations. Protected by metal grids to the front and Tuthill's bespoke rally arch liners to the rear, the oil coolers do a great job in keeping the engine temperatures under control in baking hot sunshine.

Set above these oil coolers is a pair of long tubes, bringing air straight to the dashboard through a pair of face vents serving the driver. More vents come through the roof, with a carbon fibre roof vent serving air (and plenty

Bodyshell had all the same prep as Tuthill's fully-fledged rally cars, it was the subject of hundreds of hours of fabrication work



The 911 is now equipped with a full rally-spec wiring harness, powering high-intensity driving lights in the door mirrors and a colour-coded light pod on the bonnet



of dust on event) into the cabin. These vents are essential on full-blown Safari cars, which have no opening windows: just a pair of sliders set into fixed Perspex windows which replace the wind-down glass in both doors.

The dash vents replace two of the five gauges in front of the driver. No longer present is the clock, and the combined fuel and oil level gauge. The clock in a rally car is rendered redundant by an accessory fitted to the passenger seat. Commonly known as a co-driver, these accessories come with not one, but two wristwatches. Co-drivers also famously time everything at all times of the day, including the drive to the hotel after the rally has ended. There is no need for an oil level gauge either, as the new oil tank has a clear tube running up the vertical face. This serves as an easy visual oil level indicator for the mechanics checking the car in the permitted service intervals.

To keep tabs on fuel, a new fuel gauge is fitted to the dashboard of all Tuthill cars, just above where the ashtray would be on a standard 911. Other new dash fittings include



Classic carbon fibre rally roof vent is painted in body colour

a fusebox: part of a full replacement loom covering all of the additions to the electrical system. Not only does the new loom bring absolute reliability to rally 911 electrics, the replacement saves a huge amount of weight when compared to the original.

Sliding into this orange Safari car more than two years after my extended February road trip, it's clear just how much attention I paid to petrol consumption over my three days in the car way back then. One of the first things I notice in this orange machine is the lack of a central fuel gauge. Instead, the left face vent has been deleted and a circular ATL fuel gauge sits in its place.

Looking closer at the cockpit, other things are different. The windows wind down: no sliders. Instead of the flock covering favoured by rallyists, the dashboard is trimmed in leather. So too is most of the roll cage. The dash is nicely finished with a plain leather trim panel and the fusebox hidden from sight. All else is as I remember; adjustable pedal box, Motordrive seats, Momo steering wheel, three fire extinguishers - but this is clearly a different sort of Safari car.

Minor cabin comfort upgrades are the only differences between this 911 and a fully-fledged Safari car. It still has the same rally winning EXE-TC suspension, Tuthill brakes, that 3.0-litre rally engine on PMO carbs and a custom-built 915 transmission. Built for an American client fascinated by the challenge of marathon rallying, this orange Safari 911 is destined for a life on the roads, but it could easily be flown to Africa and stand

every chance of winning the world's toughest historic motorsport event.

During the original Safari Rally era, no 911 ever won in Kenya. Waldegård won the original Safari four times in total, but never in a Porsche, although the factory tried repeatedly. In 2003, the original Safari was revived for cars from 1975 or earlier, with no turbo or four-wheel-drive cars allowed. The Safari Classic Rally was a move back to the golden days that held all the same challenges.

"Don't let the title fool you: this is not some classic cruise through the wilderness," Waldegård cautioned me in 2011. "Safari reborn is as tough as the original. In 1971, we were running 100 km/h average speeds on the roughest roads in Africa. Now, it is the same."

The Safari Classic Rally organisers are dedicated to preserving this legacy. The most recent event in 2015 covered more than 2,000 miles, spread across nine days of rallying (day five was a rest day, allowing the cars to be thoroughly inspected and repaired as required). Twenty-four competitive sections totalled more than 1,250 miles, with the longest single stage being almost 100 miles alone. "One day on Safari is longer than an entire historic season anywhere else," as one driver put it.

Run every two years, 2017 will be the eighth edition of the East African Safari Classic Rally. Originally conceived to recapture the excitement of an almost-forgotten adventure, this charismatic event has since evolved into a unique and remarkable rally experience. One that this road car could easily compete in

*This Safari 911
is destined for a life
on the road*

Suspension is the best money can buy and identical to Tuthill's Safari cars, as are the in-house Tuthill brake callipers with fully adjustable brake bias

This year's Safari Classic starts in Mombasa on November 23rd - follow all the latest news and learn more about the rally at www.safariclassic.com. Find out more about the Tuthill Safari 911s at www.tuthillporsche.com.





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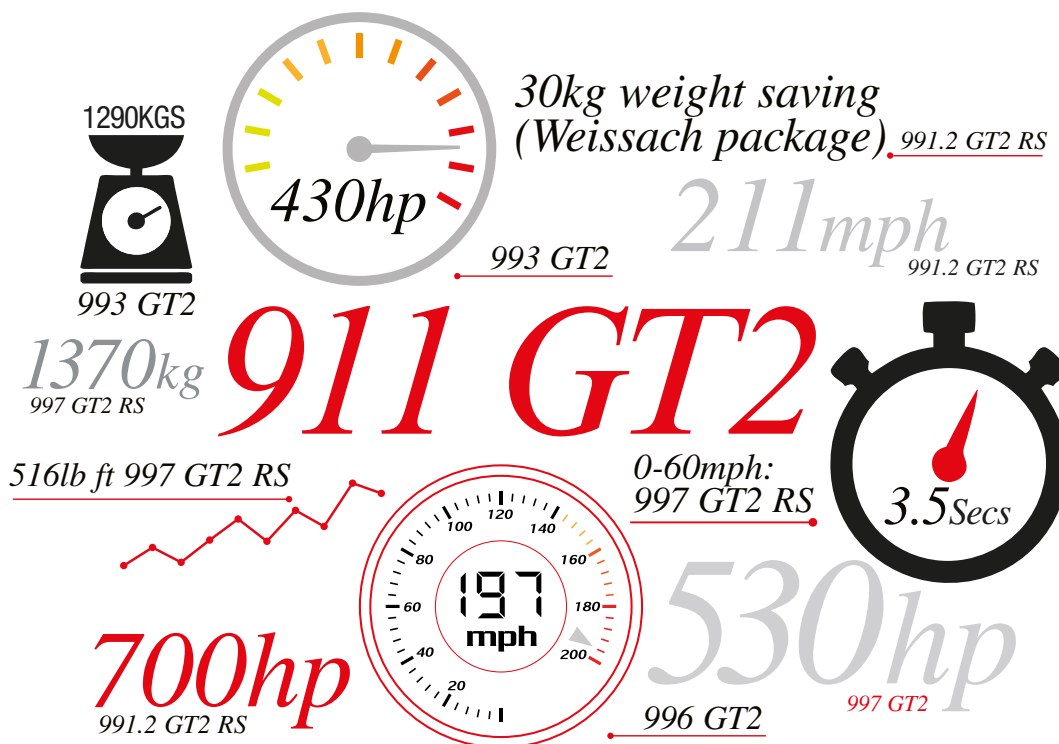
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GT2 Key Numbers

The GT2 nameplate has denoted a 911 of supreme performance since the 993, with the magical RS letters tagged on the end flawless ability is ensured.

1995

993 GT2

Used a tuned version of the 993 Turbo's 3.6-litre engine. Rear wheel drive only, it boasted aluminium doors, bonnet and engine cover, and thinner gauge glass for the rear and side windows making it 210kg lighter than the Turbo model.



2001

996 GT2

The ultimate 996. Early cars had 462hp and 457lb ft of torque, increased in 2003 to 483hp and 472lb ft. Lack of traction control made it tricky on the limit, earning it the nickname 'Widow Maker'.





2007

997.1 GT2

530hp and 501lb ft of torque, a top speed of 204mph, the 997 GT2 was immense. Its 3.6-litre flat-six was taken from the 911 Turbo, zero to 0-62mph was dusted in just 3.7 seconds.



2010

997.2 GT2 RS

The most powerful production Porsche to date, the GT2 RS was based on the GT3 RS. A recalibrated chassis, carbon bonnet and front wing, plastic windows too if you wanted. Porsche built 500 and sold them all within three months.



2017

991.2 GT2 RS

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

Richard ponders how even small changes to a Porsche can impact its overall feel on the road or track.

What makes a car feel special is, I guess, the sum of the parts and how we integrate the driver with them, whether this is for road, rally or race. As I alluded to in a previous column, some cars just feel great and it frustrates me that there are times when I can't pinpoint why.

When driving, the most notable things are of course what we come into contact with; steering feel, throttle pressure, pedal position, gear

independent, master cylinders.

Why? Well, how many times do we run out of brakes? Rarely, unless on track, so bigger brakes are not always a necessity. But by changing the hydraulic system, one ends up with a lovely feel and great control, particularly in the wet where we can reduce the front braking effect of the car which means; a) we don't lock front wheels (a common issue on standard cars) and b) we vastly improve stopping distances.

Over the years we have spent

and in my preparation, I focused, perhaps harder than normal, on my seating position and how I interacted with all the controls.

I made an adjustment to the size of the gear knob, reducing the diameter by 2mm and extending the lever by 35mm. This combined with a few steering wheel spacers, a two-spoke steering wheel and a slightly tweaked seating position, made me so comfortable in the car that my feeling for what was happening was greatly enhanced. The result was measurable in seconds per mile. But more than this I learnt, first hand, the importance of tiny details that transform the driving feel of a car and as such I now spend a lot of time fitting the car to the driver. This optimises the effect of all the hard work and bespoke components

around them.

Crucially, even the slightest adjustment can have a big bearing on the overall feel of the car for the driver. However, it can be hard to see these changes on a well-prepared 911, and so therefore it is often assumed that Porsches are easily modified. I remain convinced that because Porsches were, and still are, so well designed from the outset, that you should have a very deep understanding of the car and how each part affects the next before making adjustments. It is very easy to change things for the sake of changing things, but here we should be careful. There is a real danger that the outcome will be a negative one, and that is why the finished article is far more than the sum of its parts ○

It is very easy to change things for the sake of changing things...

change, noise, seat fit and feel – the list goes on much longer, but you get the idea. However, more often than not it's the things we can't see that give us crucial feedback – these things make the biggest difference.

Standard Porsches are wonderful, rebuilt to exact original specification they are still very competent.

That said, when you throw into the mix a few key upgrades they are transformed, but these only have great impact when they are combined. When we finish a 'new build', the cars are hugely different in feel but it's not so easy to see these changes, and in all honesty these variations are not always that technically advanced but can affect the car in a surprisingly big way.

A simple example would be to upgrade a brake calliper. People love upgraded brakes but if budget is limited I'd rather leave standard callipers and discs on a car and fit an adjustable pedal box with twin,

time developing almost every area of a 911 and yet still there is room for improvement. Our advances have been primarily driven by reliability. Performance typically comes as a result of this.

What we try and do is create a bespoke product that fulfils the brief. Because Porsche has so many models it's quite common that one can simply take an existing part from a later model and retro fit it. But my experience tells me that this is not always the best way as often it introduces other smaller variations. These at first glance are pretty minor, but when one understands the true knock-on effect of such changes the consequence becomes much greater. Furthermore, if there is a regular requirement for a given part then a bespoke solution is typically more cost effective and serviceable in the longer term.

I was very fortunate to win the 2008 Manx International historic rally



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



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M4/M3 3.0T » 520+ BHP
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F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

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

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CL350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
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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
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Philip Raby makes dreams come true, and does his best to avoid them turning into nightmares...

One of the many wonderful things about this job is making people's dreams come true. So often, customers visit and explain that they've always wanted to own a Porsche and now, at last, they can. The kids have left home, the mortgage has been paid off, the wife (or husband) has given the green light, and it's now time to realise that dream.

While this is, of course, exciting for the customer, the sad thing is that they could well have been able to afford that dream Porsche much sooner, rather than waiting until they thought the time was right. So often, we see people turn up in bland modern cars, of the type they've probably been buying and driving for years, and a Porsche could well have been a more affordable long term vehicle for them. How come? Well, if you take into account depreciation and finance costs of a typical new 'normal' car, it often ends up costing you more than a used Porsche which will have done much, if not all, of its depreciating. In fact, many Porsches have actually appreciated in value in recent years – even the early Boxsters and 996s are now rising in price. To find out more, please check out my book *You Can Drive A Porsche* on Amazon. It might help you realise your dream!

It's always nice to get feedback from customers after they have bought their dream Porsche. We recently sold a classic 911 to a lovely family from Belgium. The lady first rang me up on a wet bank holiday Monday and, after a brief chat, was keen to come over that very day. I put her off, saying that, by the time they arrived it would be late

and, besides, the weather wasn't conducive to a test drive. Instead, I asked her to ring again later in the week to arrange a date. The very next morning, she called to say they were already on the ferry to England and would be with us very soon. Now that's keen!

The couple arrived with their young son, and all three of them fell in love with the Porsche (which wasn't hard to do, as it really was gorgeous). Once I realised that they spoke Flemish and not French, we managed to communicate well enough, and a deal was quickly reached. Two weeks later, they returned, in a state of great excitement, to collect their new Porsche and drive it home. Soon after, I received a lovely email to say they'd already driven 1000 miles in the 911, and it was 'great' and that I had made them 'very happy'. That made me happy too!

Despite our best efforts, just occasionally, cars we have sold have teething problems and, of course, we do our best to get things

sorted quickly and without fuss for customers, because we don't want their dream turning into a nightmare. Ninety-nine percent of the time, people appreciate this and are understanding. For instance, last month we sold a 996 that developed a gearbox issue – it was one of those things that couldn't have been predicted but it was annoying and it meant that the owner was without the car for a few days. So what did he do? He went online and posted really positive reviews about us, for which I was really grateful.

And what about the remaining one percent? Well, we had our first difficult customer recently. He complained that his car had a steering fault, so we arranged for it to be looked at by his local Porsche specialist. They gave the car a clean bill of health, as we

anticipated, but they did perform a new wheel alignment and balance, the cost of which we covered. He still wasn't happy, so we ended up fitting a new set of tyres, which I suspect wasn't at all necessary but we do like to ensure customers are happy. That finally sorted out the issue to his satisfaction. However, he then asked for compensation for the inconvenience he'd been put through. Not a dream customer for us.

But, back to the remaining ninety-nine percent of customers, we really do value the positive feedback they give us, and love hearing from them when they keep in touch with tales of how much they are enjoying their dream of Porsche ownership. And that does more than make up for the odd grumbler! ☺

The sad thing is that they could well have been able to afford that dream Porsche much sooner...





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

Dino enjoys a competitive run at Le Mans, and driving some iconic Porsche racing cars up the hill at Goodwood...

Le Mans hosted Round Seven of the Carrera Cup GB championship, a support act to the main 24-Hour race. I'd never been to Le Mans before yet I'd heard great things. As soon as we arrived we cycled the circuit. Half of it was still being used as a public road, so it was a bit scary dodging in-and-out of traffic to try and figure out how the chicanes worked! Thankfully, we made it round without any issues and I was able to view the 16km track first hand before practice.

I learned the circuit really fast. The car felt good from my first laps, and I was fastest in practice, qualifying second on the grid only 0.016 seconds off pole. There were over 60 cars on the grid, 20 from Carrera Cup GB, 20 from France and 20 from Belgium. One of the

French drivers nicked pole, but I was happy with my effort.

The race was a fun and a close affair. I led the field for the first lap before a safety car period, but unfortunately I fell back to fourth place after struggling with a lack of straight line speed – the last thing you want around Le Mans. We now know what the issue was, but that didn't help me at the time, still I managed to haul myself back up to second on the last lap and almost got the win. It was one of the best two laps Carrera Cup has ever seen. I was gutted not have won, but Dan Cammish (my Carrera Cup GB nemesis) and I made it a British one-two, he took victory from me by just 0.6 seconds.

I was fairly pleased with the whole weekend because we showed heart, great pace and

determination. We also made real progress with the speed of my JTR 911, we are getting on top of it all and I'm gelling well with the team. That's important as we go into the second half of the season looking for pole positions and wins.

Goodwood was a bit of a bonus for me. I'd visited as a spectator before, but I was invited by Porsche

I felt like I'd snuck into the coolest racing party on the planet, I was waiting for someone to tell me to leave...

to drive some iconic racing cars up the hill. Over the weekend I drove the WSC-95 LMP1 car (pictured), the 1978 935 'Moby Dick', the new Turbo S Exclusive Series, and the new Panamera Sport Turismo. In short, I had a whale of a time, if you'll excuse the Moby Dick pun.

Not many get to drive these historic and famous vehicles, all of which are symbolic of their time. When I drove the WSC-95 I lined-up behind Nick Tandy in his current 919 Hybrid, and ahead of Tom Kristensen in his Audi LMP1 car from the early 2000s. I felt like I'd snuck into the coolest racing party on the planet, I was waiting for someone to tell me to leave.

It's quite hard not to go bananas with the loud pedal when you have some serious horsepower under your race boot. But the sheer fact that nearly all the cars I drove were valued in the millions of pounds reminded me I couldn't go too hard. However, on my third and final run with the WSC-95 on Sunday, I lit the rear wheels up for what felt like half a mile off the line.

I was gutted not to get a run in the ex-Jacky Ickx 962, but the clutch broke on its first run on Friday with another driver. However, that doesn't take away from an absolutely amazing experience – it was an honour and privilege. A huge thank you to Porsche GB for inviting me and letting me go wild (ish).

My next stop is Snetterton as we pass into the second half of the Carrera Cup GB season. If we want any chance of competing for this championship, in which I currently sit third, then it's time to turn up the wick – we have to go for wins. It'll be all out attack from here! ○



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

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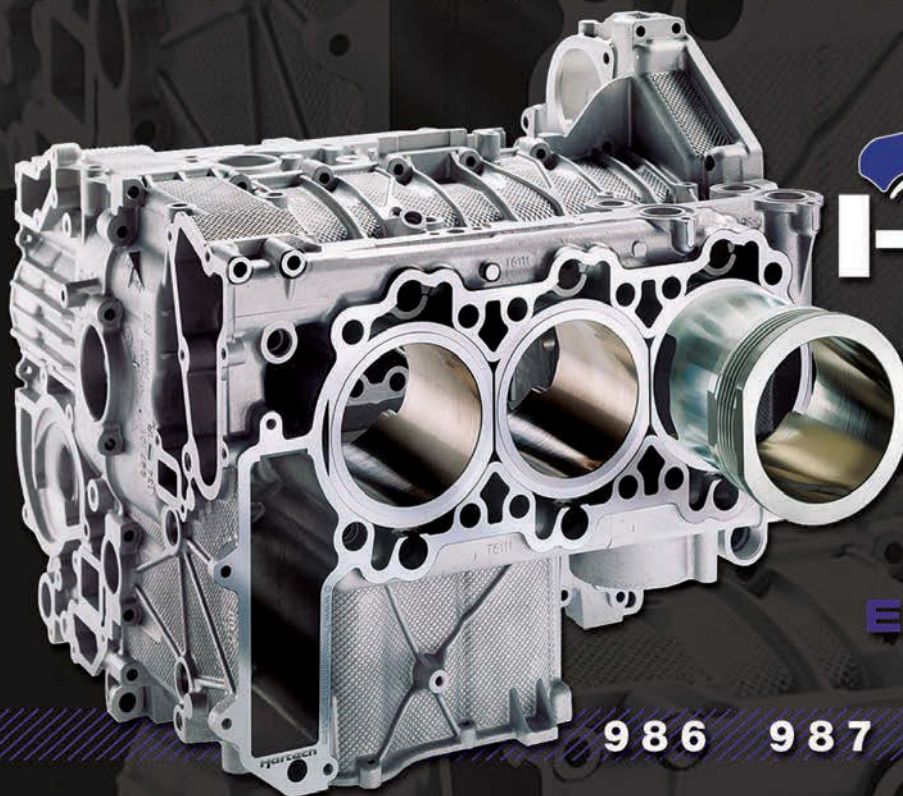


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Simon has worked across several automotive publications for more than a decade

Inspired by this month's cover car, Simon looks back at Porsche's history with rallying.

This month's 'safari-style' 911 cover car conjures a wealth of images for anyone interested in rallying. If I asked you to think of a rallying Porsche undoubtedly images of either the 911 Carrera 3.2 4x4 of 1984, or a Paris-Dakar 959 (pictured) would enter your mind. Porsche's victory in the desert marathon in 1984 not only marked the first time it had entered the great race, but also the first time a sports car would win the thing. It was Jackie Ickx who had first convinced Porsche to tackle the Sahara, he had won the Paris-Dakar in 1983 in a four-wheel-drive Mercedes, and believed Porsche could replicate the Mercedes format – it did just that.

As early as 1983 Porsche was in the business of accessing a new car for the very same challenge. Namely its 200mph supercar for the road, the 959 – could it be adapted for a far greater challenge than that which

a version of the normally aspirated engine from the Carrera used in '84. Development engineer and racer at Porsche, Roland Kussmaul, project managed the operation for 1985 but it was not the success story for which he had hoped. The dramas of it could, and have, filled many a book. Kussmaul's determination though should be commended, for by all accounts he went above and beyond the call of duty. In support of Porsche's 959s Kussmaul had driven a Mercedes G-Wagon in the 1985 event, but found its lack of pace depressing as he attempted to keep up with the 959s. His solution for future events was to fit the V8 engine from a 928 S into the G-Wagon support truck, the first gig was the Rallye des Pharaons (Pharaoh's Rally) of 1985 in Egypt. A sort of pre-cursor warm-up to the Paris-Dakar, the 2,000-mile Rallye des Pharaons began and ended in Cairo. Driver Saeed Al-Hajiri of Qatar and British

co-driver, John Spiller won the event in a 959. The sister 959 of Ickx was terminally ablaze before it had even left Cairo. And what of Kussmaul in his 928-powered G-Wagon? Astonishingly he and it finished the rally in second place...

The Paris-Dakar that same year was not successful for Porsche, the 959s of Ickx, Jochen Mass and René Metge all failed to finish, having rolled not once but twice. Kussmaul got his support truck to the line. But the 1986 Paris-Dakar was much, much better. This time Kussmaul's G-Wagon broke down early on, so too one of the other support vehicles, leaving the 959s of Ickx and Metge with spare parts in short supply. Nonetheless the Porsches powered on, Ickx held-up with radiator trouble while Metge led. Racing for more than 40 hours, it was Metge who crossed the line first, ahead of 67 finishers – nearly 500 competitors had started the event. Ickx came

home second, the ever-present Kussmaul in a support 959 made it home in sixth.

Porsche's 'two out of three' success on the Paris-Dakar did much for its aura as a builder of rugged and capable road cars, and competition rally machines at that. In part it also contributed to the brand's decision to launch an SUV in the Cayenne. Porsche thought its historical connection with the desert classic was, in terms of positioning the model in the minds of its customers, a perceptible link with which to enter the segment. And, perhaps rather ironically, during the Cayenne concept's infancy in the mid 1990s, a partnership with Mercedes came incredibly close to being signed-off. The deal foresaw Porsche and Mercedes sharing the basis of a future G-Wagon platform – Kussmaul's skunkworks 928-powered G-Wagon from a decade previous might just have started something...○

His solution was to fit the V8 engine from a 928 S into the G-Wagon

it was designed? Having already proved its worth in endurance racing, Porsche cribbed ideas from both Audi and Lancia to decide that it was. Raised 30 centimetres in the air and reinforced with Kevlar bodywork, the rallying 959 was also equipped with a tubular chassis and



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

your writes

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



Nürburgring

I really enjoyed your recent piece on the Nürburgring, the pictures in particular were absolutely stunning and served to inspired me to get out there myself.

A trip to the 'Ring has been on my 'to do' list for a number of years, but until now I haven't got around to it – I plan to put that to rights with a visit either later this year or in 2018 in my 997 Carrera. One of the

Destination Nürburgring days appeals having read your review.

Dave Spencer, email

Thanks Dave, Mark Riccioni's pictures really did do the place justice – we were very lucky to get the circuit to ourselves to shoot them. Have fun out there in your 997. GTP



Royal 964

I thought Chris Scott's 964 in your July issue, the car formerly owned by the King Of Greece, was simply gorgeous. Of all the air-cooled 911s I think the turnaround in fortunes which the 964 has enjoyed is well deserved. These Porsches offer a best of both worlds between classic 911s and more modern cars – it's easy to see why they have become so popular of late.

