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996 to the Alps!



# GT PORSCHE

*The world's premier Porsche magazine*

April 2018

Issue 198

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# Ignition



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

There's a subtle theme to this issue in that it partly focuses on the 30th anniversary of four-wheel drive Porsche production. In celebration Andrew Frankel has been sliding a variety of vehicles around in the ice and snow at Porsche's Winter Driving Experience in Finland (p38), before being treated to a ride in the newly revealed second-generation 991 GT3 RS. The driver? None other than Walter Röhrl himself (p70). In addition we've been exploring the differences between two- and four-wheel drive Porsche both old and new but in contemporary Carreras in particular, to understand why more often than not it is the 2WD which is the enthusiast's default choice (p54).

If all that skidding around is a bit too much for you to handle, in a (only slightly) more serious mood we've also driven a 996 to the Alps in a bid to showcase its usability in adverse weather – and we only got stuck in the snow once, (p47). Talking of traction, we also take a look at the Porsche Stability Management system in this issue (p98).

Naturally there's plenty of further diverse Porsche content this month, from PIE Performance's 911E Targa (p20), to a 928 that was privately entered at Le Mans in period (p78). While on the subject of racing cars, I'd also recommend that you drink in the details on 917 chassis 023 – a rolling piece of priceless Porsche history (p62).

Lastly, just as this issue was going to press it was announced that this year's Goodwood Festival of Speed will celebrate the 70th anniversary of the creation of Porsche's very first sports car – the 356. Porsche will be the featured marque at the event (12th-15th July), which is celebrating its 25th year in 2018. The Festival is renowned for attracting the rarest and most exciting road and race cars, many of which run up its 1.16-mile hillclimb course. With these two milestone anniversaries being marked the event promises to be quite a bash for Porsche enthusiasts – get there if you can...



## 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 slides a bunch of Porsches around in the snow, before Walter Röhrl slides him around in the new GT3 RS...



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*The man behind Ferdinand Magazine and porschevaluations.com, Mr Glynn has been writing about Porsches for more than a decade...*

**This month:** In his regular column John is driving a rental, but dreaming of shipping air-cooled 911s for adventures in Andalucía...



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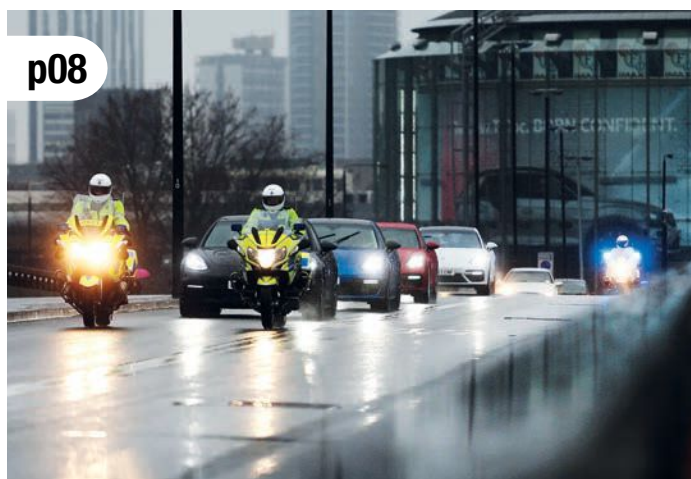
*Specialist Porsche dealer and consultant, Philip has been driving, and writing about Porsches for more than 20 years...*

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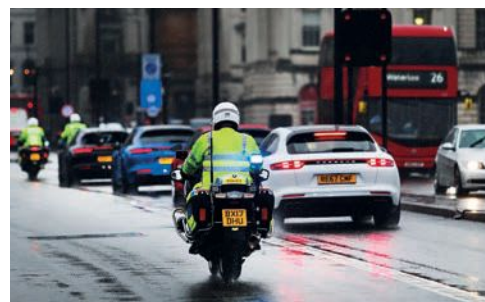


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# PANAMERA SPORT TURISMO IN GOLD RUSH



Three Panamera Sport Turismos took part in a 'Gold Rush' across London recently, carrying £10,000,000 in gold bars...

Ever found yourself needing to move £10,000,000 worth of gold bars through London, but being utterly stuck for transport? Baird & Co, one of Britain's leading bullion merchants and gold refiners, found itself in such a dilemma recently and it turned to Porsche for help. Three Panamera Turbo Sport Turismos were dispatched to Baird's East London refinery to ship the 24 bars, each weighing 12.5 kg, to its new showroom (with state-of-the-art underground vault) in London's Hatton Garden.