I myself missed the boat with 964 ownership and now they are too dear for my pocket, by I still admire them nonetheless. I have invested in a 986 Boxster S instead which, although not in quite the same league, has proved most enjoyable to own. I can't see my car appreciating in the same way as the 964 has, but if it does I'll be swapping it for a 964 Carrera in a heartbeat!

Steve Morgan, email

We're glad you enjoyed the feature, Andrew. For Chris the hunt for further history on his 964 is an ongoing one, unsurprisingly getting in touch with a King isn't the easiest of tasks! GTP



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THUNDER ROAD

You might call this Rennsport-built 911 Turbo a tribute to the RSRs of the 1970s, but we much prefer the Porsche specialist's own name for it. Meet the latest '930 RSR'...

Story: Simon Jackson
Photography: Gus Gregory

Pulling a Carrera RS off the production line in Zuffenhausen to modify it extensively seems, in hindsight, rather insane. Yet that's exactly how Porsche gave birth to the Carrera RSR in 1973 at Werk 1, just across the street from where the 'run-of-the-mill' 911s were born. Each Carrera RS receiving the 'M491' conversion, Porsche's internal code for the RSR option, was duly fitted not only with wild body work, but also the first six-cylinder 911 engine to reach 300 horsepower. At 2.8-litres, the engine's displacement supposedly represented the largest bore possible before busting out of the traditional six-shooter's crankcase architecture. The RSR's brakes took elements of their design from the animalistic 917, its interior was entirely race over road car, the chassis was fine-tuned by some of Porsche's best drivers at the time, including Gjis van Lennep and Mark Donohue. Little surprise then that in testing at Paul Richard in France, a homologated-specification RSR, designed as it was to compete in Group 4 Touring Car racing, managed to record a lap time quicker than anything else in the class at the time. Further

hard evidence of the new car's stunning ability would soon follow.

The RSR's first real test came in February 1973 at the opening round of that year's World Championship for Makes. One month before it was due to be homologated for Group 4 racing, Porsche sent two prototype cars to the 24-Hour endurance race in Florida. One was to be driven by the American pairing of Peter Gregg and Hurley Haywood for Brumos Porsche, the other raced under the Roger Penske banner with Donohue and George Follmer at the wheel. They competed under Group 5 given that Group 4 papers were not yet granted, but it would transpire that the grouping of the new cars was largely irrelevant. Gregg and Haywood watched as the opposition ahead simply fell away, and quite early on too, leaving the two 911s to lead into the night. When the challenge from the Penske RSR faded too just before sun-up on the second day, the Brumos car needed only to stay reliable to win, and it did, clinching overall victory after 670 laps at an average speed of 106mph. Norbet Singer's desire for a Porsche GT car capable of sticking it to Ferrari, Corvette and Pantara in 1973 was very much a reality.

The legend of the RSR was born.

"For the privateer who wanted to go sports car racing in the mid-1970s, there really was only one viable option – the RSR," explained Paul Cockell, Managing Director of Porsche specialist Rennsport in Gloucestershire. "They were purpose-built competition models designed and built from the ground-up for serious racing use."

Paul is passionately imparting this knowledge as we stand in front of a unique Rennsport creation, one it calls a 930 RSR – a car that pays tribute to the original RSRs of that golden era of Porsche racing.

"In 1974 the factory made significant changes to the RSR, including fitting a new 3.0-litre engine, wider centre-locking wheels, and improved aerodynamics," Paul said. "The result was a car that would dominate the GT category of racing and challenge for overall wins around the world."

The Rennsport take on a road-going RSR for modern times operates in a similar way to those original cars of the early 1970s. Not a backdate as such, nor a copycat replica, this creation finds its own place in the Porsche



universe in a way.

"This is the sixth RSR that we've done now, I built the first one for myself when we were doing a lot of 2.7 RS conversions from 3.2 Carreras," Paul explained. "I wanted to build a 2.8 RSR so I bought a 911 Turbo from eBay for £15,000 probably five or six years ago now – it was quite a nice car. Everyone thought I was mad at the time!"

That first car was sold before Paul could finish it (or drive it!) to a customer who saw it sat in the workshop and bought it off the cuff. That sparked an idea at Rennsport, and so the team came up with an appropriate name for the creation, '930 RSR', in order to offer the conversion to other potential customers. But since that first Tangerine car with a houndstooth trim, Rennsport's RSRs have gotten a whole lot more wild. There's a loose formula, but like any car rebuilt from the ground-up like this, it is very much a flexible prospect, as Paul explained further:

"We start out with a proper 911 Turbo, so you've got the proper running gear – it's still a 911 Turbo underneath," he said. "There are different trim options, we tend to go for quite





"We're not building them as lightweight track cars, we're building them as road cars..."

whacky interiors – tartans or houndstooth. Then the bodywork is all done in steel; wings, bonnet, front panel – the only composite parts are the bumpers."

Now you might consider steel to be a rather heavy material to apply to a track-bias 911 such as an RSR, but you'd be forgetting that although these cars mimic those RSRs raced in period, they are not solely track focused Porsche projects.

"We're not building them as lightweight track cars, which is of course what the original RSR was, we're building them as road cars," Paul said. "We've found that people want them built in steel, they don't want to save 10 kilos by having a fibreglass bonnet. Anyway, with a Turbo you can put some more boost through it and claim back any weight penalties that might hamper performance."

So, if Rennsport's customers aren't using these cars for track work, what are they using them for? Paul elaborated: "These are good useable Sunday cars, and the people that buy them actually use them, rather than merely looking at them. People aren't using them for track days, but we've a few customers who have toured France in them."

Despite the fact that these 911s are being used on the road though, most customers want a certain level of track bias to be suggested by their '930 RSR', and so fixed-back

bucket seats and mod cons are typically not found on the individual order sheets here.

"This is the first one we've done specifically for touring, so this one has air-conditioning in it, reclining seats, it will have a sat-nav – it's a useable car," Paul said.

This 'comfort-spec' car if you will, does indeed make this particular 911 a rather useable prospect, we agree, but how much of the original 930 is retained – how did this specific project start life?

"This one started out as a white 1986 911 Turbo, it was a standard left-hand drive car that came from Dubai – so it was a really good, unpainted, straight, base car," Paul told us. "I bought it about five years ago and it's been sat in our stock waiting for its turn to be transformed."

It might sound almost too good to alter, this car, but rest assured it was not without its issues: "When we got it the engine was mis-firing, it only had three gears, it turned out to be a duff spark plug but that didn't really matter as by the time we were finished with it it was new throughout," Paul said.

The car's rebuild was complete and comprehensive to say the least, in essence it has been transformed into a 1973 Carrera RSR, but naturally with a Rennsport twist. Its original 3.3-litre turbocharged engine was rebuilt and reworked (more on that shortly),

its body stripped, restored and fully galvanised before being shot in a period shade of Ivory White. The underside is as fresh as the top in case you were wondering, and it'll likely stay that way being fitted, as it is, with anti-stone chip protection. A set of timeless 15-inch Fuchs wheels (nine-inches wide at the front, 11-inches wide out back) now reside on each corner, meeting those wild steel arches. New lighting both front and rear adds to the car's usability in the modern world, fresh chrome work can be found all the way round, including its horn grilles. The details are fine; triple chrome plated door handles, polished inserts on the (now new) front and rear screens, while a period correct single Durant mirror matches. Inside there are few clues to this car's original 1980s build date, as Paul highlighted: "The interior has been tastefully backdated with the correct 'salt n pepper' lightweight Perlon carpet set," he said. "Brand new RSR period blue tartan touring seats, a period Momo Prototype steering wheel and correct lightweight RS specification door cards have also been fitted – the electric windows its factory fitted air-con have been retained."

The 'pick and mix' nature of these builds, allowing customers to tailor them to their exact liking, is sure to appeal, so too the overriding sense of usability inherent in these Rennsport 911 builds.



"We've had good success with the other RSRs we've built; a slate grey one, a Tangerine one, a Gulf Blue one, and we've another slate grey car in build now," Paul said. "A lot of work goes into them, the value of a good donor car now is around £70,000, we sell these at £175,000."

That might sound like a lot of money, but consider that any full restoration of a classic 911 is likely to cost you in the region of £100,000 these days, and as Paul states, that a 930 base car might well cost £70,000, and the pricing soon seems reasonable in today's Porsche climate. Given the value of a 930 RSR it is commendable that so many are being driven though, and from what we hear they are driven hard too.

"They're quick, we take 200 kilos out of them so they go nicely," Paul smiled. "We blueprint the engines after a full rebuild, so they have a little bit more power, and we fit a performance exhaust system."

That 'bit more power' is clearly something of an understatement, for when this car is fired-up it sounds like the end of the world might be incredibly imminent. That aggressive soundtrack matches its overall appearance, just as it should, and suggests it will be more than a little exciting to drive on the road. On this occasion we didn't get behind the

wheel ourselves for this car was running in a temporary state of tune ahead of its final setup tweaks. Paul took it out for our moving photography and, while not running at its full potential, it was evident that the 930 RSR is indeed, a capable and useable 911 – if not one on the daring side of that description. So, can we expect more 930 RSRs to emerge from Rennsport's slick Moreton-in-Marsh headquarters in future? "We're trying to keep these cars exclusive, so we'll likely come out with something else next," Paul rather cryptically stated, "Something a bit different to what others are doing."

Being different, radical even, is clearly important to Rennsport, it might even be the firm's USP. But more important still is, without doubt, building great cars to the very highest of standards. This 930 RSR, be it the final version the company creates in this ilk or not, is representative of that ethos. Back in 1973 Porsche was both radical and different when it pinched a number of Carrera RS from its own production line and set about modifying them for the purposes of going racing, giving us the legendary RSR. Rennsport's reinvention of this 911 is inspired in much the same way – taking a car that is already great and making it even better still. Perhaps Norbet Singer would like what he found here in the Cotswolds ○



When this car is fired-up it sounds like the end of the world might be incredibly imminent



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PARAGON

Of Excellence

Independent specialist Paragon Porsche in East Sussex might have a fresh new look, but it still offers the same exceptional levels of customer service.

Story: Simon Jackson Photography: Malcolm Griffiths

Today there are arguably more independent Porsche specialists around than ever before, yet few have a reputation as solid as Paragon Porsche. Established for more than 20 years, Paragon has become a byword for quality in Porsche circles, offering exceptional customer service in an approachable and friendly fashion that should be the industry benchmark. In part that is why its customer base stretches way beyond its immediate vicinity in Five Ashes, East Sussex, all across the UK and Europe. When people look for an experienced Porsche specialist they can trust for service, repair or sales, Paragon is quite rightly at the top of their

shopping list. Its mantra: 'we believe that a great service builds a great relationship' really does say it all, but now there's a whole new reason to be impressed by the prospect Paragon has to offer.

Recently completed works at its existing headquarters has transformed Paragon's look and feel, ensuring its premises is today every bit as modern and striking as any Official Porsche Centre. The remodelled showroom has been extended out onto the forecourt and can now accommodate 15 cars in utter comfort, yet there's also ample customer parking and space outside for displaying additional sales cars too. Across the entire frontage are glass doors which

can open to let any of the vehicles inside out, Paragon's Jamie Tyler who has been with the company since 1994, explained:

"Our spacious 15 car showroom has six sky lights providing a good spread of natural light on the cars, we also have LED lighting and air-conditioning," he said. "We've created a really relaxed environment with a customer café bar area, including soft lighting, free WiFi and a big TV screen. Our Flavia drinks machine offers a wide selection of hot drinks, but in addition there are cold drinks in the fridge too."

The space inside is most impressive and welcoming too, with a front row of around eight glistening Paragon Approved Porsche

It looks every inch the impressive sight being finished to the highest of standards with the utmost care



greet you in the first instance. At the far right hand side of the building you'll find handover bays for customers collecting a new purchase, one bay is equipped with a Porsche wall-mounted charging dock for Hybrid vehicles. Behind this you'll find a large viewing window onto the freshly redesigned workshop and MoT area. Further back around the other sales vehicles are desks for the team, many of whom have been with Paragon Porsche since the 1990s. Upstairs there is a further customer waiting area at the Service Department, here like downstairs you'll spot bespoke cabinets containing all sorts of Porsche treasures, some for show purposes, some offered for sale.

Work on the site was not restricted to the showroom. Stepping through to the workshop serves only to highlight the similarities with an OPC, for this space too has been completely reworked. Perhaps most striking are its Nussbaum lifts, as Jamie highlights:

"Our Nussbaum in-ground four post lift is not a scissor system, it's an alignment lift with the Hunter Elite TD system – the best available. The lift is level to within 0.3mm corner-to-corner," he elaborated. "Then we have our Nussbaum in-ground two-post lifts for general vehicle servicing."

If you can peel your eyes from the Hunter Elite's flashing lights and slick design, all the way around the workshop you'll spot fully integrated Dura tool chests and cabinetry. Neatly stowed in here are the team's tools, oil, air and water dispensers, together with their diagnostic computers. Jamie is keen to point out that the Dura setup is the best modular system available on the market, it's certainly impressive and tidy enough for even the most obsessive /compulsive of Porsche owners.

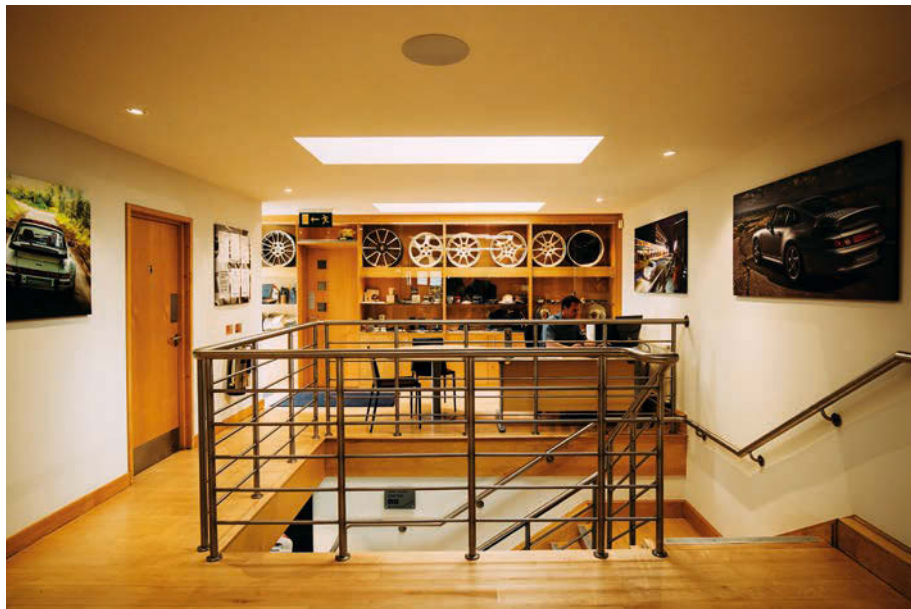
Further new equipment features in this area, from new Megamount tyre fitting and balancing machines, to a Vixen Aquablast. Again, the best wet blasting machine available today, the Vixen enables parts to be cleaned in a gentle and precise fashion during refurbishment, ensuring that items no longer need to be sent off-site, speeding up the refurbishing process and putting total control in the team's hands. Naturally there is also all-new MoT testing equipment too, comprising new brake rollers, an emissions tester and headlight beam setter. Exhaust extraction reels with electric motors retract up into the high ceiling, they switch themselves on or off automatically, ultra modern LED lighting illuminates the whole space – it boasts an

integrated energy saving management system.

Next door there's a new valeting room, it is finished with the same slick cabinetry as the main workshop, yet in here the ceiling is lower and fitted with diffused white lighting in order to provide the perfect environment for detailing cars. There's also a little galley kitchen in here for the staff, even it is fitted out with high-end materials that wouldn't look out of place in a home. Out back is an area for cars to be parked securely before or after heading into the workshop or valeting bay.

Outside the entire ground floor section of the building has been clad in commercial specification materials, it looks every inch the impressive sight being finished to the highest of standards with the utmost care. This place has been designed and built to impress and it very much does just that.

The new building has only just been completed at the time of writing, but it has already played host to a few meetings of Porsche people. More than 40 members of the Sussex Region of the Porsche Owners Club visited for a breakfast meet, they were given a tour of the new showroom and newly-equipped workshop, and provided a feast of bacon and sausage rolls. In addition the 356



Paragon's
main man,
Mark Sumpter





Spring Drive (an annual tour in convoy along a well-planned route through the B roads of Kent and East Sussex), took in a stop at Paragon. A dozen 356s took part including Speedsters and Coupés in a variety of colours and a range of production years.

Paragon Porsche already enjoyed a gold standard reputation prior to the new developments at its site, that was earned through an honest and straightforward approach, one they still pervades today. What these alterations to its premises serve to do is simply add to the slick and pleasant experience its customers already enjoyed.

"Our reputation has been built on trust, and

that trust has been earned over the years by the way we treat our customers and potential customers," Jamie said. "We're here to make the experience of buying and owning a Porsche a pleasure. From the very first time you walk through our doors, we hope customers will be glad they chose Paragon."

A complete, confidence-inspiring extendable comprehensive 12 month/12,000 mile full parts and labour warranty comes with every Porsche Paragon sells. But its rigorous approach to quality in every aspect of its work means few customers will ever get to test that promise. What's more, with Paragon's full service and MoT facilities now onsite, it is likely to be able

to increase its capacity serving more customers than ever before, indeed that is something that is already happening. But moreover, the feeling you take away from Paragon is its overarching approachable and genuinely welcoming nature. Despite their best intentions, walking into certain OPCs can at times feel a little daunting, cold and unwelcoming, at Paragon a love of Porsche is conveyed from the word go, with nothing clouding the atmosphere. That atmosphere that has simply been enhanced with these latest renovations. We would urge you to pay a visit, the team would love to see you, and the coffee is some of the best you'll find at any independent Porsche specialist! ○





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911 Turbo (993)

Polar Silver • Black Leather Sport Seats • Manual Gearbox • 18" Turbo Wheels • Electric Sunroof • 57,162 miles 1996 (N)

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911 GT3 (997)

Basalt Black • Black Half Leather Adaptive Sports Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 32,729 miles • 2007 (07)

£79,995



911 Carrera Sport Targa

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

£64,995



911 SC

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

£64,995



911 Carrera Targa (993)

Turquoise Green • Marble Grey Leather Seats • Manual Gearbox • Air Conditioning • 17" Targa Wheels • 69,945 miles • 1996 (N)

£59,995



911 Turbo (997)

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

£49,995



911 Turbo (996)

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

£44,995



Cayman S (981)

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

£42,995



911 Carrera 2 S (997)

Guards Red • Black Leather Sport Seats • Tiptronic S Gearbox • Satellite Navigation • 19" Carrera S Wheels 55,829 miles • 2005 (05)

£29,995



911 Carrera 2 S (997)

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Never Give Up

Porsche's 19th overall victory at this year's
Le Mans 24-Hours bore striking similarities to its
unlikely 12th win at Le Sarthe exactly thirty years earlier.

Story: Simon Jackson Photography: Darren Maybury, Porsche Archive





Just one hour into the Le Mans 24-Hours of 1987 Porsche had but a single car left in the race. A total of four works and privateer Porsche 962 entries had fallen by the wayside inside the first 60 minutes, each retiring with related engine failures. Out with those cars, one works entry, two Joest Racing cars and one Kremer racing Porsche, went some of Porsche's brightest hopes under drivers such as; Jochen Mass and Bob Wollek, Sarel van der Merwe and Hurley Haywood in the Joest entry, and Canadian Kees Nierop in the Kremer car. It looked to everyone as if Jaguar, which had mounted a serious three car challenge with its Silk Cut sponsored XJR-8LMs run by Tom Walkinshaw, all but had victory in the bag. Racing

in opposition of this formidable big cat trio, and in front of 40,000 British motor racing fans supporting Jag by frantically waving Union flags, now came the remaining works Porsche 962C of Derek Bell, Hans Stuck and AI Holbert. It was a car with a huge question mark hanging over its reliability, and one up against a rival that had won each of the preceding rounds of that year's World Sportscar Championship. While there were other Porsches in the race that would perform well, the most notable being the Britten-Lloyd Racing Liqui Moly 962C of Jonathan Palmer, James Weaver and Price Cobb, even that would retire in flames by midnight. And so, the 1987 race would ultimately be decided between the three V12 Jaguars and the number 17 Bell/Stuck/Holbert

3.0-litre turbo flat-six Porsche.

The sole remaining works Porsche switched places at a pace with the Jaguars during a 16-hour long battle which ebbed and flowed. Jaguar had led Porsche for the first hour by just one second, Porsche pulled a 12 second lead on the John Nielsen and Martin Brundle shared car after two hours, but that was reduced back down to a single second as the teams passed the three hour marker. Brundle and Nielsen even went a lap ahead for three hours come the fall of dusk, but the Jaguar dream began to unravel when Win Percy's XJR suffered a spectacular crash at 230mph. With its tyre sensors faulty, Win had no warning of the slow puncture that would cause a tyre to explode while he had the car absolutely pinned on the Mulsanne Straight. Before flying down the road upside

down and rolling violently, the car cut itself in half on contact with the barriers – Percy was ok but his car was firmly out of the race. When the Eddie Cheever, Raul Boesel and Jan Lammers Jaguar spun, the subsequent stop to repair the damage put it three laps down. A cracked cylinder head soon put the Nielsen and Brundle car out too, very shortly the (now repaired) Cheever car was in pieces once more for gearbox repairs. It would emerge in second place having lost just 42 minutes, yet even after all this, and with Porsche out front via a trio of drivers who had won the 1986 race, still no-one considered a win for the Rothmans squad likely.

In terms of outright pace reports in period said that the 962s were around two seconds per lap quicker than the Jaguars when they needed to be, but they were also somewhat

thirsty with it. Indeed had it not been for the extended safety car period of one hour and 20 minutes brought about by Percy's mammoth crash in the Jaguar, the number 17 Porsche would have almost certainly been struggling on fuel consumption. Porsche was running the 962s as lean as it possibly could, in fact that was the cause of its engine failures in the other entries. Rest assured this was not a miscalculation on its part. Porsche had been expecting to run 97.8 octane fuel at Le Mans, but the race organisers had supplied 97.0 octane, the lower rated fuel was enough to cause detonation resulting in piston failure. That this did not occur on the number 17 car was a blessing, though that is because Porsche quickly changed its engine software to ensure the car's mixture was somewhat richer, the order avoided it being hit by the

*Porsche was running the
962s as lean as it possibly could, in
fact that was the cause of its engine failures*





same fate. This might well account for its high fuel consumption. Regardless Porsche used a race tactic which had proved fruitful in the past. For the race the 962 was put into a lower drag setup, lower than that used in qualifying, this made it slower through the corners but quicker down the straights. In '87 this allowed Bell, Stuck and Holbert to hold up the Jaguars in the turns, but pass them on the straights with a tow from their slipstream. It was simple

but highly effective.

Five hours from the flag the ill-fated Cheever, Boesel and Lammers Jaguar required a rear suspension change, the 20 minute pit stop ensured they could finish no higher than fifth. It left Porsche to clinch its 12th overall Le Mans victory, its seventh in a row, but perhaps one of its most unlikely. It marked Bell's fifth win at Le Sarthe, Holbert's third and Stuck's second. Cheever, Boesel and

Lammers in fifth were bizarrely the first car without a Porsche engine, for 20 laps down on the winning Porsche came the privateer 962 of Primagaz Competition, followed by its Cougar C20, and the Kremer Racing 962, each powered by the older 2.8-litre version of the same flat-six in the Bell, Stuck and Holbert Porsche. A race that started in utter disaster for Porsche had ended in a rather unlikely triumph – such is often the way at Le Mans.

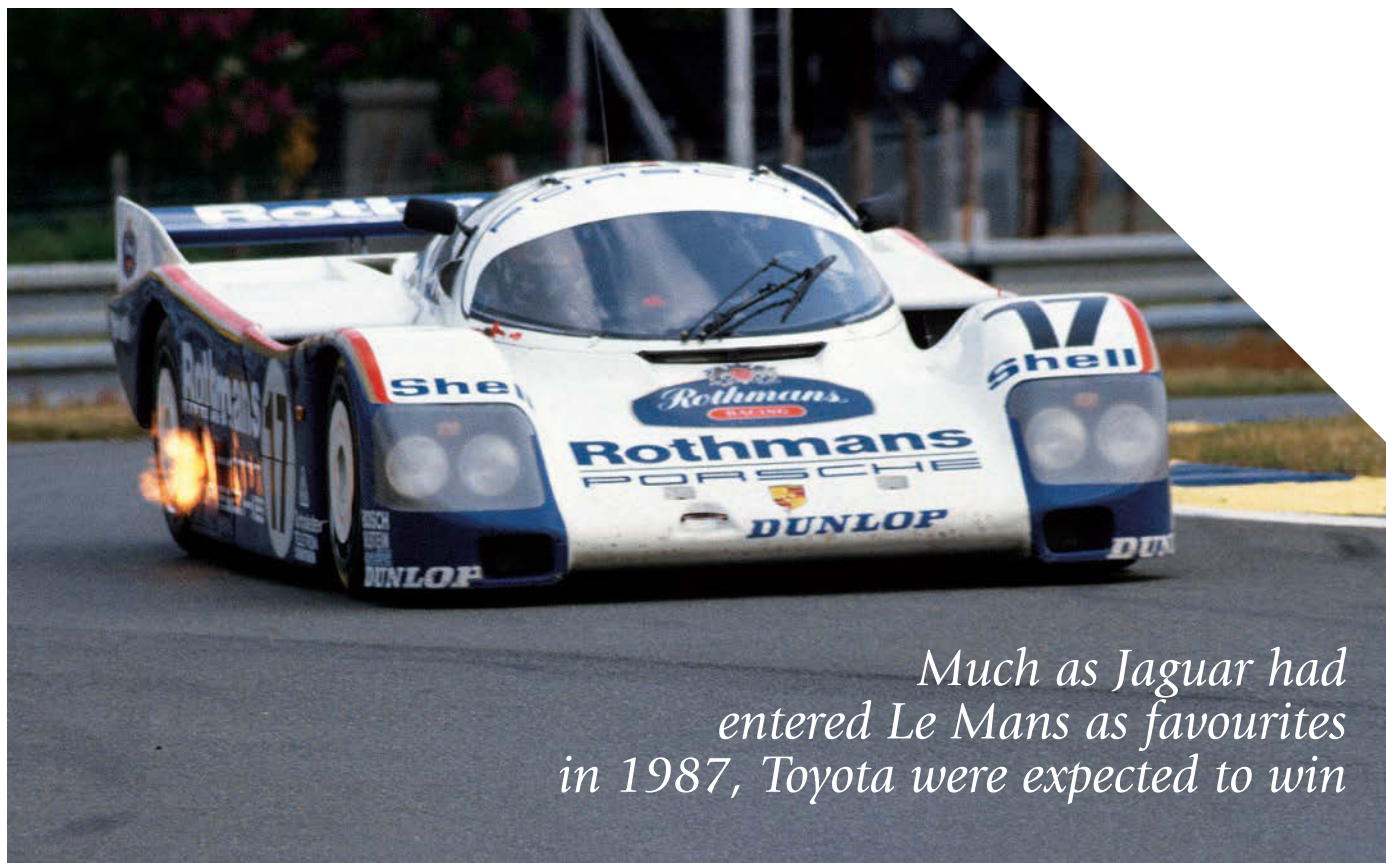
Much as Jaguar had entered Le Mans as favourites in 1987, Toyota were very much expected to win the 85th running of France's great race in 2017. The Japanese squad had narrowly missed out on top honours in 2016, but had since shown pace and reliability arriving at the 24-Hours with formidable momentum. And, for the first time, a three car team versus Porsche's two. Qualifying served only to highlight that form as Toyota locked-out the front row of the grid, setting a new Le Mans lap record in the process. The 919 Hybrids managed to survive not one hour as the Porsches had thirty years previous, but three hours before hitting trouble. The number two car of Earl Bamber, Timo Bernhard and Brendon Hartley spent a full hour in the pits while the team replaced the its hybrid motor, rejoining the race 19 laps down – ranked last in the prototype class. Being forced to serve a drive-through penalty only compounded the No2 car's misfortune which at its worst, was sitting in 56th position. That this car might be the overall winner of the 2017 Le Mans race would've been a stretch of the imagination at this point even for the likes of Bell, Stuck and Holbert.

Just like Jaguar had three decades before, Toyota now looked strongest and fastest, but akin to 1987 things would turn sour pretty quickly. First the No8 Toyota of Sébastien Buemi, Kazuki Nakajima and Anthony Davidson spent two hours in the pits following hybrid motor issues, the drama put the car out of contention. The Mike Conway, Kamui Kobayashi and Stéphane Sarrazin Toyota was next to fail early on Sunday,

rolling to a halt in the Porsche Curves. And, in relatively quick succession, the No9 Toyota of José María López, Nicolas Lapierre and Yuji Kunimoto followed it into retirement after colliding with another competitor. Porsche was not immune from this race's drama though. The No1 Porsche stopped on track soon after 11am on Sunday morning after having led through the night for a total of 10 hours, the only works car in the race not to hit problems up to that point. Like in '87 Porsche was now left with a single car still running at Le Mans, but it wasn't leading the race.

What was in the overall lead of Le Mans was, as unlikely as it sounds, the No38 LMP2 Jackie Chan DC Racing Oreca car. Porsche upped the pace of its remaining 919, pushing hard to catch the unlikely leader, overtaking it for the overall lead just 20 laps from the finish. The victory marked Bamber's second at Le Mans, so too Bernhard's, but Hartley's first. Porsche's third consecutive win, its 19th overall at Le Mans had by no means been assured, just as it had not been in 1987.

It is important to remember that in 1987 the 962C was in the twilight of its racing career. Its outdated turbocharged engine was suffering at the hand of regulations playing to the naturally aspirated V12 Jaguars. While the XJRs were built from carbon fibre, Porsche's car was made of aluminium, and yet in high boost qualifying trim the 926s were still quicker than the V12 Jaguars. Jaguar had convincingly won the four rounds of the championship leading up to Le Mans in 1987, much like Toyota's record in the 2017 World Endurance Championship, having won the



Much as Jaguar had entered Le Mans as favourites in 1987, Toyota were expected to win



From 56th position to overall winner, the challenge of the 2017 race for Porsche might just have seemed eerily familiar...

first two rounds of the season prior to the 24-Hours. You could argue the same for Porsche's 919 Hybrid, which made its competition debut in 2014 and despite its updates, is now facing tough competition from the newer Toyota TS050, which debuted in 2016.

New World Endurance Championship regulations come into force in 2020, Porsche will need to decide whether or not to continue in the series up to, and including, that point with a car that will be elderly by then. The new rules will require cars in the

prototype class to complete the first kilometre after each refueling stop solely on electric power. LMP1 cars will also have to finish the race on electrical power only. In addition manufacturers will be limited to just two homologated aerodynamic packages per season, and there will also be changes made to the cars on safety grounds. From Porsche's point of view, the 1987 and 2017 seasons of sports car racing share a certain commonality, and not just in terms of its results at the Le Mans 24-Hours... ○





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PORSCHE

*Excludes 911 (993) GT2 and RS models and vehicles with over 125,000 miles on the odometer. A 111-point check (chargeable) must be passed in advance of policy activation. Exclusions, limitations and conditions apply. Full details are available on request.



POWER GAMES

The new GT2 RS is the most powerful road-going 911 yet, it marks the return of the turbocharged Rennsport 911 for the first time in seven years...

Story: Simon Jackson Photography: Porsche

Released last year the 911 R was, so said Porsche's GT Model Line Director, Andreas Preuninger, all about driver engagement not ultimate speed. Lap times nor headline power figures were of any concern with this car, for it was a Porsche focused expressly on the experience of the drive, not how quickly it might arrive at the destination. Preuninger said the R was a breath of fresh air, for it was not competing in the all-consuming automotive arms race that sees manufacturers trading lower and lower numbers blow-for-blow. The same, however, cannot be said of his latest much anticipated creation – the most powerful 911 of all time

doesn't just command headlines it is front page, 'stop the press', material. The new 911 GT2 RS is a Preuninger-style nuclear strike.

Though many of the details were known to us already via Porsche's drip feed of information over the last few months, the numbers for Preuninger's present project are nonetheless utterly eye watering. Skipping the common-or-garden GT2 model, Porsche has moved directly to its most hardcore, weapons-grade 911 derivative – the GT2 RS. With 700hp, 50hp more than most were expecting it to boast, the new rear-wheel drive coupé isn't just the most powerful 911 yet, it is 120hp more powerful than the already

blistering fast Turbo S upon which it is based. That's 80hp more than its predecessor incidentally, the 3.6-litre 997 GT2 RS. And, at 2.8-seconds, it is a full half second faster to 62mph than the rather rapid 991 GT3 RS with which it shares some of its outward appearance. Power comes from the twin-turbocharged, 3.8-litre flat-six motor found in the Turbo S, not the 9A-1 4.0-litre engine in the GT3 RS and 911 R. It produces 553lb ft torque (37lb ft more than its forebear), accessed exclusively via a seven-speed double-clutch PDK transmission, enough to propel it onto a top speed of 211mph. It weighs in at 1470 kg (with a full tank of fuel), a full

100kgs heavier than the aforementioned 997 GT2 RS, but that deficit can be reduced with the optional 'Weissach' package affording weight savings of around 30 kilograms through the use of carbon fibre and titanium. Ticking that box on the options list will cost you £21,042 on top of the £207,506 Porsche is asking for the new GT2 RS – £60,000 more than a Turbo S coupé. Regardless of its price though, you can be certain that the appetite for this ultimate of 911s will be voracious.

ENGINE & GEARBOX

Porsche is keen to point out that the performance gains it has found from the twin-turbocharged 3.8-litre six cylinder engine, found in the current 911 Turbo S, are not simply the result of software upgrades. Key bespoke changes have been made to the engine, including but not limited to the fitment of larger turbochargers. The new RS is equipped with water injection, a system that sprays the charge-air cooler with water lowering its temperature by as much as 15 degrees, cooler engines produce more power. Its 700hp and 553lb ft torque might even be conservative numbers, so too its 0-62mph time of just 2.8-seconds, we wouldn't be surprised if the figures were higher in practice. As it accelerates the GT2 RS rifles through a revised seven-speed double-clutch Sport PDK transmission, though at this stage Porsche is tight-lipped about exactly how it has altered its direct-shift 'box. We understand

this incarnation of PDK affords the use of a electronically-controlled limited slip differential in place of a mechanical one, it provides faster more precise changes.

In addition to that, a specially developed exhaust system has been designed with weight saving in mind. Based on the system found underneath the Turbo S, this new setup is crafted from extra-lightweight titanium, saving seven kilograms in overall weight. Porsche claims it sounds pretty good too – of that we have little doubt.

CHASSIS

Gone is the all-wheel drive system from the Turbo S, for the GT2 RS is driven exclusively through its rear wheels, helping it to save 50kgs of weight in the process. The GT2 RS pinches the rear-wheel steering setup from the GT3, while its Porsche Stability Management (PSM) system has also been re-calibrated to suit the abilities of this specific model. Those changes also include a Sport mode designed to offer what Porsche calls 'optimum driving dynamics', in short enough to tame what are likely to be animalistic tendencies from this car while still ensuring a suitably wild ride.

In essence much of this car's suspension is lifted from the 911 Cup car, being in places rose-jointed and featuring racing specification dampers working in conjunction with stiffened springs.

Specially developed by Michelin, the car's Pilot Sport Cup 2 'Ultra High Performance'

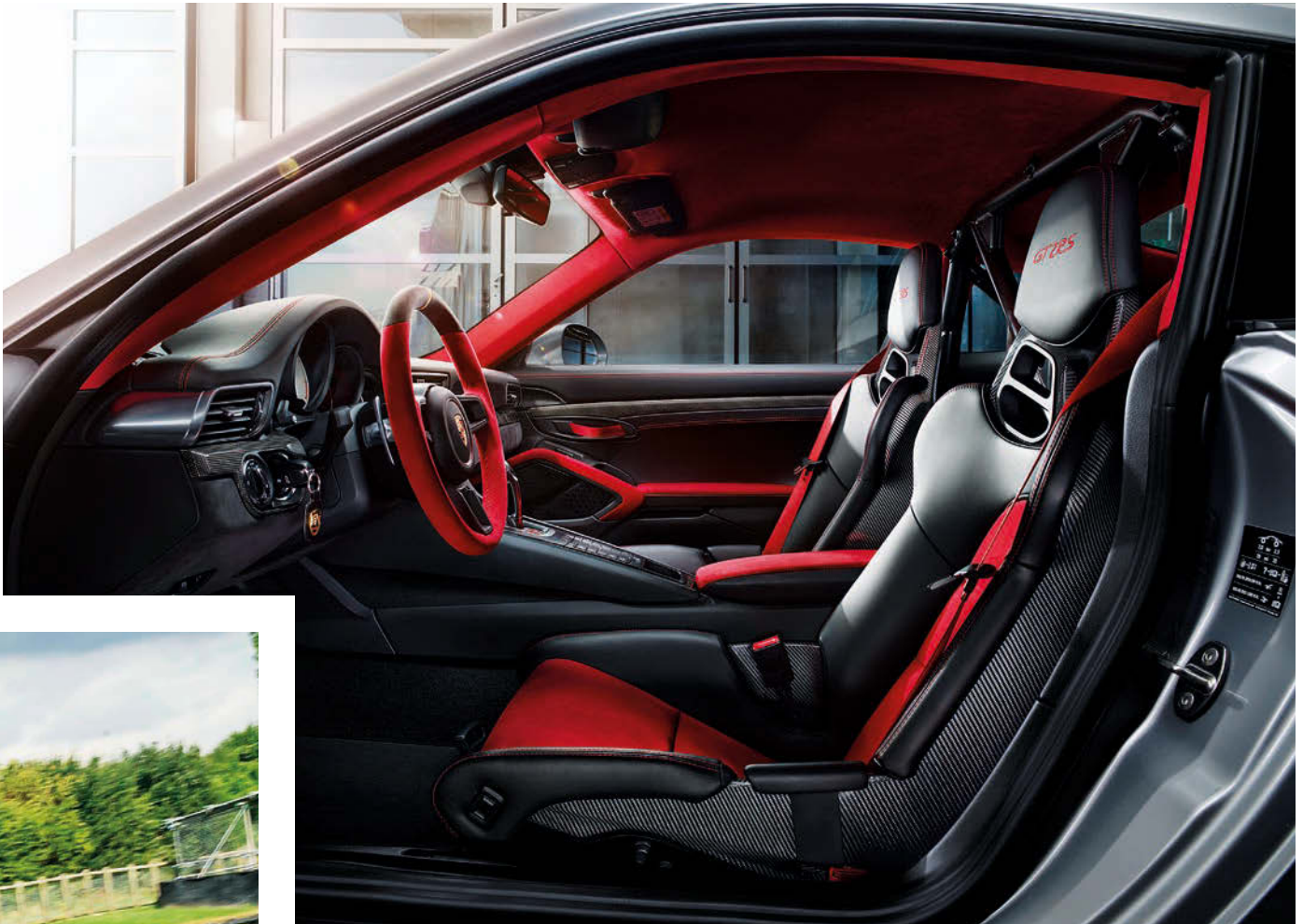
tyres come in 265/35 ZR20 sizes at the front, 325/30 ZR21 out back. Those dimensions match those found on the GT3 RS, its 12.5x21-inch rear wheels forced changes to the 911 production line such was their girth. Matching the footprint of the GT3 RS is no bad thing, for its cornering abilities are otherworldly. The 911 GT2 RS features Porsche Ceramic Composite Brakes as standard.

If all that isn't enough for you, the optional Weissach package saves further meat from the car's 1470 kilograms standard weight. The roof of a Weissach GT2 RS might appear the same as a GT3 RS, but this one is made from carbon fibre, not magnesium. Meanwhile these cars also gain a titanium roll cage, the and anti-roll bars are made of carbon, the coupling rods on both axles are constructed in the same material, magnesium wheels are offered onto each corner. To visually differentiate such Weissach-optional models, you'll find a colour-coded central strip running the length of the roof and luggage compartment lid.

BODY

Upon first acquaintance the GT2 RS appears to share a level of familiarity with its GT3 RS equivalent. Indeed much like the GT3, the exterior aspect of this new Rennsport creation is largely dominated by vast air intakes and other aerodynamic appendages prioritising function over form. But there's a little more going on here. A huge rear wing





Like the GT3, the exterior of this new Rennsport creation prioritises function over form



and front splitter are not the only carbon fibre components; the front wings and wing vents, side air intakes, Sport Design mirror casings, and what Porsche classes 'parts of the rear end' are all made from the stuff. Out of sight there's also a diffuser made of the same material. In order to make the car as light as possible the bonnet is also carbon, while the standard roof is created from magnesium, as previously mentioned Weissach models get a carbon fibre roof.

INTERIOR

Continuing the theme of the exterior, the interior is dominated by carbon fibre – it's certainly the material of choice here. Mixed with Alcantara and black leather, the carbon weave interior trim projects an image of purpose, so too the bucket seats supplied for both driver and passenger. The GT2 RS gets a sports steering wheel with paddle shifters, enabling fast changes.

While the central Porsche Communication Management system is the same as that found in any 911, the GT2 RS comes with the Connect Plus module and Porsche Track Precision app as standard. This promotes the recording, display and analysis of driving data on a smartphone. The optional Chrono Package enables the PCM to display performance information, allowing for the

saving and evaluation of track related data. As usual a stopwatch also features on the dash, the 911 GT2 RS also comes with a lap trigger for the timing of track tours. When it is used in conjunction with external marker points on a circuit's start/finish straight for example, the Track Precision app and lap trigger enable drivers to record lap times with a very high degree of precision.

The 911 GT2 RS isn't just the fastest 911 presently available, it is also the most expensive. Priced from £207,506.00, the new Rennsport machine is available to order now from Porsche Centres the world over, but it is also likely to generate controversy. Like all recent Porsche RS cars, having the money to buy one is only half the battle to ownership, for getting the keys to this new GT2 RS is likely to be as difficult as it was to take delivery of a GT3 RS or 911 R in recent times. It's certain buyers will need to have a very good existing relationship with their Porsche dealer in order to get their name on the list. Of course, the optional Weissach Package, reducing the car's weight by 30kgs, is priced at an additional £21,042, but it is possible to spend yet more still.

In the same vein as the recently debuted 911 Turbo S Exclusive Series, GT2 RS customers can also exclusively purchase a chronograph





GT2 EVOLUTION:

	Power	Torque	Weight	0-62mph	Max Speed
993 GT2	430hp	395lb ft	1290kg	4.0secs	184mph
996 GT2	462hp	457lb ft	1440kg	4.1secs	197mph
997 GT2	530hp	501lb ft	1440kg	3.7secs	204mph
997 GT2 RS	620hp	516lb ft	1370kg	3.5secs	205mph
991 GT2 RS	700hp	553lb ft	1470kg	2.8secs	211mph



GT2 RS PROTOTYPE RIDE

Kyle Fortune goes for a ride in a prototype GT2 RS, driven by none other than the car's creator...

Andreas Preuninger, Porsche's Director GT Model Line, has a two hour window in his busy schedule and he's going for a drive. Decently he's invited me along for a ride, a hastily arranged flight seeing me arrive at Weissach just in time to meet Preuninger in the car park. There's all manner of GT products filing the spaces here, from the latest GT3 to a handful of 911 Rs, but it's the test-worn, matt-wrapped, tape and rivet fixed prototype we're getting in. A GT2 RS prototype no less.

Outwardly this car is immediately recognisable as a GT3 RS, Preuninger admitting that under that black 'disguise' is an early Lava Orange car that he and his team have converted to GT2 RS specification. Under that engine cover is a 3.8-litre bi-turbo unit from the 911 Turbo S. Like its 997 GT2 RS predecessor, then, this new 991 series GT2 RS mixes elements of Turbo and GT3 RS, but Preuninger is very quick to point out that it's not merely just a remapped Turbo S.

Preuninger admits that the GT2 RS is a reply to some of those people out there who have been critical of the GT department's recent focus on driver engagement, over raw speed. To assert that status the GT2 RS is PDK only, that uncompromising focus on speed an RS signature, and one that dictates the adoption of Sport PDK. Given that focus on speed the GT2 RS will be heading to the Nürburgring soon, and it will do so with real intent. The promise is that the GT2 RS will better any of its competition on its lap around Germany's most famous



ribbon of tarmac. It is no surprise then when Preuninger discusses the chassis and points out that the ball-jointed suspension is essentially the same as that of a 911 Cup racer in Nürburgring specification. There are upside-down race dampers front and rear, spring rates double that of the GT3 on the front axle and significantly up at the rear. The GT2 RS also borrows the rear-wheel steering system from the GT3, which, like all the chassis and electronic traction and stability systems, have been tuned to suit the different characteristics that the turbocharged engine put upon them.

That RS badge demands weight savings though even without the optional Weissach pack Preuninger says it'll be an overt looker: "If you compare it to sportsmen this is the Vladimir Klitschko, whereas the GT3 RS is more like the Usain Bolt. It looks powerful,

in a positive way, intimidating, it should inspire awe and respect, because it needs to," he says.

During an all-too-brief, but still revealing passenger ride, the GT2 RS underlines that searing pace, its rock-steady deep into three figures on the autobahn and absolutely monsterring the country roads around the Weissach area. It also sounds magnificent, with overtones of old 930 Turbos and 911 past. There's civility to the ride, even if the tarmac around Germany is more often than not glass smooth. Preuninger says this prototype still has a few months of development left, and it will get around 20 percent better. If that's the case then the GT2 RS will reassert its top-dog status not just among the 911 range, but of all of its competition, too. Job done, I'd say, but we'll find out sometime soon in the correct seat...



watch created by Porsche in conjunction with Porsche Design. The result of three year's work, the watch features a fly-back function and a 'load-path-optimised movement bridge', plus a housing made of lightweight titanium and a clock face made of carbon. Sharing many of its details with the car, such as a display matching the dashboard instrument cluster and tachometer, in addition the watch has a tungsten winding rotor has modelled on the GT2 RS wheel. The chronograph is produced in line with a customer's wishes, by that we assume it to be fully customisable, it is delivered together with the car and priced at £8,250.

Regardless of whether or not customers purchase a matching wrist watch or not, 991 GT2 RS ownership is likely to translate to taking charge of one of, if not the, best 911s ever created. That is an assumption sure to be confirmed as soon as we are allowed behind the wheel of one, for now though a ride in the passenger seat will have to suffice ○



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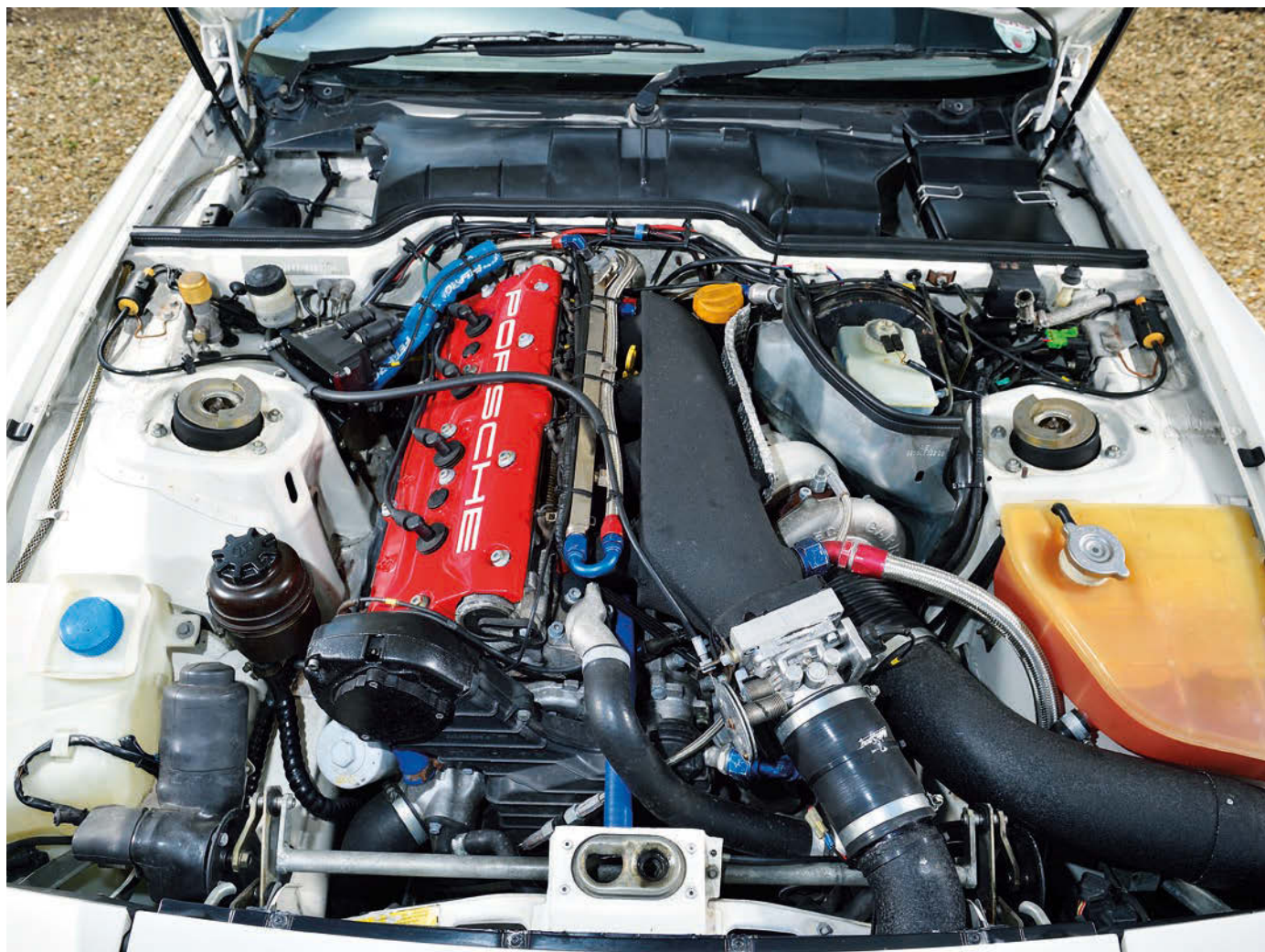
Raising The Bar

Question: what happens when you let a Ford Cosworth tuner loose with a Porsche 944? Answer: 612hp and 500lb ft of torque – quite spectacular indeed...