For the daunting trip 12 miles across the city, Baird required cars capable of swallowing not just two specially-designed gold bullion crates for the bars, but also four adults; the driver, a radio operator and (beefy) specialist security.

At 11am on a Sunday morning the convoy, comprising standard production Panamera Turbo Sport Turismos (two Turbos and a third German-registered Turbo S E-Hybrid) – each carrying more than £3.3 million in gold bullion – left East

London, shadowed by a helicopter, security staff and police outriders. The precisely planned and rehearsed trip went without a hitch, seeing the convoy complete its journey in 30 minutes. Specialist teams extracted the heavy gold crates from each of the cars – each crate being opened and catalogued upon arrival.

Nick Hammond, Director of Baird & Co commented: "We take an awful lot of measures to ensure the security of our staff and, of course, the gold – we really do try and avoid risk. And in this instance, we had a very large shipment of gold to transport – which is quite rare. We had to rely on the cars to be absolutely reliable, to be stable and to be more than capable of carrying the gold with capacity – in terms of performance – to spare. We didn't want the vehicles to be anywhere near their limits, which is asking quite a lot. And, despite the phenomenal weight – and the density of the weight - the Panameras had to carry, they performed impeccably."







# PORSCHE BEGINS 70TH ANNIVERSARY CELEBRATIONS

Celebrations have begun to mark 70 years of Porsche sports cars this year...

356 'No.1' Roadster was the first vehicle to bear the Porsche name, registered on June 8th 1948, this year therefore, marks the 70th anniversary of Porsche sports cars. In celebration, the Porsche Museum recently kick-started what will be a year of events geared around the milestone anniversary.

"Ferry Porsche's vision at that time embodied all of the values that still define the brand to this day", said Oliver Blume, Chairman of the Executive Board of Porsche AG. "Tradition is a commitment. Without our tradition and without our core values, we would not be where we are today", explained Blume. "We plan to uphold the standard of technical excellence set by Ferry Porsche well into the future. Intelligent dynamic mobility has a great future ahead of it. And we have the solid technological expertise,

creative employees and unique team spirit to be involved. We have what it takes to ensure that the Porsche brand continues to fascinate – even in another 70 years."

Though the history of the Porsche brand began in 1948, its foundations were built upon the life's work of Professor Ferdinand Porsche – work his son Ferry then continued. Ferdinand had already designed many pioneering innovations for the automotive industry; he built an electric car with a wheel hub drive; a template for hybrid vehicles with the development of a mixed petrol-electric powertrain. In 1931, Ferdinand founded his own engineering office, the 'Berlin-Rome Car' showcased in 1939 was the beginning of his idea for a sports car, though this dream was only realised by his son Ferry in 1948 with the 356 we now know so well.

The successor to the 356, the 911 designed by Ferry's son Ferdinand Alexander, finally gave the company its breakthrough as one of the leading manufacturers of sports cars in the world. "Although the 911 has been consistently developed in the intervening decades and enhanced many times over with new, innovative technologies, no other vehicle has managed to retain its original essence in the same way as the 911", said Blume. "All Porsche models to be developed now and in the future are based on this sports car. As the centrepiece of the brand, the 911 has become the sports car of dreams, winning the collective heart of enthusiasts all over the world." The immediate embodiment of this future of Porsche sports cars is the upcoming Mission E, Porsche's first purely electric car, to be built at a new facility in Zuffenhausen.

The Porsche Museum will be holding its own anniversary celebrations with a special exhibition opening on June 9th. On the same day, Porsche will invite fans to its 'Sports Car Together Day' at all of its sites around the world.

On the weekend of June 16th–17th, Porsche will host employees, residents of the Zuffenhausen district, and prospective customers to a public celebration at the Porsche Museum. The Goodwood Festival of Speed held from July 12th–15th will also celebrate the anniversary, as will Rennsport Reunion in California from September 27th–30th. The celebrations will conclude with the 'Sound Night' event to be held for the first time at the Porsche Arena in Stuttgart on October 13th. Further information is available on the museum's website.





# GREATWORTH CLASSICS EXPANDS

Greatworth Classics has expanded its Porsche engine building and servicing facilities...