Story: Louise Woodhams Photography: Matt Woods







Despite being one of the most successful models in Porsche history, until the introduction of the 986 Boxster and 997 Carrera that is, for some the 944 still suffered from an image problem. At the time of production, it nicely bridged the price and performance gap between the 924 (from which it took some of its styling cues) and the 911 SC, the benchmark sports coupé. Yet some still struggled to consider it a true Porsche. Thankfully those days are almost certainly now behind us as for many enthusiasts, including the owner of the fine example you see here, the 944 is a Porsche in every possible way.

Now, when you work for a company that specialises in high performance Ford Cosworths it is a little surprising that your first choice of project car is not one with a blue oval badge on the bonnet, but rather Württemberg's coat of arms. After spending the last 17 years servicing, repairing and upgrading mainly Cossies at Supreme Car Services though, and having owned various models from the Ford stable, Tim Ayliff fancied something a bit different.

"It all came about through my love of golf really, I like to be competitive but I was

struggling with my game. I was amazed when, while at a classic car show, my wife suggested I get a project car to take my mind off it," Tim explained. "I always liked the 944 – I don't think it's become outdated like a lot of other Porsches. Before I worked where I am now, I used to own a bodyshop – Autofix in Bourne, Lincolnshire. It was there during the early nineties that I repaired an almost new 944 Turbo S – I remember thinking then I was impressed with the build quality and engineering. I guess it always stuck in my mind," confessed Tim.

After scouring the classifieds for some time and looking at quite a few S2s and Turbos, most of which either boasted the wrong colour or trim, too high a mileage, or were tatty or just overpriced, Tim purchased privately what he thought was a good example of a 944 S2. It was a 1991 car with 98,000 miles in Alpine White with a grey interior. Unfortunately, when he got it home and up on a ramp for inspection, he found that, while the underside of the vehicle was in excellent condition, some areas of the bodywork were in need of attention.

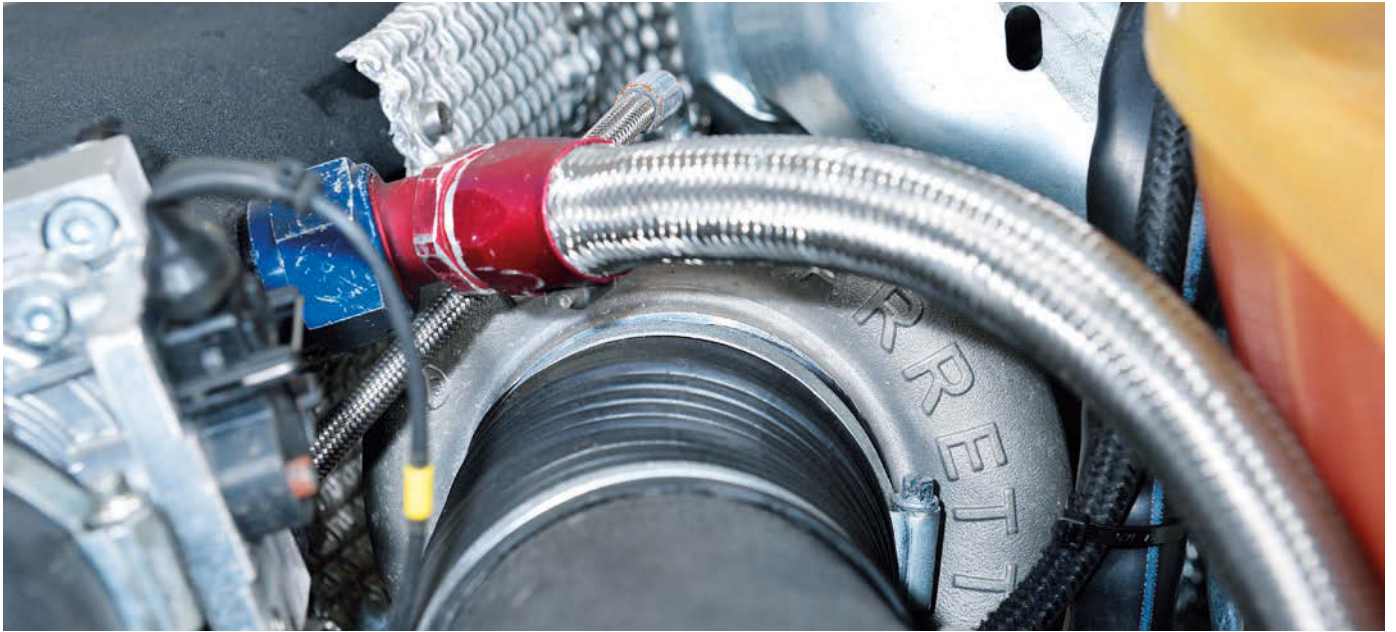
It all started with the plastic trims on the bottom of the side sills, which were painted

white. Tim wanted them black, and when he took them off he found rust at the bottom of both front wings where they were bolted on. The rear wheel arches also had some small areas that needed attention, and the previous owner had polished the car so much that the paint had become transparent on some edges. Having sold the bodyshop that he used to own to his good friend and employee at the time, Mark, Tim knew where he would trust his project's renovation. Tim stripped out the car, repaired all the metalwork and, once prepared, left it to Mark to paint. Fresh out of the paint shop wearing 996 Carrera 4 18-inch wheels finished in black, the refreshed car looked like a completely different one.

"As I was fairly happy with the handling, I started to look at what I could do to upgrade its power. I read so many posts by people on forums saying that you couldn't do this or that with this engine, I just thought, why not? We build 2.2-litre Cosworth engines that make close to a 1000hp and the S2 is basically the same design of four-cylinder 16-valve. I got to work on what was 'phase one' of the project," recalled Tim.

Two engines were sourced from eBay – a 2.7 short motor (from a 1989 model) that

*"I read so many posts by people
saying that you couldn't do this, I just
thought, why not?"*





Tim bought just for its crankshaft, and another complete S2 lump that was in need of rebuilding. First off, Tim stripped both down to the last nut, bolt and washer, and had all of the parts he was going to utilise water-blasted and re-plated so that when the engine was complete it would look like it just rolled off the production line. To ensure, a good, solid reliable bottom end, he balanced, polished and knife-edged the crankshaft with a stroke of 78.9mm. He then had a set of ductile liners made and fitted into the block, taking it back to a bore of 104mm, together with a set of conrods and custom made CP pistons at 8.2 compression ratio to allow him to run a good amount of boost. In addition, he drilled and tapped the engine's main journals and fitted oil jets to spray oil onto the crown of each piston for cooling. He did away with the balance shafts and blocked off the oil ways that were now not used with grub screws.

"When it came to the top end, I ported the cylinder, mainly just sanding away the cast finish and not opening up the port size, as they were big enough for what I had in mind. I then fitted new valve guides, uprated springs and a pair of re-profiled camshafts to increase valve lift and duration. The timing is not perfect but it is a good compromise. I did look into a pair of split cams from Michael Mount in America but they were a little expensive. They would have let me optimise things, but I thought I'd see how she performed on my cams first," Tim explained.

When you work for a tuning company it allows you to create things, like your own manifolds. And, as there was nothing available on the market for Tim's 16-valve Porsche, that's just what he did. Tim utilised 944 S2 runners and a cast plenum, which was an upgrade from a Toyota Supra – a little cutting and welding was required but it came out just fine. He then finished it in a black crackle effect. The throttle housing is a Mitsubishi-based upgrade, it has a 75mm butterfly and built-in idle speed control.

With access to his work's Superflow dyno, Tim wanted to try out various turbo setups, in order to do that he had to use the standard S2 exhaust headers married to a turbo crossover pipe with a T3 flange. "The engine was running on a Pectel T6 2000 ECU with a set of 1000cc fuel injectors, 4 bar map sensor and 44mm Tial wastegate, once we had it setup to read the 60-2 trigger wheels and hall effect cam sensor, she fired-up and ran lovely," he explained.

Tim tried both a Garrett Stage 5 and Garrett T04Z turbo run at various rpm points to see how they performed, the initial figures were impressive. Over 500lb ft of torque and 330hp at around 3250rpm, and up to 470lb ft of torque and 670hp at 7500rpm.

"The engine ran faultlessly with no breathing issues and it came on boost really well – up to 33psi in fact, all I did was change the size of the crossover pipe as I felt there was a restriction at the Y-section. I was then a little foolish taking it to 8000rpm with a crank





driven oil pump and I had a problem with the number one big end," he confessed.

It was at this point, with the engine needing a rebuild and some new parts, that Tim had to be more realistic. It was going to be a road car using a Turbo S gearbox, he did not really need 700hp and torque capable of breaking the transmission. So the rebuilt 3.0-litre was now running a 9:1 compression ratio with a Garrett Stage 5 T350 turbo. "Harvey, my boss and best friend, who was mapping the engine, asked how I wanted it. I told him to map it to 500lb ft of torque. It now has near that figure at 3000rpm and an almost flat torque curve to 7000rpm, and 612hp at 6500rpm with 21psi of boost. It is a testament to Porsche engineering," Tim said.

*"It now has 612hp at 6500rpm
with 21psi of boost. It is a testament
to Porsche engineering"*





THANKS:

Supreme Car Services for the use of its workshop and facilities, Autofix 2000 (paint). Thank you to Grimsthorpe Castle for our photoshoot location (www.grimsthorpe.co.uk)

After making and installing an intercooler and exhaust system, and outsourcing the flywheel to a local company which made it to accept a TVR twin 8.5-inch organic clutch, Tim's 944 was finally ready for the road and mapping check. "The setup worked perfectly, she pulled like a train and I finally had a smile on my face," he recalled.

The only problem now was the S2 brakes were nowhere near up to the job so that was Tim's next priority. Wisely investing in a set of 365x34mm six-pot APs for the front and 435x28mm four pot versions for the rear (with Performance Friction pads all round), the only issue with the improved stopping power was that it highlighted a need to change the suspension, which brings us up to the present

moment in time. "I've already polybushed the rear but I now need to do the front, and over the winter I plan to change the Koni shocks to a full KW Clubsport setup, upgrade the roll bars and fit a bespoke strut brace," Tim said. "In addition I would like to swap out the torque tube bearings to stronger ones available from the States, and look into altering the gearing from rod to cable if at all possible. The interior is in very good condition for its age, but a full retrim would really finish it off, and I have found a company that can get hold of the original Porsche material."

Having built over 300 Ford YB engines, together with dozens of other high performance engines, Tim has the ability and access to machinery and tools that your

average DIYer does not. This has undoubtedly given him the upper hand when it has come to R&D, but a lot of thought, love and hard work has gone into this car, and you cannot take that away from him. We are more than impressed with what Tim has achieved here. It seems coming from a Ford background has enabled him to approach this build with a different mindset – his project might just ignite some new ideas in people who are thinking of investing in a 944. Suffice to say this is an ongoing project for Tim, and while he doesn't regret the amount of money and hours he's poured into it over the past three and half years, his wife disagrees. The reason? Unfortunately the 944 has not cured his Frustrated Golfer Syndrome... ○





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Porsche 911 (1997) Turbo 3.6 tip
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Porsche 911 (1997) Turbo 3.6
(06 - 2006) Colbalt blue with black leather
54,000 miles £55,000



Porsche 911 (1997) Turbo 3.6 tip
(06 - 2006) Basalt black with black leather
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Porsche 911 (1997) Turbo 3.6 tip
(07 - 2007) GT Silver with black leather
66,000 miles £48,000



Porsche 911 (1997) "4S" 3.8 cab
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34,000 miles £39,000



Porsche 911 (1997) Targa "4S" 3.8 tip
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Porsche 911 (1997) "4S" 3.8 tip
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Porsche 911 (1997) "4S" 3.8 tip
(07 - 2007) Basalt black with black leather,
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Porsche 911 (1997) "4S" 3.8
(56 - 2006) GT silver with black leather,
59,000 miles £34,000



Porsche 911 (1997) "4S" 3.8 tip cab
(06 - 2006) Lapis blue with grey leather,
64,000 miles £34,000



Porsche 911 (1997) "4S" 3.8 tip
(56 - 2006) Silver with ocean blue leather,
51,000 miles £34,000



Porsche 911 (1997) "2S" 3.8
(08 - 2008) Meteor grey with grey leather,
51,000 miles £34,000



Porsche 911 (1997) "4S" 3.8 tip
(56 - 2006) Silver with black leather,
48,000 miles £34,000



Porsche 911 (1997) "4S" 3.8 tip
(57 - 2007) Basalt black with black leather,
57,000 miles £33,000



Porsche 911 (1997) "2S" 3.8 tip
(57 - 2007) Basalt black with black leather,
57,000 miles £33,000



Porsche 911 (1997) "2S" 3.8 tip
(06 - 2006) GT Silver with black leather,
42,000 miles £32,000



Porsche 911 (1997) "4S" 3.8
(55 - 2005) Basalt black with black leather,
59,000 miles £32,000



Porsche 911 (1997) "4S" 3.8 tip
(55 - 2006) Red with black leather, 50,000
miles £32,000



Porsche 911 (1997) "2S" 3.8 tip
(06 - 2006) GT Silver with black leather,
42,000 miles £32,000



Porsche 911 (1996) Turbo 3.6 tip
(53 - 2003) Basalt black with black leather,
49,000 miles £45,000



Porsche 911 (1996) Turbo 3.6 tip
(03 - 2003) Basalt black with black leather,
71,000 miles £40,000



Porsche Cayman "S" 3.4 pdk
(65 - 2015) White with black leather,
29,000 miles £42,000



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



Porsche Macan 2.0 pdk
(65 - 2016), Basalt black with black leather,
13,000 miles £47,000



Porsche Cayenne 3.0 diesel tip
(15 - 2015), Meteor grey with sand leather,
22,000 miles £48,000



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



Porsche Cayenne 3.0 diesel tip
(61 - 2011) Meteor grey with black leather,
35,000 miles £31,000



Porsche Cayenne "GTS" 4.8 tip
(59 - 2009), Basalt black with black leather,
60,000 miles £25,000



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

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By the early 1970s, the Nürburgring was a very dangerous place to go racing motor cars. When first used in 1927 the Mercedes, Bugattis and Alfas that raced here would have passed 100mph on the long straight, but not by much. By 1971 cars were doing double that speed with ease. Around the rest of the lap not only were they spending more time in the air, they were made of ever more flimsy material in their creators' ceaseless quest to reduce weight.

For a while there were question marks over

its very future but, in the end, the track was tamed in a series of moves designed chiefly to flatten out the jumps that had caused so many bad landings and suspension breakages, but also to widen the track in some areas and introduce at least some run-off in others. If you've been you might rightly regard the track as it is today as utterly terrifying but up until 1971 it really was a different proposition altogether, and far more dangerous, difficult and frightening. The changes worked too: up until 1971 a horrifying average of just over

one driver or rider per year was killed racing there and with increasing frequency – six died in 1970 alone – since then the rate has been more than halved.

This was also a red letter year for Porsche's sports car efforts as a 3.0-litre formula was mandated, outlawing the 917. Of course this ultimate weapon was not favoured by Porsche at the 'Ring because around such a tortuous track its additional weight took away more than its extra power added, but that still only left it with the 908 which, as discussed last



HELL ON EARTH

Part Two

The second part of our look at the Nürburgring's 90 year history covers the 1970s and 1980s – including Stefan Bellof's lap in a 956...

Story: Andrew Frankel Photography: Porsche

month, was already distinctly long in the tooth. Against the brand new Ferraris and Matras that would dominate sports car racing until the middle of the decade, it stood no chance at all, so Porsche simply walked away.

This meant that after totally ruling the headline 1000km race for the previous three years on the trot, in 1972 the highest placed car with a Porsche badge was a humble 911S, trundling home in ninth place, the winning Ferrari travelling an incredible 85 miles further in just six hours. More encouraging was the

result the following year when not only did an old private 908 come fourth, a factory RSR followed closely behind, easily the quickest car based on a street design.

By 1974 Porsche had the fearsome RSR Turbo at its disposal, but unlike the RSR, it was not homologated as a GT car so had to run in the prototype category, despite its clearly street origins. With Matra and Alfa Romeo now fielding what amounted to thinly veiled Formula One cars wearing enclosed bodywork best of the rest was all it could hope

to achieve which, in this case meant sixth and seventh places, a far cry from the dominant days of just a few years earlier.

Something needed to be done to give privateers wanting to race at a top level a viable Porsche in which to do so. As it happened, the answer was staring them in the face. Although the 908 had been retired by the works as it was already an old car in 1971, its principal issue was a lack of horsepower from its aged 3.0-litre eight cylinder engine, relative to the literally Formula One-powered brutes



There was no silhouette more depressing to the opposition than the bespoilered 935

from the likes of Matra, Alfa and Mirage. Its specific limitation was that air-cooling meant its valves could only grow so big and there was only space for two of them per cylinder. But the equivalency formula in sports car racing between normally aspirated and turbocharged engines was not 2:1 as it was in F1, restricting the size of turbo engines to just 1.5-litres, but 1.4:1. It was precisely for this reason that Porsche had developed the 2143cc version of the flat-six engine for the RSR Turbo. What

would happen if such an engine were to find its way into the back of a 908?

About 520hp is the answer, which was more than even the F1 engines were developing, although this advantage would be more than negated by the age of the chassis and the difficulty of managing the turbo-lag. Even so, the six-cylinder turbo engine gave the 908 an entire new lease of life that it was never meant to have.

At the Nürburgring in 1975 the renewed

908 was good enough for third, Porsche's first podium since 1971, but further down the field something else yet more extraordinary was happening. Indeed rarely could a manufacturer have been more certain of winning its class than Porsche would have been of claiming the GT category. For a while there were 17 cars in the class, every single one of them was an RSR. For the opposition, it simply wasn't worth turning up.

But 1976 would bring another Porsche



The 935/77A of Klaus Ludwig, Hans Heyer and Toine Hezemans at the Nürburgring in 1978

Stefan Bellof and Derek Bell shared the 956 in 1983, pictured here in the iconic 'Karussell'



weapon, more fearsome still and, for the first time since 1971, it would be built not just for private owners, but the factory racing team. Over time it would become known as one of the most brutal but effective racing cars of them all: it was called the 935.

In fact Porsche had two new cars that year but the triple Le Mans-winning 936 was built as a pure prototype to exploit new Group 6 rules and was not yet eligible to race at the Nürburgring 1000km, which at the time was

restricted to Group 5 machinery and below. Group 5 was a wonderful formula for, while it was based on the road-going machinery fans might actually go out and buy, the rules were so liberal as to make it effectively a silhouette formula. And there was no silhouette more depressing to the opposition than the monstrosously bespoilered 935 in full flight.

To give you an idea of how fast the 935 was even in its development year, the pole time of the factory car at the 1976 Nürburgring

1000km was over a half a minute per lap faster than that of the third placed 934, with another 935 sandwiched between them. It's just as well both broke in the race because it was looking like one of most one sided contests in history. In the end a BMW CSL won with 934s and RSRs occupying every place down to tenth.

In 1977 a BMW came third. And that was absolutely the only bit of good news for anyone not driving a Porsche that day. The 935s obviously came first and second, but



The 935 of Tim Schenken, Rolf Stommelen and Toine Hezemans at the Nürburgring 1000 km of 1977

Joest tackled the 'Karussell' in his 956 during the 1000km race in May 1983. He would win the race, the last of its type on the North Loop.



He had an accident so vast the car came to rest a quarter of a mile from where it first lost control

then followed a torrent of other Porsches: more 935s, 934s, 930s, RSRs and RSs in every single position down to and including 17th place. This wasn't a convincing victory, it was utter annihilation.

As the 935 was developed both by Porsche and the Kremer brothers with their superb K3, so the steamroller continued: 935s took every place from first to fifth in 1978 and did so again in 1979.

But they didn't win in 1980. By then sports car racing was something of a mess and in the short term would become more so as the FIA announced new rules for 1982, that would become the start of the Group C era. For now however Group 5 and 6 cars were allowed to race together, though Porsche were not racing as a factory team. Not that this stopped probably the greatest privateer team in sports car racing history. Joest simply made a copy of the 936 and when Porsche refused to let them use the name, renamed it the 908/80. It duly went out and won, though the value when only one other car in the same class even

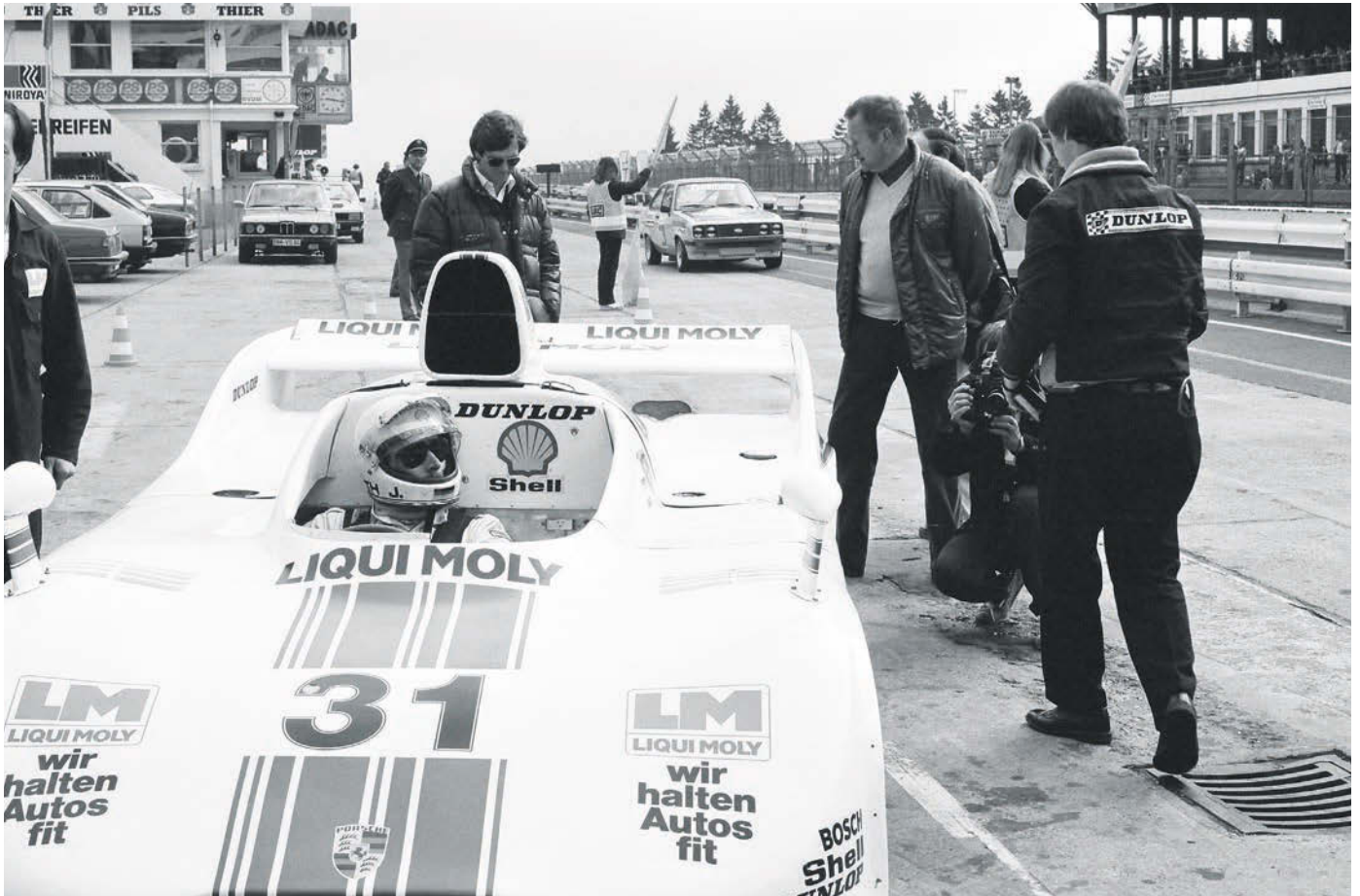
finished the race, and that was a rumbling old McLaren CanAm car from the early 1970s, is doubtful. Still it did enable cars called 908 to set a record that remains unbroken to this day by winning a major international sports car race in three different decades.

Tragedy struck in 1981. After 17 laps the Joest '908' looked set for another comfortable win but then the race was stopped. And as the 908 had recently pitted for fuel, on countback the race was technically being led at the time by a BMW M1 that was duly awarded the victory. But few were too bothered by that: the reason the race had been stopped was a simply terrible accident. On the very first lap Bobby Rahal had crashed his 935 trying to avoid a spinning car and he'd had no choice but to leave it at the side of the track. He asked for it to be moved because it was full of fuel and in a dangerous place, but to no avail. Two hours later Herbie Muller, driving a turbocharged 908/3 found himself also having to spin his car to avoid another in exactly the same place. This time however, there was the Rahal 935 in

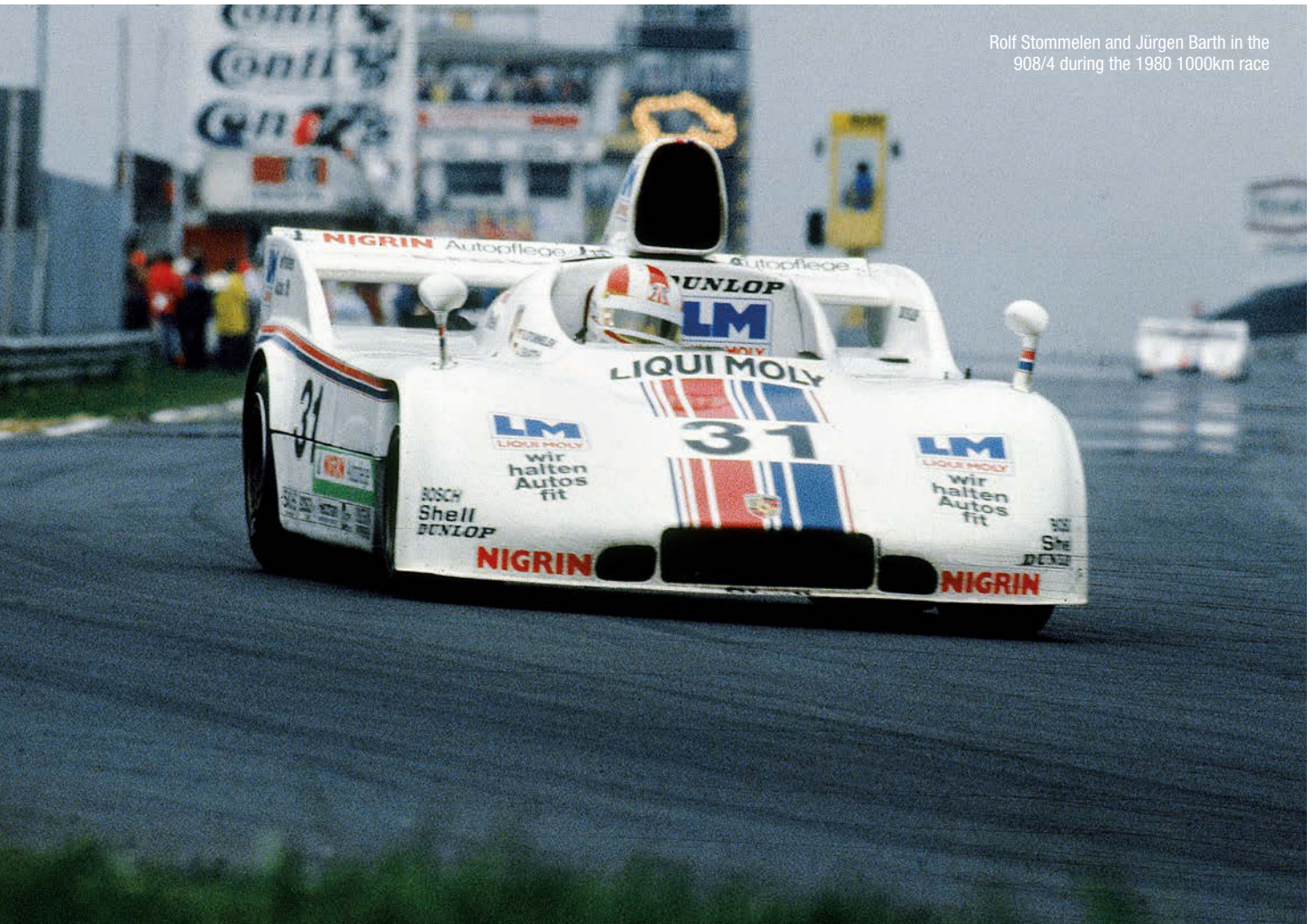
the way. The ensuing conflagration melted the track. The two time Targa Florio winner, and the man who came second at Le Mans in 1971 sharing a 917 with Richard Attwood, never stood a chance.

The 1982 race was something of a non-event for Porsche as it focussed its Group C attentions on Le Mans, a IMSA GTO class win for the Porsche 924 GTR of Richard Lloyd and Tony Dron being the only result of note. But in 1983 Group C cars raced for both the first and last time at the old Nürburgring, which has ever since remained closed to top level motorsport. Some of the more honest drivers who were in the race that day will tell you these machines with their full ground effect bodywork were horrid things to drive around the 'Ring. Not only were they terrifyingly fast, they also pummelled their drivers over the bumps and exhausted them in the endless corners with their enormous grip and absence of power steering.

Sadly it's not possible to compare lap times to the non-Group C era because the 1983 race



Rolf Stommelen and Jürgen Barth in the 908/4 during the 1980 1000km race



omitted the Sudschleife that was in the process of being demolished to make way for the 'new' Nürburgring race track, but anyone who knows today how hard it is even for hypercars with close to 1000hp to break the seven-minute barrier will have some understanding of just how quick was Stefan Beloff's 6min 11sec pole lap in his Porsche 956 34 years ago.

Sharing with Derek Bell, Beloff blasted away from the start, towing a stream of 956s behind him until he had a considerable lead. Once victory had seemed in the bag the team told Beloff to ease off the pace; so he went faster. Next lap round he was faster still. The lap after that he had an accident so vast the car came to rest a quarter of a mile from where it first lost control. Almost unbelievably, he emerged without a scratch. Tragically at Spa two years later he would not be so lucky.

But even with the lead car removed, the Porsche steamroller hardly faltered: in the last ever classic 1000km race at the old Nürburgring, 956s came first, second, third and fourth with Porsches occupying seven of the first eight places. No other car company ever came close to enjoying Porsche's level of success at this most notorious of circuits. It is fitting the team should close its account on a such an impressive high ○

No other car company ever came close to enjoying Porsche's level of success at this most notorious of circuits



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WESTWORLD

Ktec Autohaus in Western Australia has become a hotbed for beautifully reworked 911s, as this custom G-Series perfectly illustrates.

Story: Simon Jackson Photography: Luke Ray



Australia's custom car culture is vibrant, diverse and stylish. Much of its influences seem to fuse the best of American, European and Far Eastern tastes no matter the brand or type of vehicle canvass in question. There's a big Stateside influence, but it's not all big capacity motors and American iron, nor is it strictly domestic Holdens and Commodores

as you might first expect – not of late anyway. In recent times it seems that anything goes on the Australian scene, even Porsches, and there's a genuine finesse to the reworked cars emerging from down under. A case in point, so far as Porsches go at least, is Ktec Autohaus in Perth, Western Australia. It's one of a growing number of specialists across the world offering something unique when it comes to utterly

bespoke 911s. But Ktec is not a fresh start-up, having been established for more than 20 years and offering classic Porsche and VW repair and restoration services for the duration of that time. The specialist has appeared in these pages before, but with each new offering rolling from its Osborne Park shop comes a car moving its narrative onward and upward. In short it has fast become a leading light in the world of



customised outlaw and backdate 911s.

The latest such vehicle to fit that description is this 1976 G-Series 911, a car that started life in Australia, delivered to market as a right-hand-drive Aussie car, these days however it bears little relation to its former self. That much you will have already noticed.

Ktec's proprietor, Brendan Anesbury, explained: "The car's owner is Beau Franklin,

Beau is based in Sydney on the other side of the country but he had seen some of the stuff we'd done, he liked our style and so we went from there."

Ktec Autohaus was already in possession of the 911 you see here, as a rolling chassis at least, a good basis for a project if ever there was one, and so in 2015 the two – customer and car – were joined. In short order a grand plan

for the car's rebirth was hatched.

"We decided that the deadline for the build would be the Australian Porsche Rennsport Festival of 2016, which takes place in Sydney during the month of April," Brendan said. "That gave us about 12 months to get the car together, and then we had to get it across the other side of the country!"

The concept for the build was somewhat all-



encompassing, a one trick pony this car would certainly not be, as Brendan explained: "We wanted to build a car that could be driven, one that could cruise the northern beaches of Sydney, or that could have some fun on tarmac rally events, such as the Targa Tasmania for example."

Make no mistake from that mission statement however, this car was not to be an out-and-out racer, it would need to be useable too – though you may well have already spotted its rather racey full bolt-in rollcage. Rest assured behind that aggressive appearance though you'll soon discover a few creature comforts tailored for use on the road.

"The brief was pretty simple," Brendan recalled. "The car had to be wide, with an aggressive outlaw stance, it needed a big motor, big brakes and to sound good!"

In order to achieve the end goal, Ktec Autohaus fitted an interior functional on the circuit, yet trimmed to be comfortable during use on the street. By the same token it also mated the shell with a suspension setup supple and pliant enough to be useable on the road, yet one that could also be tuned for stiffness while driving on track.

"The build went pretty smoothly," Brendan explained. "Each step of the way we stayed in touch with Beau, between us we nipped-out the finer details of the build as the car began to take shape."

The body was stripped back to a bare shell, the tub was media blasted, then the car was setup on a rotisserie for the next laborious stage of the restoration and reworking process.

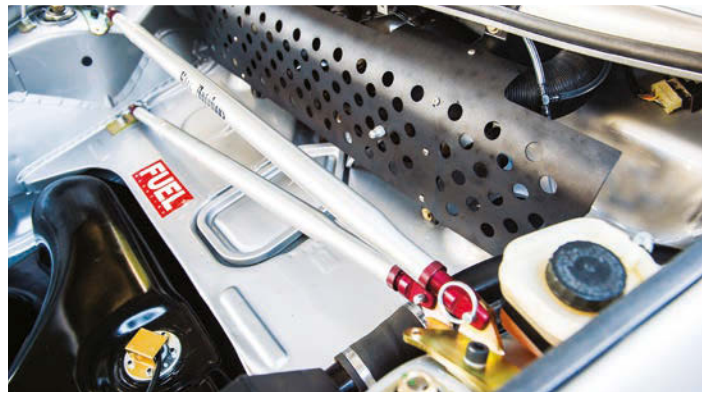
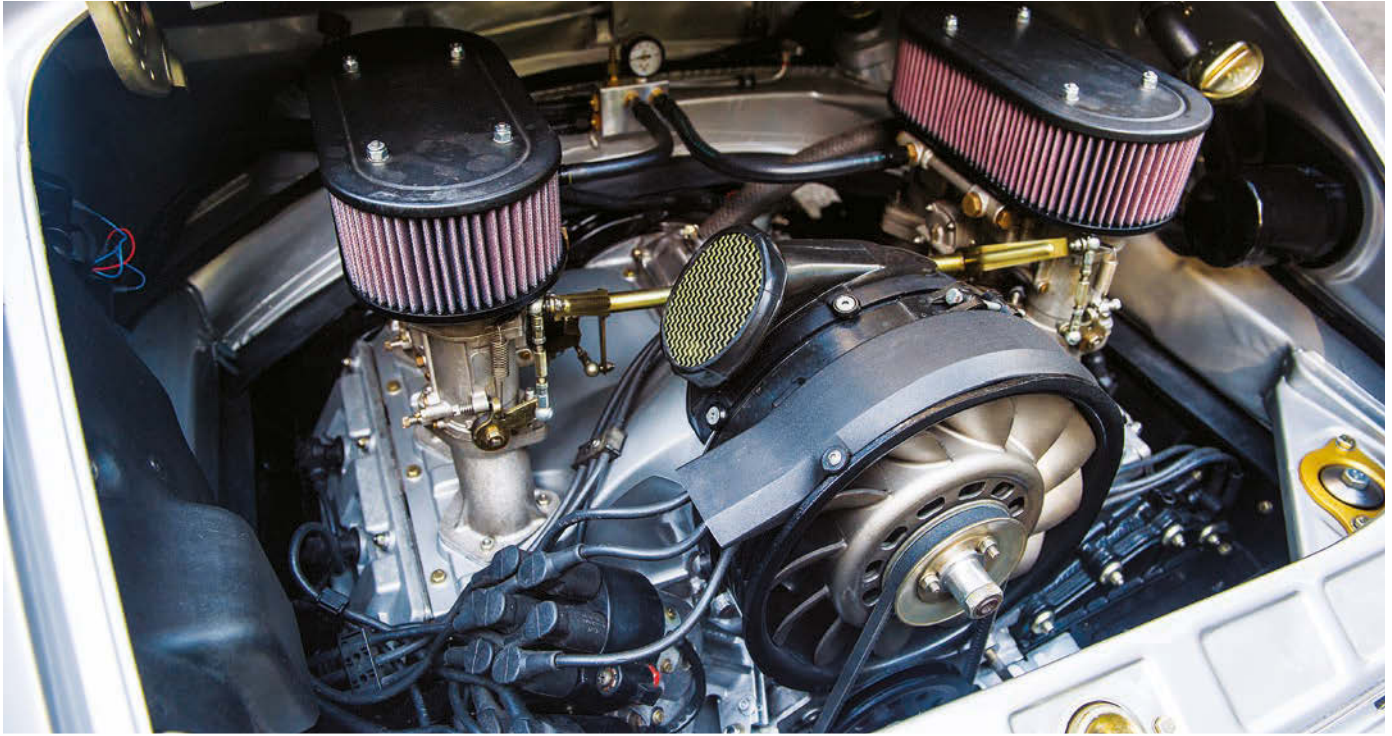
"We went with the IROC-style body, this is a G-Series car so we didn't want to do a complete backdate with it," we were told by Brendan. "The wheel arches we built in steel as fibreglass can take a beating on rally events when you're running sticky specification tyres on loose gravel."

When finished the bodywork was shot in a Porsche 936 silver, so we're told, and while the interior is what Brendan describes as "pretty basic", in our book it's timeless. Comprising seats of a period aesthetic from BF Torino, retrimmed with Houndstooth cloth inserts, it ticks boxes. There are RS-style carpets and door trims inside too.

A 911 that looks like this should not be of the 'all mouth, no trousers' vein, and happily this one is not. For the engine the team started with the 3.6-litre air-cooled unit from the 964, from there things got more serious. The block was bored out to a 3.8-litre capacity and rebuilt with what Brendan terms "good internals", by that he largely means a GT3 oil pump, JE pistons, and GE80 cams were fitted. The car presently runs PMO 50mm carburetors. "The exhaust is a pair of race headers and a muffler we fabricated in a hurry as the first set of mufflers we ran were way too noisy for road use," Brendan recalled.

The later, and some say more user friendly, 915 gearbox was mated to the mill in conjunction with a limited slip differential





"The car had to be wide, with an aggressive outlaw stance, it needed a big motor and to sound good!"





and Wevo shifter. This car's suspension largely hails from Stateside Porsche specialist, Elephant Racing, its catalogue providing Von Shocks coilovers both front and rear, adjustable anti-roll bars and a strut brace to ensure the ride and handling of Beau's baby was on point. The brakes came from a 996 GT3 attached to the G-Series with Ktec's own adapters. In front of them sit Fuchs replica wheels, these are 17-inches in diameter all round but staggered in width, being nine-inches up front and 11-inches at the rear. And Ktec machined-up a set of custom 'iron cross'

centre caps as a bit of fun. At each corner you'll find sticky Toyo R-specification rubber.

"The car was finished with barely enough time to make the trip across the country," Brendan said. "We set off for Sydney with only dyno time on the motor, and a quick blast down the road before loading it up on the trailer and heading East for Rennsport."

With a cargo that was something of an unknown in terms of setup, Brendan and the guys spent four days on the road (such is the vast nature of Australia), covering almost 2,500 miles in total. "We had couple of near

misses with some local wildlife, but we made it to rural New South Wales to meet with Beau and shake the car down at Wakefield Park raceway," we're told.

Of course any number of issues might have arisen at this juncture, aside from dodging Dingo dogs the team had travelled with a car that was not fully tested, one that the client had yet to see at that.

"Meeting Beau and seeing the smile on his face after he came in from his first drive made the long drive, late nights and all the hard work worthwhile," Brendan recalled, "We knew right away that the car was going to a good home!"

Tested and now a proven quantity, the team cleaned the car up and headed to the Rennsport show for what they describe as "an awesome weekend" - most certainly Aussie speak for a very good time. "We met Magnus Walker and got to see a couple of cool Porsche Museum cars up close; the Martini liveried 1977 935-77, and the LMP1 car that won the Le Mans 24-hour race in the late 1990s".

Brendan ultimately describes the process of building this car as "just a great experience from start to finish" - but he's also a rather laid-back character prone to making the extraordinary sound ordinary. Like all the other 911s to have emerged from Ktec Autohaus over recent times, this car is perhaps more than the sum of its parts. Not only does it clearly demonstrate what this skilled Porsche specialist is capable of, but also it does its bit for putting the breadth and talent of the Australian custom car scene as a whole on show to the rest of the world. This best of both worlds 911 won't be the last Porsche you'll see coming out of Perth ○





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gt porsche retrospective

ONE
YEAR
AGO
SEPT
2016



We pitted the 991 GT3 RS against the 997 GT3 RS this time last year, we said: 'The new GT3 RS is a monster, one of the few cars on the road capable of making its predecessor seem restrained.' Which one did we pick as our favourite? The 997 had it by a nose...

We also met the all-new Panamera for the first time in this issue, and reflected on Porsche's win at Le Mans that year. We got under the skin of Porsche Classic Partners' collaborative restoration of a 924 Carrera GTP, we were there when it turned a wheel in anger for the first time too, driven by original drivers Tony Dron and Derek Bell.

Further into the issue Andrew Frankel got his first taste of the 718 Cayman S, he said: 'Even with the four-cylinder engine, this new Cayman is a better car to drive than the old Cayman.'

FIVE
YEARS
AGO
SEPT
2012



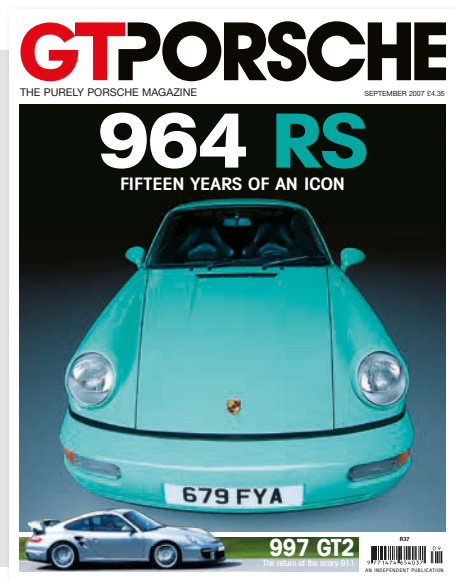
Five years ago we were crowing about the 40th anniversary of the Carrera 2.7 RS. We marked the occasion with a look back at how the car came to be, we said: 'It was the blueprint for so much of Porsche's motorsport success.'

Off the back of that feature we took a look at the three air-cooled 911s that followed in the 2.7's footsteps; the 3.0 Carrera RS, 964 Carrera RS, and 993 Carrera RS.

The continuation of our 'Turbo Files' features this time concentrated on the 993 Turbo, reporting at the time Andrew Frankel said the car was: 'The first 911 of any kind to be much less a sports car and much more an intercontinental businessman's weapon, the first truly grown up 911.'

Lastly we drove a 300,000 mile 911 SC, evidence of just how tough and useable a classic 911 really can be.

TEN
YEARS
AGO
SEPT
2007



A decade ago we celebrated fifteen years of the 964 RS, we showed you what to look for if you were in the market for one of these iconic 911s. Want to know what they were trading for in 2007? Around £40,000-£45,000 would've bought you one.

We also took one for a spin, of its communicative nature we said: 'The impression we're left overwhelmed with, is just how good the ride quality of this car is.'

Elsewhere in the issue we drove Cargraphic's 997 GT3 RSC, a 465hp GT3-based creation, we said: 'Despite its highly strung nature and ability to pull so fiercely under full power, the engine is perfectly tractable.'

We also tracked down the original 1973 prototype 911 Turbo in Australia, the actual car from the Paris show that year. Having been something of a bit of a bit at the time, the car now boasted a 3.0-litre RSR powerplant.



Racing Forward

Porsche's classic car restoration arm, Porsche Classic Centre Partners, has collaboratively restored a 924 Carrera GTP that last turned a wheel in anger 35 years ago. We hear from those with first-hand involvement in the project...

Prinche had attained an enviable record of sales at Le Mans over the end of the 1970s. However, due a variety of reasons, its agenda for 1980 was somewhat different and the company entered three Porsche 911s in the very competitive Prototype class. They were to be driven by teams from Germany, USA and Great Britain. Unfortunately, following a suggestion from Porsche GB (to raise media interest), cars were to be raced under their national colours. Chassis 924 002, the British entry, was to be driven by a

Thanks to Northern fingers, and his exceptionally talented lead at Winnsboro, the 524 Cliff was every inch a race car. The chassis was tuned to perfection, tail, with an engine that produced 520hp, it could reach 180mph. Nonetheless, there were mixed feelings as to how well the car would fare, as it is untested, fast, or rather the weather, drub the team a very

good hand. The start was probably the worst ever experienced during the race's history. And, it was the wet conditions, particularly during the final laps, that worked in the team's favor. Subtly balanced yet relatively underpowered the CTR shows. Having qualified 16th, 14th and 15th, by Sunday breakfast time, they'd climbed to sixth, seventh and eighth. When the flag fell, the German trio, driven by Singer Barth and Manfred Schmitt, crossed the line in sixth place, just behind BARCO, Hoffman and Farnsworth's Porsche 953 R3. Due to valve issues, Doco and

House finished 12th, with Americans on 7th. Not so that some people expected material in fact. All in all a fitting testament to the fact of the team and the day.

They Dues recall it well in Fremont lived and, later, had been of action and sport with the inaugural Porsche in 1978 and, with Frank in County Championship

"There was plenty of it recently with Andy Rosen," (1980), Mike Clinton, 70, to ask *WTB* driver a 194 GM. Understandably, I said you was pretty fast up at the time.

"The car was fabulous. I handled it on I'm sure in the wet. I did a slalom on the Sunday morning a part of that, so you 1/4 was a little in the Miami-slop."

I'd pass him on the wet to me on the dry ones. This car was their dream—something we'd been given, someone's problems experienced in another. But they had it, a safer beast out. The car chases of time were being away from each corner. I calculated we'd have time.

"It was a great experience, affection for the car soon

eriments and he'd pass
was despite the fact that
on those cylinders.
is that balling
writing had been
During the 18th cen-
kept missing, but huge
low when accelerating
led this not happened. I
shed forth overall
nce and I have huge
g. So that is the



Something in the Air

The 2.7 Carrera RS was just the first of many great RS models, these three being the following air-cooled road cars.


The 2.7i Gamma RS is not only one of Porsche's finest achievements, it was also the blueprint to generations of luxury sport road cars. The cars that leave you dazed (and) in awe are the ones when you are in their presence, have collected something for their change books in the way of an example coming to market. For those of us fortunate enough to be in a position to drive one of them, any of them, the moments are the treasured drives that we can't wait to tell our friends about. The sublimation that will never be earned.

The Jet of RS cars made like a white's wheel of the finest sports cars in the world. Same as hell in higher corners than others, either on the grounds of how the drive, their specification, their management success or just for way they look. The RS is in the purest ingredient but make up the Porsche DNA, the element that adds you as RS) with the RS badge is something really rather special.

Then, there, is the roll call of donors for the au-

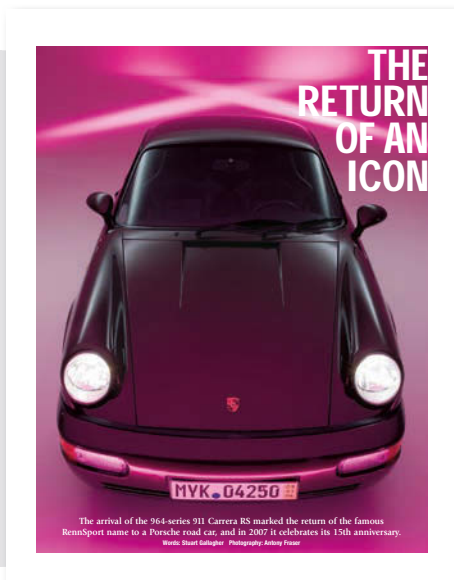


Story: Stuart Gallagher
Photography: Mark Dunsley, Anthony Fraw
Cuts: Gregory, Andrew Morgan, David S.



The Turbo Files:

A silver Porsche Carrera GT is shown from a front-three-quarter view, parked on a paved surface. The car is positioned in front of a large, cylindrical, metallic structure that resembles a water tower or a large silo. The car's license plate reads "H3 TAK". The background shows some trees and a clear sky.



THE RETURN OF AN ICON

The arrival of the 964-series 911 Carrera RS marked the return of the famous RennSport name to a Porsche road car, and in 2007 it celebrates its 15th anniversary.

Words: Stuart Gallagher Photography: Anthony Fraser



GOOD TO BE BACK

Cargraphic's 997 GT3 RSC is more than 300 kilos lighter than standard and produces 465bhp. Sound like a recipe for fun? Let's find out.

Chris Keenan, keenan@cs.cmu.edu James Lumsden

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SEPTEMBER 2007 49



Porsche 918 Weissach CS

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- LHD



Porsche 964 RSR Targa

- Widebody RSR Targa
- Very Low Mileage
- Full Restoration



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Porsche 993 C4S

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- Very Rare Car
- Arctic Silver



Porsche 911 2.4T

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- Fully Restored



Porsche 911 2.2T

- Left Hand Drive
- Pastel Blue
- One of Three



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Porsche 997 C4S

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- Low Mileage
- Guards Red



Porsche 964 RS

- Lightweight
- Grand Prix White
- Low Mileage



Porsche 911 Supersport

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- Guards Red
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Porsche 993 C2S

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- Low Mileage
- Arctic Silver



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Porsche 997 GT3

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- Very Special Car



Porsche 928 GTS

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- Tiptronic



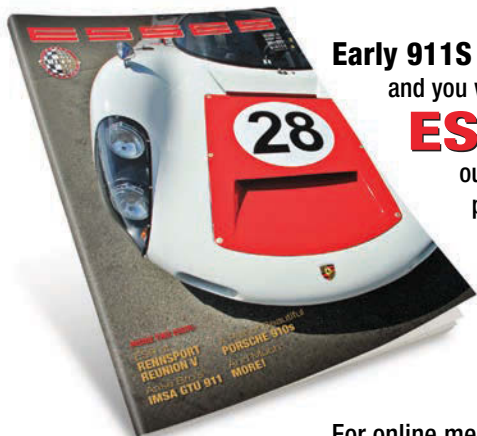
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the market place

Dan Bevis

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



The car was amusingly listed as a 'Carrera GT', which must have cocked a few eyebrows

Passion for cars can stem from the unlikeliest of places. For Jim Leake Sr, his enthusiasm for collecting old junkers that others would have scrapped without a moment's thought predated the modern misappropriation of the term 'barn find' by quite a few decades. In an era when hanging on to rotten, broken cars could have had you locked up, he indulged his fantasy simply for his own amusement. In the early 1960s Leake auctioned off a bunch of his wrecks, got a taste for it, and... well, fast-forward to 2017 and the firm's board of fare is somewhat more premium. Take a look at its recent extravaganza in Tulsa: \$20,000 would have bought you a '99 996 Carrera with a GT3 exterior package (the car was amusingly listed as a 'Carrera GT', which must have cocked a few eyebrows), freshly wrapped in a fiery orange.

A tidy 1987 911 Carrera, finished in Guards Red, made a reasonable \$39,500 – the bone-stock Texas car had sat in storage for sixteen years before having the engine, brakes and fuel system revived ready to drive over the block. A couple of silver 996 Carreras made somewhere around the \$10,000 mark, with a pair of similar convertible versions nudging \$15,000 apiece, and a 2000 Boxster took \$9,250. The lesson here: the Leake auctions are largely about muscle cars, hot rods and custom cars... so the Porsches that slip by don't sell for silly money, it's the wrong crowd. Keep it under your hat!



A triumvirate of tasty treats presented themselves at the Greenwich Concours d'Elegance sale in Connecticut in early June. The first, and most keenly priced, was a 1976 930 Turbo, complete with everything you'd need to match your red braces and Filofax (OK, that was a decade later, but you know the look), from the whale-tail to the obscenely broad hips. This car appeared to have been in the USA for its whole life, had been restored in its original silver, and sold for the juicy price of \$154,000.

Next up, we had a banana-yellow 1980 911 SC. Not one for the concours-buffing purists, this car was originally Petrol Blue with Cork leather; it was delivered new to California, and at some point along the line it ended up in storage in Ontario for twenty years, after which time it was treated to a coat of yellow paint and a set of the wrong wheels. But non-original cars are generally cheaper, and someone bought well here at just \$28,050 – a bargain perhaps.

Thirdly, the simple purity of the 1986 911 Carrera. Narrow-bodied and unadorned by aerodynamic fripperies, this was a coupé for people who like to keep things simple. Strong history, 79k on the clock, tasteful spec – a solid purchase at \$47,300.

Hammer price:
\$47,300

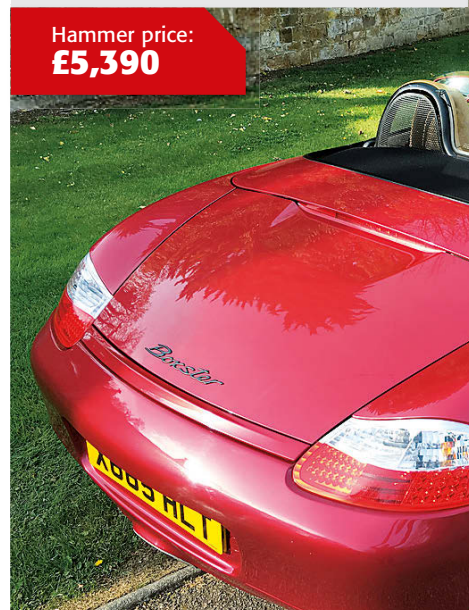


*Next up, we had a banana-yellow
1980 911 SC. Not one for the
concours-buffing purists...*

Hammer price:
\$28,050



Hammer price:
£5,390





Ah, Monaco – playground of the superstars, where the streets are lined with cashmere and you can't buy a sandwich for under twenty Euros. If anywhere's going to draw out the quality auction lots, it's this sumptuous principality.

Artcurial's early July sale, then, contains glorious surprises that come as no surprise, if you see what we mean. The best of the best, in a place where you'd expect nothing but the best. From Johnny Hallyday's 928 to a sparkling 959 Komfort, 911 RSRs to 356 Super 90s, they've got your lottery wishlist covered. Just check out these highlights: first of all, how does a Ruf CTR Yellow Bird take your fancy? One of just 28 official cars, this iconic screamer is an unashamed widowmaker, tipped to sell for €500-800k. And if the work of Alois Ruf flicks your switch, there's also a BTR cabrio, rocking more than enough power to ruin your hairdo – the estimate was €120-200k.

The super-serious 924 Carrera GT is the connoisseur's choice these days, and this example was looking for a realistic €60-80k. Fans of the offbeat will enjoy the wacky 964 Speedster, being basically a two-seater Carrera 3.2 with a double-bubble rear, a cut-down screen and a 356 attitude. €180-220k would take that home. And to wind the clock back a little, how about a 1974 Carrera RSR 3.0? It's run eight times in the Sebring 12-Hours and seven times in the Daytona 24-Hours and has been restored by marque specialist Jim Torres – provenance seldom gets more alluring. Sort out a dazzling retirement for yourself by throwing €1.4-1.6m at this little sweetheart.



Estimate:
€120-200k



Those early mid-engined drop-tops really are a lot of car for the money, aren't they?



Hammer price:
£53,900



You're always guaranteed an entertainingly diverse menu with the appropriately-named Classic Car Auctions, and their June sale in Leamington Spa was no exception. There aren't a huge number of places in the world where you'll find Citroën 2CVs sharing tarmac with modified Subaru Imprezas, post-war bubble cars, 1930s MGs and 1970s Toyotas. And there were Porsches too, naturally; the 1989 944 2.7 caught our eye – presented in triple black, garaged for most of its life and with a history file thick enough to act as a podium for the auctioneer, it made a thoroughly decent £8,250.

Proving that the 930 bubble isn't quite as swollen as some owners would have you believe, a sweet little red Turbo with red leather and a rolling-road printout for 400bhp didn't quite edge up to its £65k estimate, ultimately selling for £53,900.

The lurid Speed Yellow 993 Carrera Cabriolet auto had enjoyed a pampered life, generally only venturing out of the garage to go to shows, and its all-original condition saw it net £38,500.

And finally, the 2001 Boxster was a heartwarming sight – glorious Orient Red paint, manual gearbox, low mileage, full Porsche history, and selling for just £5,390. Those early mid-engined drop-tops really are a lot of car for the money, aren't they?

EBAY WATCH:

928 S4

It's easy to forget just how radical the 928 was for Porsche back in 1978, but such core elements as a water-cooled engine, that was also a V8, and was mounted in the front, shook up everything about the marque's very being. This car was very much not a 911. And it was extremely well received – in 1978 the 928 was awarded European Car of the Year, and over 60,000 of them were built between 1978-95. Interestingly around 80% of them were sold with automatic transmissions, keenly reinforcing Porsche's pitch as a GT rather than an out-and-out sports car; customers clearly felt that the auto 'box suited the big V8's character well, and this does mean that manual cars are fiercely sought after today, as many of them have been stripped out and turned into track cars. Find a complete one and you'll pay a premium.

The early 240hp 4.5-litre cars are seen as the purest examples, unadorned by spoilers and featuring the now-iconic Teledial wheels and crossword-on-acid Pasha trim. The 928 S of 1980 brought spoilers and wider wheels as well as a 300bhp 4.7-litre motor, later being rebadged 'S2' with 310hp, and the S4 of the late-1980s enjoyed a 316hp 5.0-litre V8 and revised brakes and suspension. The relatively obscure GT offered lower weight (thanks to reduced equipment) and an LSD, and then the final variant – the GTS – came in 1991: this debuted the 345hp 5.4-litre engine, updated exterior aesthetics, huge brakes, and a massive sticker price. When you park a 1978 car and a 1995 car side-by-side the differences are remarkable, and yet they're both still recognisably the same car – and it's a form that's aged well. Sure, it's not a 911, but that's a strength rather than a weakness.

The example that's caught our eye this month is a gorgeous 1993 S4 [eBay item no: 162231030851]. It sports the desirable metallic Cobalt Blue paint with tasteful Linen leather interior; the mileage is respectable at 77,000 and it appears to have been well pampered. The full Porsche service history is a great thing to have, and the original 10-speaker Blaupunkt audio system is the cherry on the cake. Keenly priced at £38,995, we reckon this represents a tantalising route into late-model 928 ownership.

...And if that's got your senses tingling, read our bite-size buying guide for the 928.

QUICK BUYING GUIDE

- The key thing to remember when buying is that it's a maintenance-intensive car: good service history generally equals good car.
- The 928 has an unfortunate reputation for complexity, but that isn't really the case. The V8 motor is tough and reliable, with cambelt failure being the biggest danger – make sure it's been done at 60k intervals (or better).
- Some late GTS cars suffered from excessive oil consumption in period thanks to porous cylinder liners – this is probably something that's been sorted now (many cars had new engines under warranty), but it's something to keep an eye on with the 5.4-litre motor.
- If you've had your ear bent by a pub bore, or seen 928s malfunctioning on *Top Gear*, you may be concerned about electrical issues, but this is generally a malady that afflicts underused cars – if it's been in regular use, its brains shouldn't get confused... and if they do, the wiring is easy enough to trace.
- Power steering racks are known for leaks, so check everything's functioning and nothing is escaping.
- A common modification with automatic 928s is to install a parallel kickdown switch, so that you don't have to floor the throttle in order to make the 'box drop a gear – this livens up the performance exponentially. Information on how to do this abounds online, and any 928 specialist should be able to advise.
- You're not going to buy a 928 if fuel economy features highly on your list of priorities, that's a fact. Your best case scenario is going to be about 20mpg if you're driving sensibly. But are you really going to acquire a classic V8-powered supercoupé to be sensible? No, figure on about 15mpg and factor that into your running costs.

Auction price:
£38,995



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interior.



Porsche 911S 1977 2.7L Targa
Sportomatic Gearbox, LHD, Black
with original Tan interior.



Porsche 911SC 1982 3.0L Targa
Manual Gearbox, LHD, Guards Red
with Black interior.



Porsche 911 3.0L Carrera 1977
Manual Gearbox, LHD, Continental
Orange with black leather interior.

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Detailing

Cleaning your car seems like a simple task, but with a sea of opinions and products it can quickly turn into a chore. Detailing expert, Meguiar's, are at hand to guide us through the basics...

First off cleaning your car properly is about clearing the decks and seeing what you're working with. If it's a new car that you haven't cleaned before, or one that has been sat for a while, it's worth going

the extra mile and using Meguiar's All Purpose Cleaner to get the grime out of hard to reach areas. Places like rain gutters and behind petrol filler caps are traps for dirt and it's a good idea to periodically clear them out. Likewise the inner arches and

latch areas can get clogged over time, an application of All Purpose Cleaner and a little agitation with a brush and most filth will fall away effortlessly with just running water.

Meguiar's recommend cleaning all the really dirty areas first so

your buckets and wash mitt don't get contaminated; it makes sense then that we should next tackle the wheels. The latest Meguiar's Mirror Bright Wheel Cleaner has a dual cleaning action. Not only is it effective on brake dust, but as





the cleaner gets to work an active ingredient changes colour as it lifts and removes tar and iron deposits safely from the alloy wheel surface. It works on all types of alloy wheel including raw polished alloy too. If you're getting really geeky, you can even remove your centre caps to clean behind there too. The final mucky part of the exterior to get attention is the exhaust tip. Again using All Purpose cleaner to lift the grime, we next used Meguiar's NXT Metal Polsh (and no, that's not a typo!) to bring back a factory shine.

All of these steps so far are preparation for the main event. With the car pressure washed it's time to tackle the bulk of the exterior. If you regularly wash your car (which you should!) you'll probably be jumping right to this step. Meguiar's Mirror Bright Automobile Shampoo works twice as hard, so you don't have to. Products in the Mirror Bright range have a dual action, the Automobile Shampoo is no exception and cleans and protects the paintwork at the same time. The high content of carnauba wax gives a real pop to paintwork while lifting road grime with ease. Using two buckets, one for wash solution and one for clean water to rinsing your wash mitt stops you from washing grime off then putting it straight back on.

For a finishing touch and to aid with drying, the versatile Meguiar's Mirror Bright Detailing Spray will boost gloss but can also be used to clean interior trim and plastics too. This is super handy if you like to take your car to shows, as you only need the one spray trigger bottle to tackle inside and out.

If you get this far and your paintwork is still faded or is suffering from swirls or scratches there's more you can do to aid the shine. Over time UV rays can oxidise your paint finish, especially on vivid colours like red and yellow. On darker colours scratches, swirls and contamination can make it appear dull. Before you get started polishing, Meguiar's always recommends the use of a clay bar.

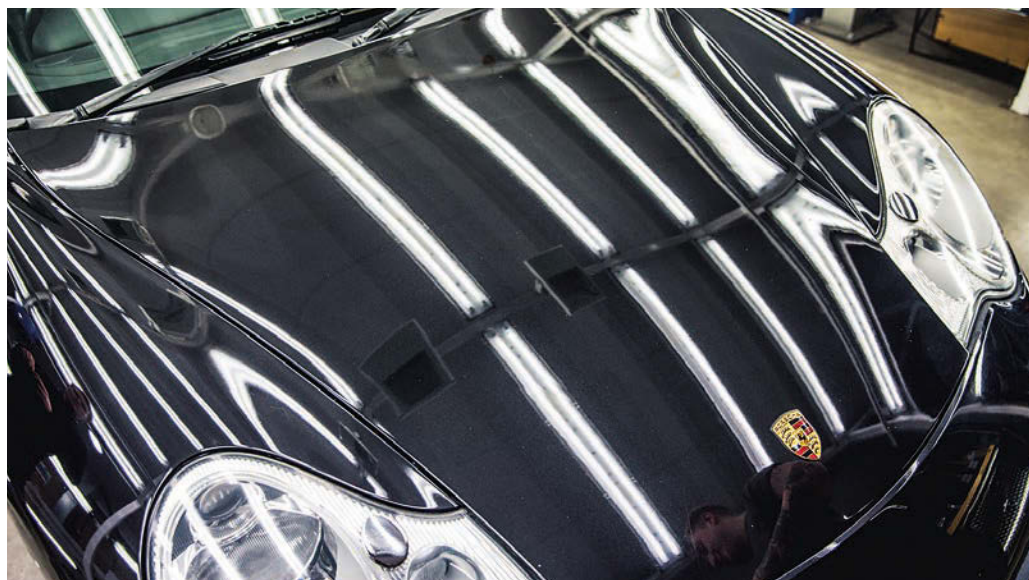
Clay is an essential step in preparing the paint prior to any swirl or scratch removal, as well as restoration. It's a quick and easy way of removing tree sap, road tar and industrial fallout. It's amazing

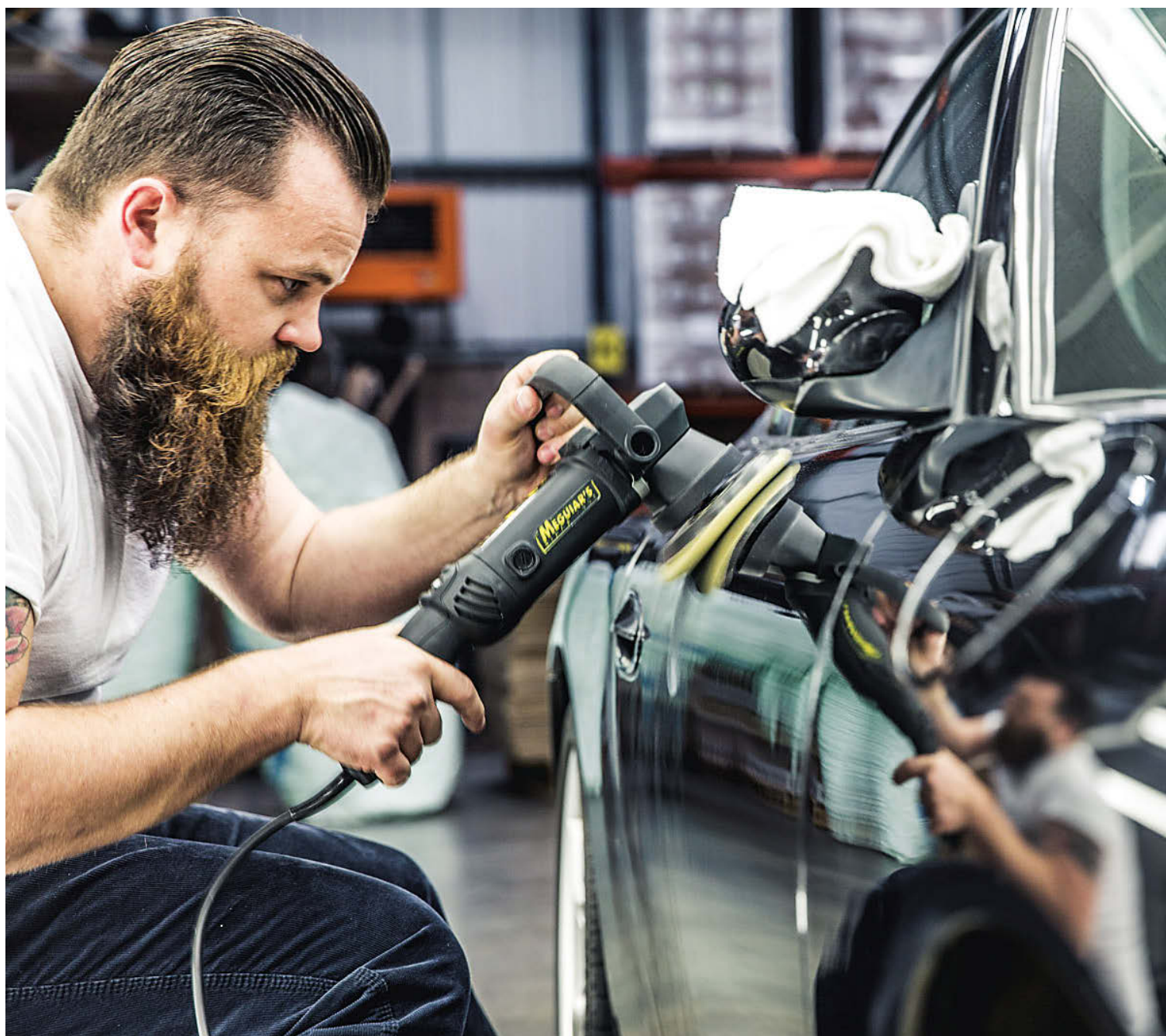


Clay is an essential step in preparing the paint prior to any swirl or scratch removal

what you can see caught in the clay and when running your finger over the surface, it's clear to see how effective claying is. Simply apply Meguiar's detailer to the surface as a lubricant, run the clay bar with finger pressure only over the surface and watch the contaminants disappear. However don't try and use water as a lubricant. If you drop a clay bar on the floor put it in the bin, you don't want to drag gravel across a panel.

With the surface prepped, it's time for the real fun to begin. Our secret weapon here is Meguiar's Ultimate Compound – one of Meguiar's most-popular swirl removal products currently available. More importantly, Ultimate Compound is loaded with paint cleaners specifically formulated





to revive tired and faded paint.

Meguiar's apply this using a MT320 Dual Action Polisher and a five-inch Soft Foam Polishing Disc. Don't worry if you're not experienced in using polishing machines, the Dual Action nature of the MT320 means it is very difficult to burn through paint while still giving an excellent cutting action. Almost instantly the paint will begin to come back to life. Depending on how severe your car's paint is, it may require two or three passes over certain areas to achieve a glossy,

consistent finish.

Using the bonnet as an example, you can see just how quickly and easily the paint is corrected using the right combination of Meguiar's products. Now that you have achieved a good gloss to the paint it's now easier to identify scratches and swirls, previously hidden by the faded paintwork. To tackle this, switch to the Meguiar's DA Microfibre System to quickly and effectively correct the surface of the paint. As the name suggests, this system utilises a microfibre pad rather than

foam to give the cut of a rotary with the safety of a Dual Action polisher. This system has a harder cut and is designed for those who are familiar and confident when using a DA.

When paint is really faded, it's always worth applying a single coat of Meguiar's Ultimate Polish using the MT320 complete with a five-inch finishing pad for a quick and efficient coating. An alternative is Meguiar's Mirror Bright Polishing Wax, this dual action wax feeds the paint while also protecting it with a carnauba wax. A common misconception is

that polish only protects the paint, but that simply isn't the case. Polish feeds the paint with essential oils needed to maintain a shiny and long-lasting finish, but it must always be sealed with a wax.

For exterior details like glass and tyres use Meguiar's Ultimate Glass Cleaner and Endurance Tyre Gel. It is amazing how little touches like this can raise the overall appearance of your car with relatively little effort.

Inside, to remove the scent of life on the road, Meguiar's Air Re-fresher is a great way to freshen up your



It is amazing how little touches like this can raise the overall appearance of your car

cabin. It works by circulating through the air-conditioning system to deodorize and leave a great 'new car' scent. If you are lucky enough to have leather then Meguiar's Mirror Bright Leather Lotion works as a leather cleaner and conditioner to remove dirt and grime from the surface, while also leaving it moisturised. A unique matt finish looks really classy and helps bring leather back to life with a finish that is soft to the touch.

Follow these steps and your Porsche is sure to benefit o





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Jack Wood

2015 981 Cayman GT4 and 2004 996 GT3

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Rob Richardson

**1978 911 SC,
1986 944**

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Andrew Frankel
1994 968 Sport

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Ryan Stewart
2007 987 Cayman S

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Martyn Morgan-Jones
1986 924 S

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Philip Raby
2009 Cayenne Diesel

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Martin Spain
2002 996 Turbo

[@MartinSpain](#)



2007 987 CAYMAN S

Air wear and tear is a hell of a bitter pill to swallow. It's one thing to sit up on your high horse when you're consoling your friends when their car breaks, spurring out autonomous phrases like 'better to happen now than later' and 'it's about that time anyway' but it's quite another for it to creep up and bite you on the ass.

And bite me it has. I'd not kept tabs on the time but upon reflection it's been a full 14 months of flat-out driving both home and abroad since we fitted the clutch and flywheel to the Cayman. I say we, of course I mean the guys at Regal Autosport. In the last update we predicted it might have been the release bearing that let go at Goodwood Circuit and we

were half right. Upon removing the gearbox Ben Pilgrim at Regal found a right royal mess. It turns out I had got every millimeter of value from the sinter metal drive plate, right down to the rivets. This over extended the release bearing and broke it to bits, in turn this overheated the cover and popped the slave cylinder out. How I managed to drive it home like this defies physics.

With a thorough 'you're an animal' chat out of the way I set about ordering up all of the parts to get the Cayman back out for another 14 months. I'd already been good pals with Steven Foxall at Porsche Wolverhampton through a shared passion of silly cars, but being a Porsche Technician he was able to

help with some friendly pricing on the majority of the service items. Regal recommended the complete clutch activation mechanism to be replaced for completeness and this included the leaf spring, bearing, guide, various clips and seals and an updated pivot. This coupled with a new Sachs cover, Regal Autosport single mass lightweight flywheel and sprung sinter metal centre plate and we were ready to rock.

Within a few hours Ben was able to pop the clutch and flywheel in, the gearbox on and even rebuild the slave cylinder. The speed and precision at which he works is staggering. As we didn't have too much time spare before a track day at Donington Park I drove the car

home that evening. It might have been my mind playing tricks on me or it may have been the new leaf spring and pivot but the clutch felt lighter than ever with a more progressive engagement, almost OE in feel. So much so that I had to text Ben to make sure the car had a sinter centre plate fitted.

Donington Park is a cracking race circuit and I'm happy to report that I had a full day of running without even so much as a murmur from the Cayman. I didn't need to get my tool kit out once save for a torque wrench and tyre pressure gauge. This is what track days are all about, maximum time on circuit and minimum time getting your hands dirty. A group of mates were also at



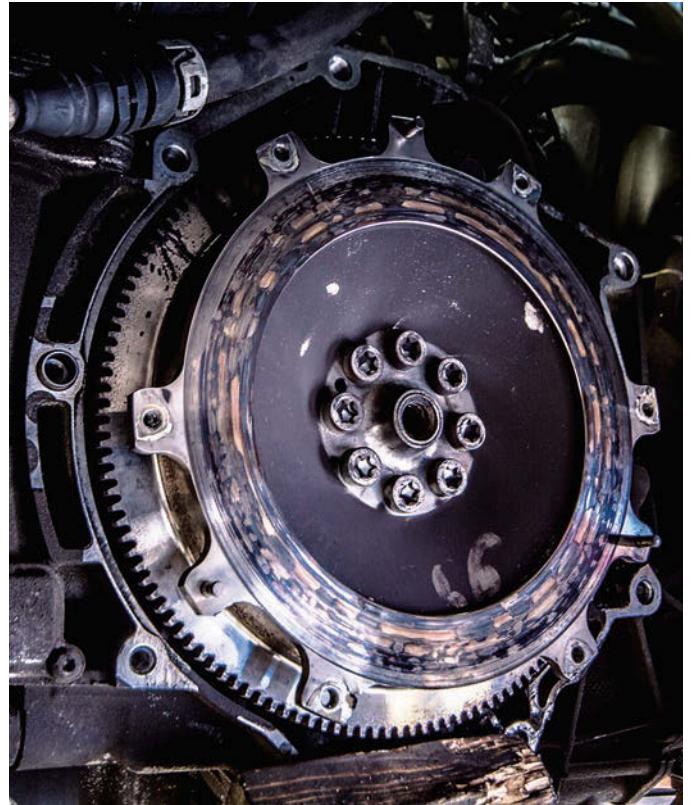
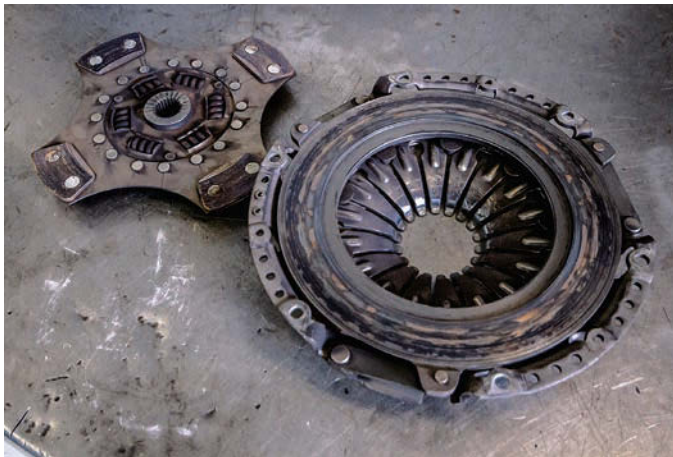
the Fast Car Festival for the track day and between us we spent the day perfecting the lines through the ultra fast track.

Coincidentally another track day has popped up in a few weeks at Donington, just when the car is back on form – I'm very excited for Donington round two!

Ryan Stewart

Ryan Stewart
Cayman S

 @7th.seal





1986 924 S

I've been using the 924S quite a lot recently and it has proved to be an exceptionally enjoyable drive. It's a very tactile car, and has a proper handbrake – not one of those dire electronic devices that modern cars are often afflicted with. Talking of modern cars which, due to fashion, are often fitted with implausibly low-profile tyres, that can tend to react badly when dealing with uneven road surfaces and potholes, the 924S is not afflicted in this way. Rather, with its unfashionably 'tall' tyres and long-travel suspension, it simply shrugs them off. That said, on really poor surfaces, and when traversing sleeping policemen, I think I can detect some play in the anti-roll bar bushes so they might need replacing. To find out what diameter

the anti-roll bar is, so I can ascertain what bushes to purchase, I used my digital calliper. It read 20.28mm. Allowing for the build up of surface rust, my anti-roll bar must be 20mm!

You might remember that, some time back, a miscreant had tried to gain entry to the Porsche, damaging the door in the process. Well, the damage, albeit slight, has been bugging me. So I called Richard Dexter, my local Chips Away representative and he popped over and effected a very nice repair. There are some other chips and small scratches that will require Richard's skills, but I'm leaving them for a while, as I need to tackle a few other Porsche issues such as getting the rear hatch to stay shut. I've purchased new hatch pins but these haven't effected a cure. Regrettably,

it looks as if I shall have to delve deeper into the hatch mechanism. I hope that I don't have to replace the lock catches though as they are £200 a pair!

Oh, I've also done an oil service. Not one to skimp on things, I bought a genuine Porsche oil filter and six litres of Morris Multigrade 10W-40 (now branded as CST SS), semi-synthetic oil. I've long been a fan of Morris Lubricants' oils and, since changing the oil, the engine is a tad quieter and has better oil pressure.

More recently, I found time to organise a friends and family classic car get-together (Caffeine & Carbs) at the wonderful Part-Y-Seal Tea Room & Bread and Breakfast (near Grosport, Monmouthshire). Fifteen cars turned up. Mine was the only Porsche, but it garnered

plenty of nice comments. However, despite how much I and others like the car, I had been thinking of trading it in. But, my plans have recently changed. All being well, I'll be keeping the 924S and, in the next few months, it will be joined by another Porsche – one that's somewhat newer, and rear-engined. Watch this space!

Martyn Morgan-Jones

Martyn Morgan-Jones
1986 924 S

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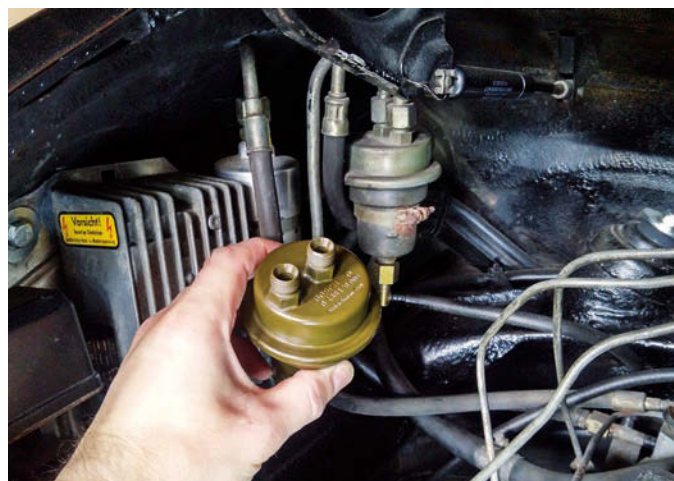
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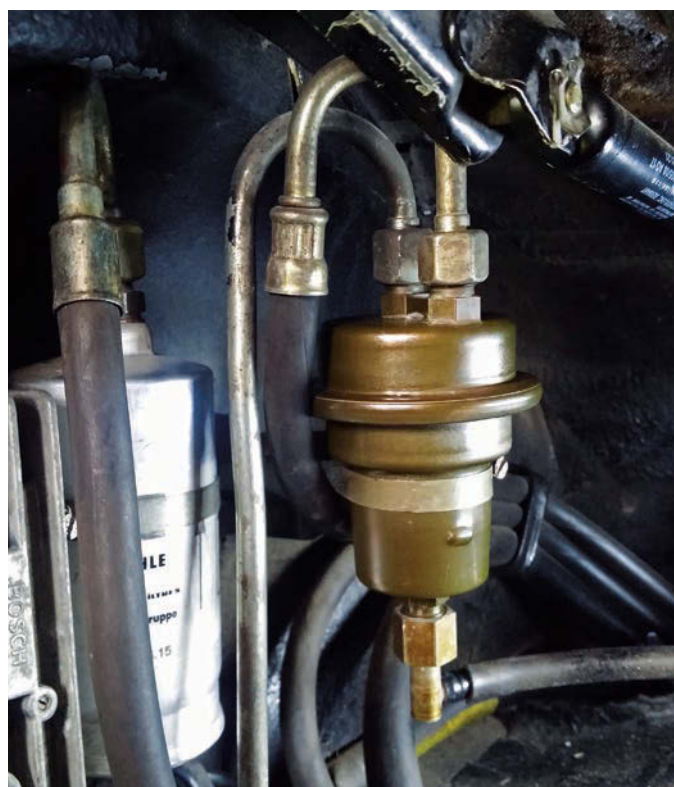
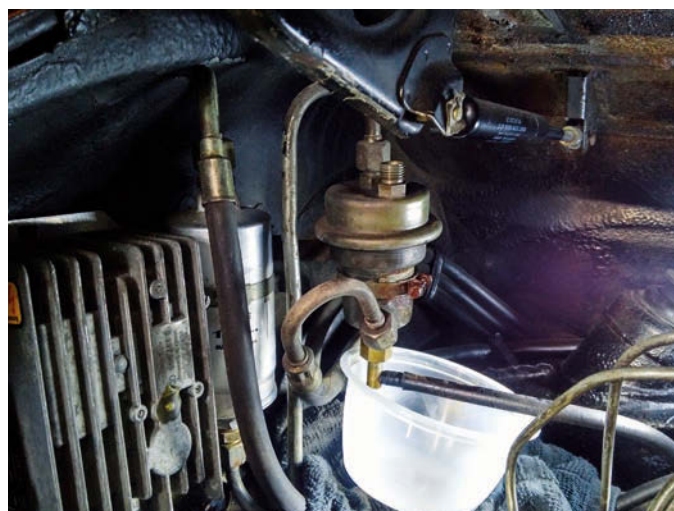
1978 911 SC

Until I was a spotty fifteen year old teenager I lived in the Peak District not far from Buxton. Too young at the time to enjoy the fantastic local roads such as 'The Cat and Fiddle' and 'Long Hill', I learned my way around from the passenger seat of my parents' cars and the 998cc Mini of my eldest friend who was the first to pass their test. Always desperate to drive them I committed these roads to memory and still know my way around today. Since getting my pink licence I've tried to get up there a couple of times a year to visit friends and family, so a sunny Saturday was the perfect excuse to visit my Nan and take the 911 for a blast.

It was a blazing hot day, which the 911 coped with well, though those oil temps were getting up towards 120 degrees a bit too frequently; an oil cooling set up is definitely on the cards in the future. I coped less well in a black car with no A/C slowly dissolving as the day went on. I'd roped my other-half in promising a romantic day out (following the visit to Nan) so stopped in the Goyt Valley by the lake for a picnic. Lovely. On returning the 911 we loaded up our things and jumped in, I turned the key and the engine turned over.. and over... and over... Oh dear. There was of course an audience waiting with baited breath to watch me get out and push, but finally it spluttered into life one cylinder at a time until it was running smoothly. I'd been here before with the 924. Two words sprung to mind: fuel vaporisation.

We carried on enjoying more great roads and pulled in for a final stop in Bakewell. We returned to the car an hour or so later, crossed everything and began cranking. And cranking. And cranking. This time it was looking bleak, the battery was flattening and it was turning over slower and slower. Just as I was about to admit defeat and reach for my AA card it coughed into life. We didn't stop again just in case and pushed on to home. But that wasn't to be the end of the issues, the car I had repeatedly both to friends and on these very pages hailed as "the most reliable classic I've ever owned" continued to wilt in the heat. Firstly the rev counter dropped out. Then the odometer stopped working and then the indicators stopped any form of indication. None of these issues stopped the car, but being far from home I'd started to lose faith. At least it wasn't happening 12 months ago in Le Mans. Pressing on, using hand signals as indicators and hoping to not receive alternative hand signals back, we made it home.

Without any further diagnosis or even lifting the deck lid I ordered a new accumulator from Design911. It wasn't cheap, but it was OEM Bosch and at my door in 48 hours; an amazing service considering we are talking about 40 year-old fuel injection parts. The accumulator is little more than a spring and a diaphragm connected in the fuel system after the fuel pump. It has two main functions: the first is to smooth-out the pulses in the flow of fuel coming from the pump by



passing the incoming fuel through a series of baffles. Its second and most important purpose is to maintain fuel pressure when the pump has stopped running. When the engine is turned off the non-return valve at the fuel pump closes and the accumulator holds the fuel pressure via the spring applying pressure to the diaphragm. It maintains the pressure for 15 to 20 minutes which is critical when the engine is hot and fuel in the lines vaporises and tries to push back to the tank. Because the diaphragm had failed in my car the fuel was escaping back to the tank and when I started to crank it took a long time for the pump to push it back to the injectors before it would start. In effect I had

to completely bleed the system every time I wanted to start it. A tip I learned subsequently is that you can remove the air filter and manually push down on the airflow sensor plate inside the throttle body to encourage more fuel through. Another get-you-going fix is to ground the cold start injector to help it start. Luckily both times mine had eventually started so I'd not had to resort to any of these measures.

The car continues to be simple to work on and this was no different. Access was easy in the engine bay with plenty of room to get in and remove it. With a bowl to catch any escaping fuel under it I released the three fuel connections and loosened the clamp holding it in. They actually

came away easily to my surprise as who knows when they were last touched! With the car back together it was just a case of testing it out: I ran it up to temp and the left it to heat soak for half an hour, long enough for the accumulator to do its job. It cranked instantly. The hot-start performance is dramatically improved, so perhaps its behaviour before, what I'd considered as just a foible of the K-Jet system was actually a tell-tale sign that the accumulator was on its way out.

My "reliable" 911 is back up and running, so now I need to get into the gauge and electrical issues; this is more like the classic car ownership experience that I'm used to! Joking aside, it didn't leave me stranded

and these are the first on-the-road issues I've experienced in the 911, so I've got no real complaints, the car is nearly 40 years old after all and it was an absolute sensation on my favourite Northern roads. I've not lost any love for it.

Rob Richardson

Rob Richardson
911 SC

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1986 944

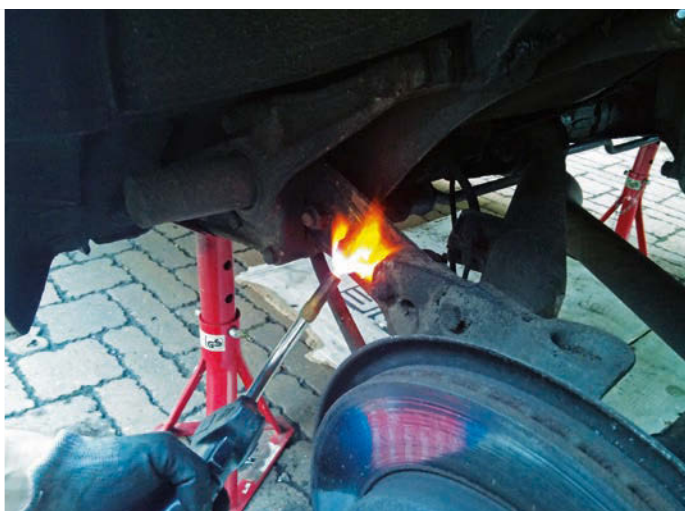
With the unpleasant business of the cam box leak and near 'thermal event' behind me it was time to get back on track with my plan to carry out some modifications on the 944. I love the way the 944 handles; it's balanced, precise and easy to place on the road. Between the 2.5-litre lump up front and the transaxle behind you the car just seems to pivot round

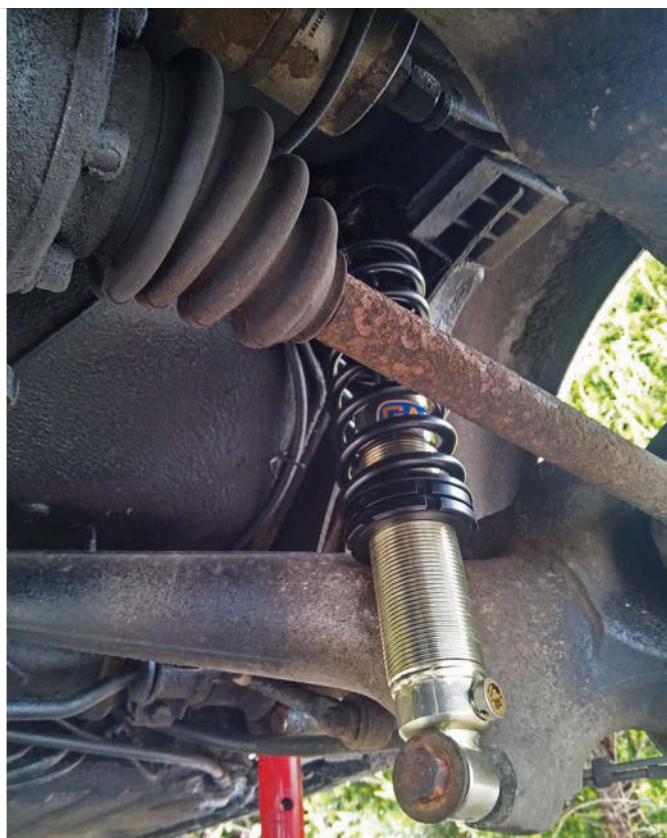
you. It's rewarding and covers ground with an impressive pace and the ride remains compliant and supple. Probably a bit more supple in my case that it should be: on inspection it was clear the front shocks were leaking badly and the rears were corroded and past their best. My mantra for modifying the 944 has been to keep it reversible, high quality and improve the way it drives and feels, so I didn't want to replace with OEM or just new

inserts. I opted instead to fit full coilovers to the car to allow me to raise and lower it and tune the damping for the perfect setup.

I got in touch with Gaz shocks who quickly understood my needs for the car and set about creating for me a bespoke set-up for front, and rear coilovers with a fast road focus. I didn't want this car to turn into some spine-shattering racer so the spring rates were only dialled up to around 30% stiffer than factory.

As they were coilovers all round I had the option of deleting the rear torsion bars completely; the benefits of this are a more rapid ride height and spring rate adjustment negating the need to re-index or change the torsion bars. There is also some weight reduction, but I decided this was too far to go for this car. For the ride height I wanted to run there was more than enough adjustment in the factory trailing arms. This also saved me the need to remove





the beam and re-index the torsion bars. The factory trailing arms have -25mm adjustment in them which was exactly where I wanted the car to be.

As soon as the shocks arrived I cleared my weekend and made a start on a Friday night. I tackled the rears first fully expecting a fight from the rear trailing arms as they had not been moved since it left Zuffenhausen, they didn't disappoint. Hanging off them with a series of increasing length bars made no progress so out came the 'hot spanner' which soon, in combination with a mildly-big bar, had them freed up. I adjusted one side to its lowest point and then made template to carry over to the other side to ensure it was lowered the exact same amount. The rear dampers came off easily which was reassuring as the bolts into the lower alloy trailing arms can be problematic if they'd been installed incorrectly before. With the trailing arms adjusted it was just a case of installing the new coilovers which swapped directly over from the standard dampers. The coilovers on the rear supplement the torsion bar





spring rate, effectively stiffening it and making it quick to change by simply swapping out the springs. With everything cleaned and assembled with a little anti-seize compound the rear can now be removed in about 15 minutes, though damping is adjustable on the car.

The front right hand strut filled me with false confidence as it came apart easily. With the calliper removed and asided, the knuckle bolts removed, spring compressed and damper rod bolt removed it easily came away. I opted not to change the top mounts as they had recently been replaced when I got the car and I wanted to keep the factory level of compliance they offered. The left hand side was a nightmare. The damper rod nut did not want to undo, and in trying the allen socket on the top rounded, this meant I couldn't hold it. After trying

all sorts I conceded and removed the unit complete with the top mount. With the spring tightly compressed I cut the damper rod with an angle grinder; crude, but effective. With the top mount transferred over to the new Gaz coilover the strut could be installed. I'd marked the knuckles on both sides to allow me to adjust the camber back to the original point via the eccentric bolts. This was a good guide that can be checked when I had it wheel aligned.

With the car back together I set the heights and took it for a quick drive to settle it. This took a bit of trial and error to get right, but I eventually got the height and damping I wanted and the car sat spot on. Before I got carried away I had a full wheel alignment completed to make the most of the new hardware. I had the car set to near factory settings; I didn't

want loads of camber-induced tyre wear of race car twitchiness, just an enhancement on the original. With that out the way I could finally try it out. First impressions were great, the car still maintained that plush and compliant ride, but with an added tautness that made it feel tight and new rather than making it feel harsh and crashy. Dynamically that drop in height and the spring and damping changes made the car feel fantastic: pointy and composed with a real sure-footed confidence. I'm not going to pretend some of this wasn't for aesthetic reasons. As you can hopefully see in the pictures the car now sits, to my eye, perfectly with a factory 'sports purpose' feel. The drop in height seems to have made the car look even more muscular accentuating those box arches, making it look sharper at the front and changing your perspective as

you look down on the glass hatch; maybe I'm getting carried away, but I really am very pleased with how it looks now.

It's been great to keep evolving the 944 and the Gaz coilovers really have transformed it on the road. Not only does it handle like a true sports car, it has retained its real world comfort and practicality. I think it really is the perfect setup for my daily driver.

Rob Richardson

Rob Richardson
944

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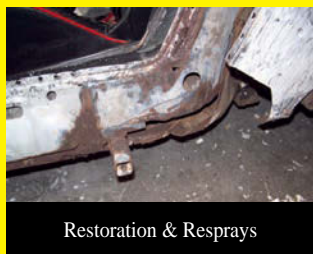
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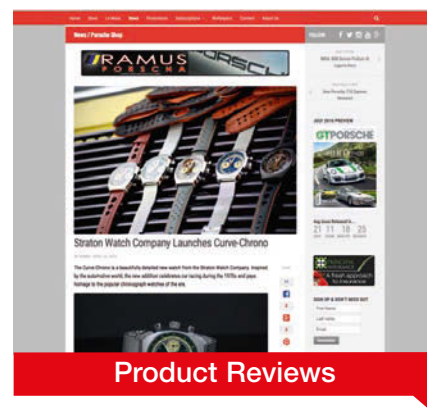
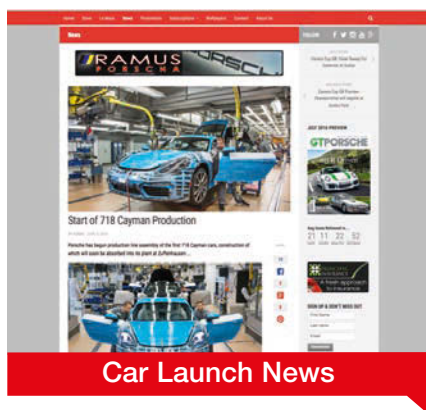




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PILOTI DRIVING SHOES

How much? Circuit: £158, Ligne: £385

Where from? www.piloti.uk.com

These new driving shoes from Piloti are limited editions and tie-in with the Le Mans 24-Hours.

The great race was the very event where Piloti developed its patented Roll Control Heel technology, which rises spherically up the back of the shoe providing improved traction in the footwell, cupping the driver's heel for reduced foot fatigue on track.

The Ligne boot is handcrafted in Italy from distressed Italian leather, it features an ankle strap

with an embossed logo and a woven depiction of the French flag. The low cut Circuit Le Mans is a limited edition shoe, more of a trainer-style one actually, it features the same bio-mechanical design and car-based styling as the boot, such as a sole modelled on car tyres. These shoes both look good and should, in theory, assist your driving while also helping you to look stylish, too.



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TILE MATE TRACKER

How much? £22.99 (single)

Where from? www.firebox.com

If you often misplace your car keys then the Tile Mate might be of interest to you. It is the world's best-selling Bluetooth tracker with more than 5 million people already using these, it helps you keep tabs on your keys or wallet (or whatever else you wish to attach it to). As long as you're within 100 feet it will play a loud tune to help you locate the item, pressing the button on the tile reverses its role helping you find your phone, even when it's set to silent. Available as a single Tile or in a pack of four, each tile measures 34mm(W) x 34mm(H) x 4.6mm(D).



SPARK 1:43 ABARTH 356

How much? £51.95

Where from? www.racingmodels.com

The Porsche System Engineering Porsche Carrera 356 B Abarth was raced at the 1962 Le Mans 24-Hours by Ben Pon and Carel Godin de

Beaufort. Sadly the team retired following ignition failure but their efforts now live on in miniature thanks to this Spark 1:43 resin model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





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SPARK 1:43 991 RSR

How much? £51.95

Where from? www.racingmodels.com

This detailed Spark model depicts the 991 RSR as raced by the Porsche Motorsport works team at the 2016 Le Mans 24-Hours. The car was driven by the talented trio of Patrick Pilet, Nick Tandy and Kevin Estre, unfortunately the car did not finish the race. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



BULLETPROOF WHISKY GLASS

How much? £19.99

Where from? www.firebox.com

This 'bulletproof' whisky glass is a really just a bit of fun, and a sure-fire (sorry) talking point too. The handblown glass features a genuine 0.308 calibre bullet lodged in its side, neither the cartridge nor the glass contain any gunpowder or lead residue – so the glass is 100% safe for use. It is also dishwasher safe. It measures approximately 13cm(W) x 13cm(H) x 13cm(D).



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SPARK 1:18 919 HYBRID

How much? £139.95

Where from? www.racingmodels.com

Here's a very nice Spark model. This is a 1:18 scale recreation of the 2016 Le Mans-winning 919 Hybrid, as driven to victory by Neel Jani, Roman Dumas and Marc Lieb, and it includes a replica of their Le Mans Trophy. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



911 DRIVING EXPERIENCE

How much? £99.00

Where from? www.udrivecars.com

This Classic 911 Driving Experience puts the driver behind the wheel of a classic Porsche for six instructor-led laps at Heyford Park in Oxfordshire. The car in question has been backdated giving it the look and feel of a 1973 RS (a real RS is pictured here purely for illustration!). There are extras available including photos, videos and even a high-speed passenger ride. The experience, which lasts up to two hours, includes a briefing, and commemorative certificate on completion – children, friends and family are welcome to spectate at no extra charge. Drive events are held on selected Fridays and Saturdays throughout the year.



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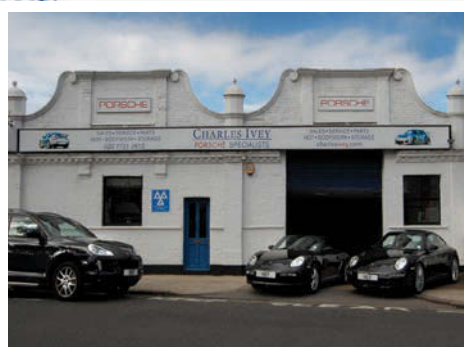
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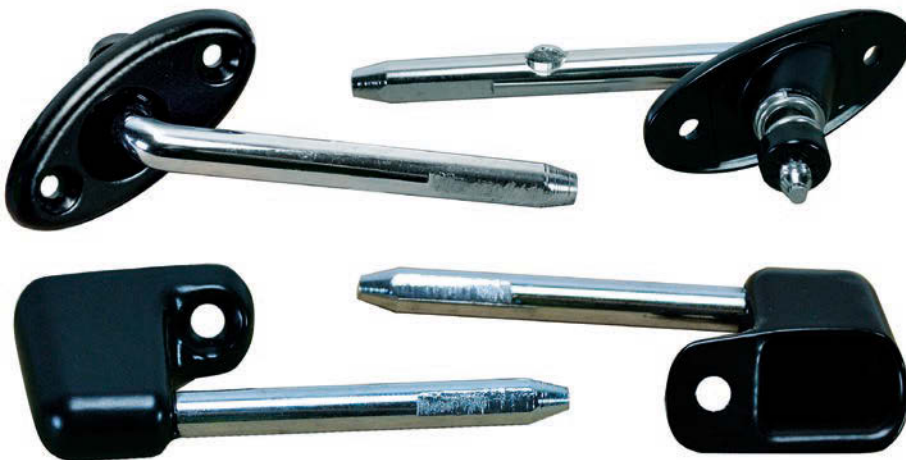
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SUN VISOR CLIPS

How much? From £26.95

Where from? www.heritagepartscentre.com

These aluminium sun visor clips for the 911, 912, 914, 944, 964 and 993 come from Heritage Parts Centre. After years of use and having been baked by UV rays, the original plastic sun visor clips fitted to many classic Porsches can crack, allowing the visors to flap around freely. As a more permanent solution than a simple exchange part, Heritage Parts Centre is now able to supply these replacements, engineered with aluminium bodies, replacing the plastic ones. Still featuring the polished steel pin that slides into the sun visor, the body of the clip takes the form of the original, but it is finished in black powdercoat rather than plain plastic. Stronger, unaffected by UV and more durable in extremes of temperature, it is the perfect upgrade. Priced at £26.95 each for Cabriolet and Targa, £44.95 each for the more complicated curved pin type as found in Coupé models, they boast a lifetime warranty.



PORSCHE DESIGN SPEAKER

How much? \$550.00

Where from? www.porsche-design.com

This Bluetooth speaker is new from Porsche Design, it uses the genuine exhaust pipe of a 911 GT3 and turns it into a piece of audio equipment. With a 10 metre Bluetooth wireless pairing range, the speaker boasts an output of 60 watts, and measures 290 x 155 x 120mm. Said to offer exceptional sound, it is available now from selected Porsche Design stores and Porsche Centres, as well as online.





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SPARK 1:43 911 RSR

How much? £51.95

Where from? www.racingmodels.com

The Gulf Racing liveried 911 RSR you see here recreated in miniature by Spark was raced to 33rd position in the 2016 Le Mans 24-Hour race by Mike Wainwright, Adam Carroll and Ben Barker. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



POCKET RATCHET SET

How much? £13.60

Where from? www.damar.biz

This new pocket sized 1/4-inch 19-piece ratchet set comes from Sonic Tools. The pieces contained within the set can be broken down as follows: shallow 1/4in drive flank sockets in 6, 8, 9, 10 and 12mm sizes, 10 bits in a selection of useful designs (including slotted, Phillips-head and hex), a 50mm extension bar and, best of all, a disc ratchet with 72 teeth. The reversible, flat disc design of the ratchet means that it can be easily operated in those areas where a conventional ratchet would be simply too large and cumbersome. Its small size and toughened plastic storage case makes it ideal to keep in your car.



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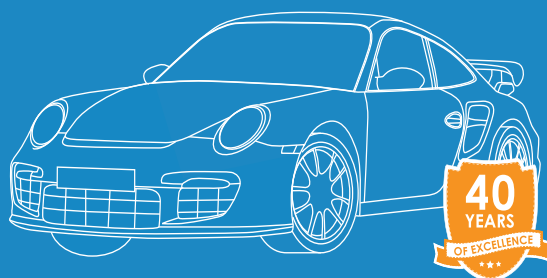


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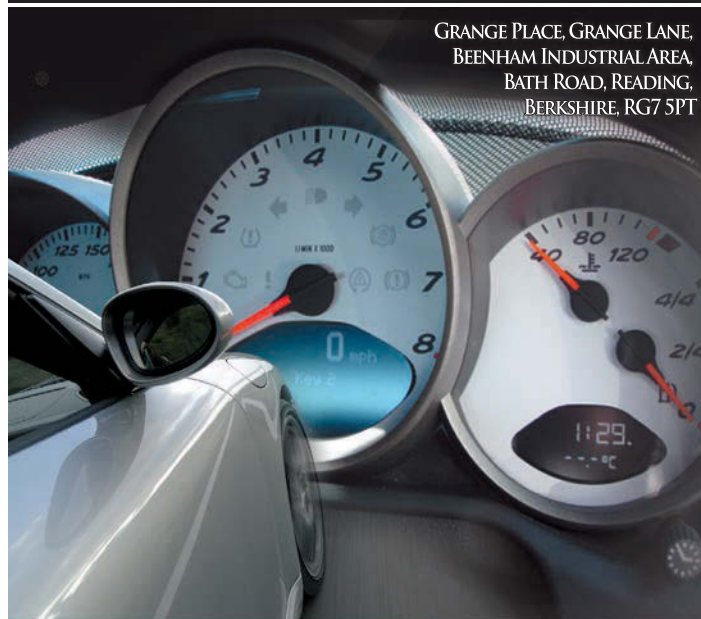
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MOMO HERITAGE STEERING WHEEL

How much? £215.99

Where from? www.momo-uk.co.uk

A classic wheel in Porsche circles (pardon the pun), the Prototipo by Momo is a somewhat timeless classic aftermarket option for any classic or retro 911 cabin. New to the range is this, this Prototipo Heritage Steering Wheel, this classic-look wheel has been made from a combination of modern materials giving it the perfect blend between old and new. The rim itself is covered with distressed leather and white stitching, black cut-out aluminium spokes feature lightening holes and the distinctive MOMO Heritage logo on the horn push button.

The MOMO Prototipo Heritage is an obvious choice for those wishing to retain the character of their classic vehicle while also refreshing and restoring their car's interior.



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Where from? www.burtonpower.com

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PORSCHE DESIGN GOLDEN EYEWEAR

How much? £219.00

Where from? www.porsche-design.com

Porsche Design has launched a range of three new sunglass styles in gold. Designed in collaboration with German eyewear brand, Rodenstock, and Porsche Design, the sunglasses offer contemporary style. The Flash Gold Edition P'8478 (pictured), Zerobase P'8631 and Outline P'8647, each reflect classic 1970s and 1980s sunglass designs.





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WELLY DIECAST 1:18 918 SPYDER

How much? £45.00

Where from? www.racingmodels.com

The 918 Spyder hybrid supercar has a 4.6-litre V8 engine and two electric motors with a combined total output of 887hp. Produced between 2013 and 2015, a total of 918 were produced but if you can't stretch to the real deal perhaps this Welly Diecast 1:18 scale model will satisfy. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



IKETTLE

How much? £99.99

Where from? www.firebox.com

This new third generation version of the iKettle now uses new technology to fully integrate with Amazon Echo. Enabling you to check its water level, and 'Remote Boil' from anywhere using the free app, the kettle also allows you to adjust its temperature to your liking between 20-100 degrees. Different modes provide different uses, but perhaps the most useful is 'Formula Mode', it ensures you receive a notification once the kettle is at the perfect temperature for baby formula. Measuring approximately 21cm(W) x 27.5cm(H) x 15.5cm(D), its die-cast stainless steel body harbours a water capacity of 1.8-litres.

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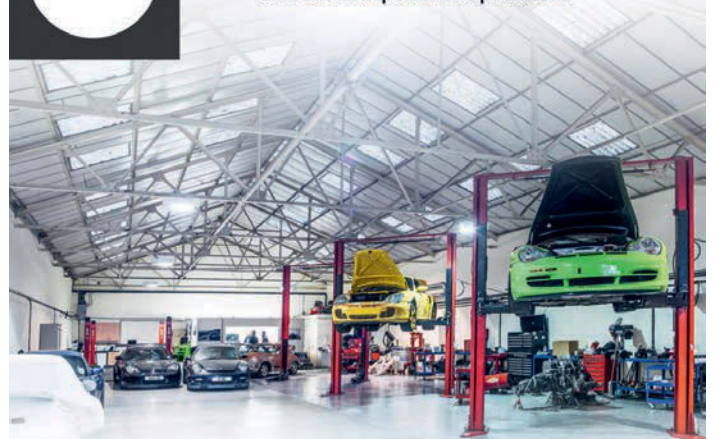
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SEPTEMBER 2016

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), Gijls van Lennep, Sebring 911 RSR, restored 924 S, 919 Hybrid in London, 959 road trip, *Market Place*: Carrera 3.2 Supersport, *All You Need To Know*: sound



JANUARY 2017

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



FEBRUARY 2017

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



MARCH 2017

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



APRIL 2017

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



MAY 2017

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



JUNE 2017

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



JULY 2017

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



AUGUST 2017

Cover Story: Millionth 911 driven
Inside: Prototype Carrera Clubsport driven, 981 Boxster at £25k, 1977 911 Targa 3.0, TechArt 928 S4, Destination Nürburgring - Part Two, 911 R at Monza, 90 Years of Nürburgring - Part One, *Tech*: Wavetrac differentials

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How long have you been established?

We formed in 1984 started full time in 1992.

How did you get started?

We were disillusioned and bored with executive and financial management roles. As lifelong owners and lovers of the Porsche marque (356C, 911s, 924, Carrera GT, 944) two of us started in a small unit and it grew organically.

Who is in charge and what is their background?

Our Technical Director is Barry Hart, former racing engine designer (British Championships, GP and TT wins, the Silver Dream Racer (David Essex film), former manager of Carbon Fibre research facility and several aerospace businesses and plc's. Grant Pritchard (MD) is originally from accountancy then the motor trade, Automotive and Autosport Graduates, and a former Porsche main dealer and engine reconditioning specialists.

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

We offer Porsche servicing and repairs (with monthly paid maintenance plans), sales, engine repairs and remanufacturing of parts 'in-house', with oversized engine options and racing parts.

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

Honesty, integrity, quality, reliability, and value for money.

What facilities do you have on site?

We have eight ramps, a rolling road dyno, Beissbarth 4-wheel laser alignment, precision engineering machine shop incorporating four

vertical mills (two CNC), two lathes, automatic honing, head and block skimming, valve and seat re-cutting and we have six automatic parts cleaning machines.

What is your USP?

The unique performance engine design and manufacturing experience, the quality of our staff, the happy coincidence of the 996/7 engine problems requiring similar solutions already previously experienced and solved years ago (and continuously developed since), the unique completely in-house precision machining and engine remanufacturing facilities that we boast. And our superb reputation.

Which Porsches do you cater for?

We cater for all models but with a current focus on Boxster, Cayman

and 911s made from '98 to '12.

What is your background with the Porsche brand?

50 years of ownership and 30 years in business.

How many staff do you employ?

We currently employ 18 staff.

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

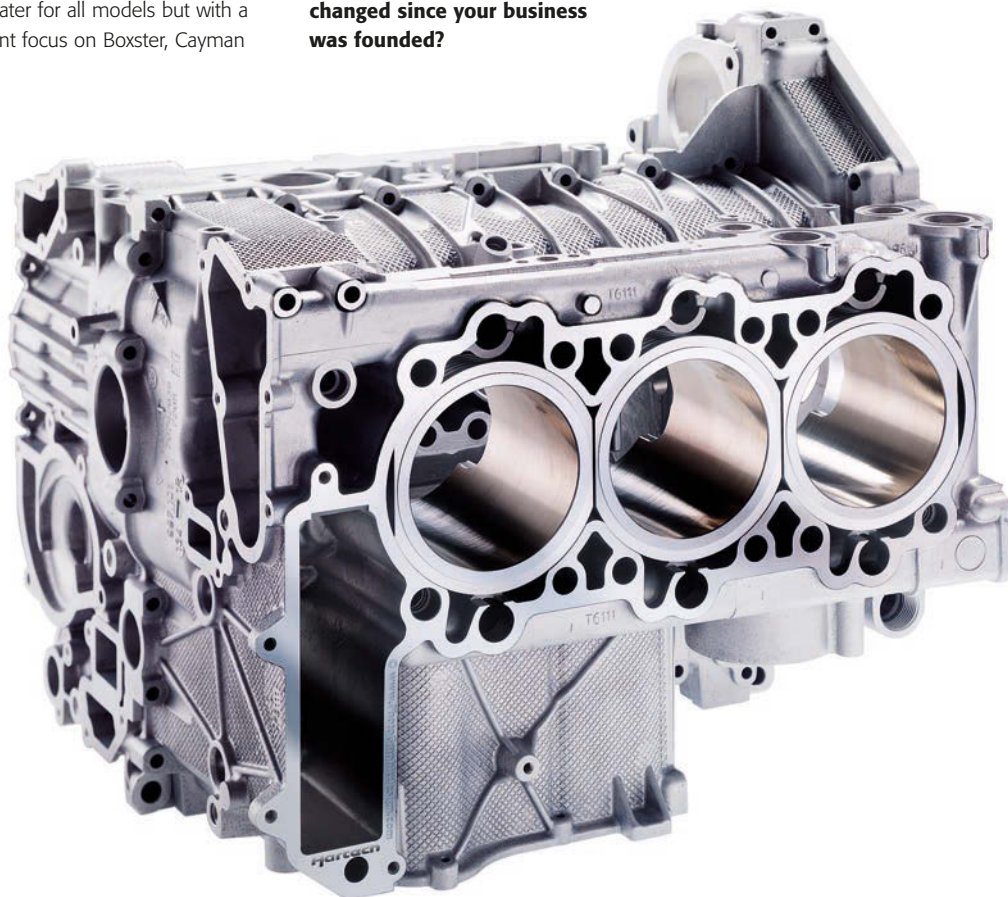
Oversized engines for Boxster S, 996 3.4 (to 3.7), 3.6 and 3.8 996/7 to 3.9 and 3.6 and 3.8 9A1 Gen 2 cars to 4.0-litres.

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

We never expected the scale of engine problems in models since 1998. Having been among the first in Europe to manufacture racing alloy cylinders with Nikasil bores (in the early 1970s), and with experience solving causes and manufacturing, success in motorsport and running aerospace manufacturing – the ability to develop and provide solutions simply fell into our lap. As a result half the business is now dedicated to very successful engine re-manufacturing, with a huge worldwide customer base.

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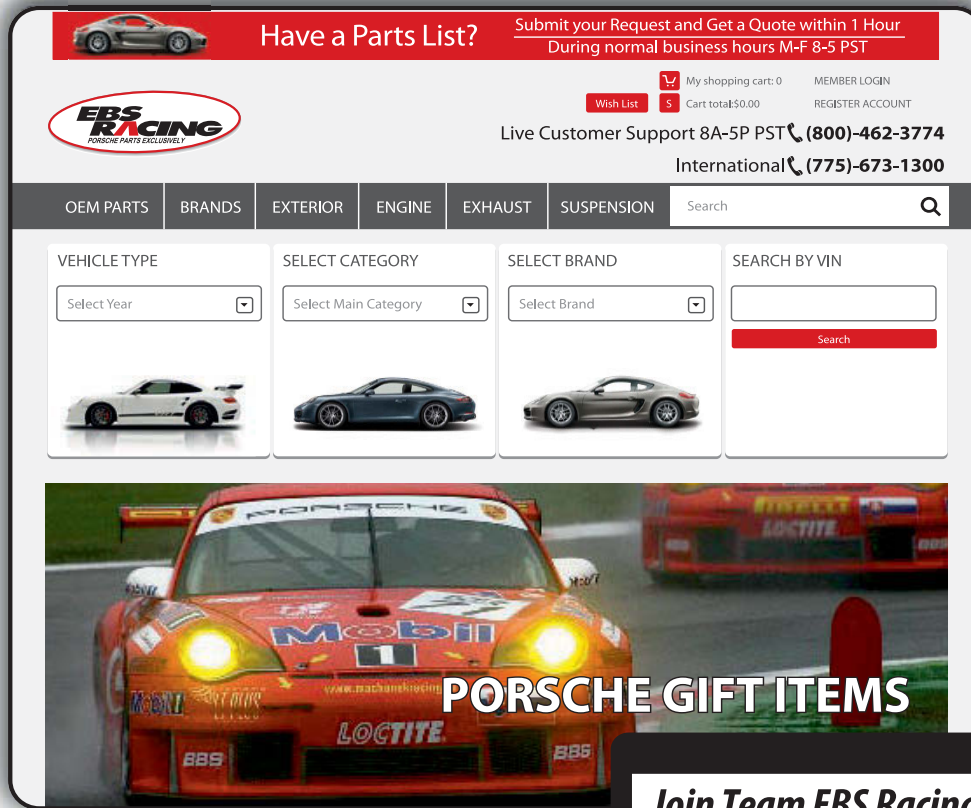
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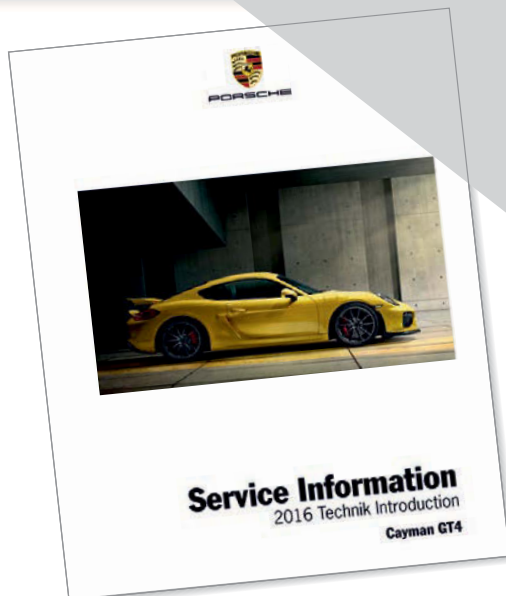
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