Independent Porsche specialist, Greatworth Classics, has announced the expansion of the engine facility at its base in Banbury, Oxfordshire. The move bolsters the air- and water-cooled specialists' existing body and chassis workshops.

Opening in 2005 as 'The VW Camper Company', supplying and servicing air-cooled Volkswagens, the company can trace its roots back to the 1980s. Steady growth and, importantly, a quality of workmanship has over the years attracted many Porsche owners to

the business. Engine work naturally became a major part of the services offered, leading to the formation of Greatworth Classics in 2014.

Recently a new engine workshop was built, and as a result work on Porsche cars has been able to expand. Employing Porsche experts with professional experience of servicing, rebuilding, and the complete refurbishment of all air- and water-cooled Porsche engines, today the specialist boasts a highly capable team. Offering a full range of services, permitted by the

expansion of the aforementioned engine shop, Greatworth Classics caters for all Porsche models and engines from the 356, 911 (993, 996, 997) to the 924, 944, 968, 986 and 987 cars.

Greatworth Classics also specialises in the VW-based 914, both four- and six-cylinder variants, and it has recently been involved in the development of special engines for certain modified projects, and kit-based replicas. Visit the website ([www.greatworthclassics.com](http://www.greatworthclassics.com)) for more information.



# HERETICS MEET RETURNS

The popular Heretics meet returns to Heritage Parts Centre for 2018...

Those living within striking distance of Shoreham-based Porsche parts supplier, Heritage Parts Centre, will be interested to learn that its Heretics Meet returns this year. On the third Thursday evening of each month from April through to September, Heritage Parts Centre opens its doors, car park and yard for the gathering, which regularly attracts more than 250 VW, Audi

and Porsche vehicles.

Described as a 'pop-up car show like no other', the meet features music from guest DJs, German sausage served from the side of a converted camper van, and the chance for some late night shopping if you are in need of a few parts. Heritage Parts Centre encourages those who have not attended before to visit its YouTube

or Facebook channels to see video footage of the regular meeting to get an idea of what it's all about, or to simply pop along to learn about it first hand. Kicking off at 6PM and ending around 9PM, the dates for your diary are as follows: 19th April, 17th May, 21st June, 19th July, 16th August, and the 20th September 2018. For more visit [www.heritagepartscentre.com](http://www.heritagepartscentre.com).





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The Cotswold Rally,  
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# PORSCHE WILL STAR AT 2018 FESTIVAL OF SPEED

Porsche will be the featured marque at the 2018 Goodwood Festival of Speed, which celebrates its 25th anniversary...

By Porsche will be the featured marque at the 2018 Goodwood Festival of Speed, which this year celebrates its 25th anniversary. The event will form a major part of Porsche's celebrations in 2018, which marks the 70th anniversary of the creation of its very first sports car – the 356. The Goodwood Festival of Speed takes place between 12-15 July this year, with action centred around the challenging 1.16-mile hillclimb course. The Festival is renowned for attracting the rarest and most exciting road and race cars. "Porsche has been one of our

most loyal and enthusiastic partners, supporting the Festival of Speed since 1995, and the Revival since 2010," said The Duke of Richmond and Gordon. "This year Porsche will become the first manufacturer to create the central display at the Festival for the third time, underlining the huge contribution from this iconic manufacturer of world-beating racing cars and road cars." Alexander Pollich, Managing Director, Porsche Cars Great Britain, commented: "We thought long and hard about how best to celebrate the 70th anniversary of our sports

cars and how we could share this with enthusiasts, Porsche fans and owners here in the UK. The Goodwood Festival of Speed will be the perfect setting – allowing the cars that, over seven decades, have made Porsche so unique and so special, to be seen, and heard, in action. Watching a 917 spear its way past the famed 'Flint Wall' is a highlight I'm very much looking forward to this July." What Porsche calls a 'never-before seen parade of Porsche cars that have helped define and guide the company's vision over the years' will

feature in action on Goodwood's hill, we expect these to include some extremely rare cars. Two participants already confirmed are the 1948 356 No1 from the Porsche Museum, and the 919 Hybrid LMP1 race car. Details of the further Porsche cars, old and new, set to participate in the Festival of Speed will be released in the coming months, so too information on the Festival's iconic Central Feature Sculpture, which will be Porsche themed. For more information on the Goodwood Festival of Speed its website: [www.goodwood.com](http://www.goodwood.com)







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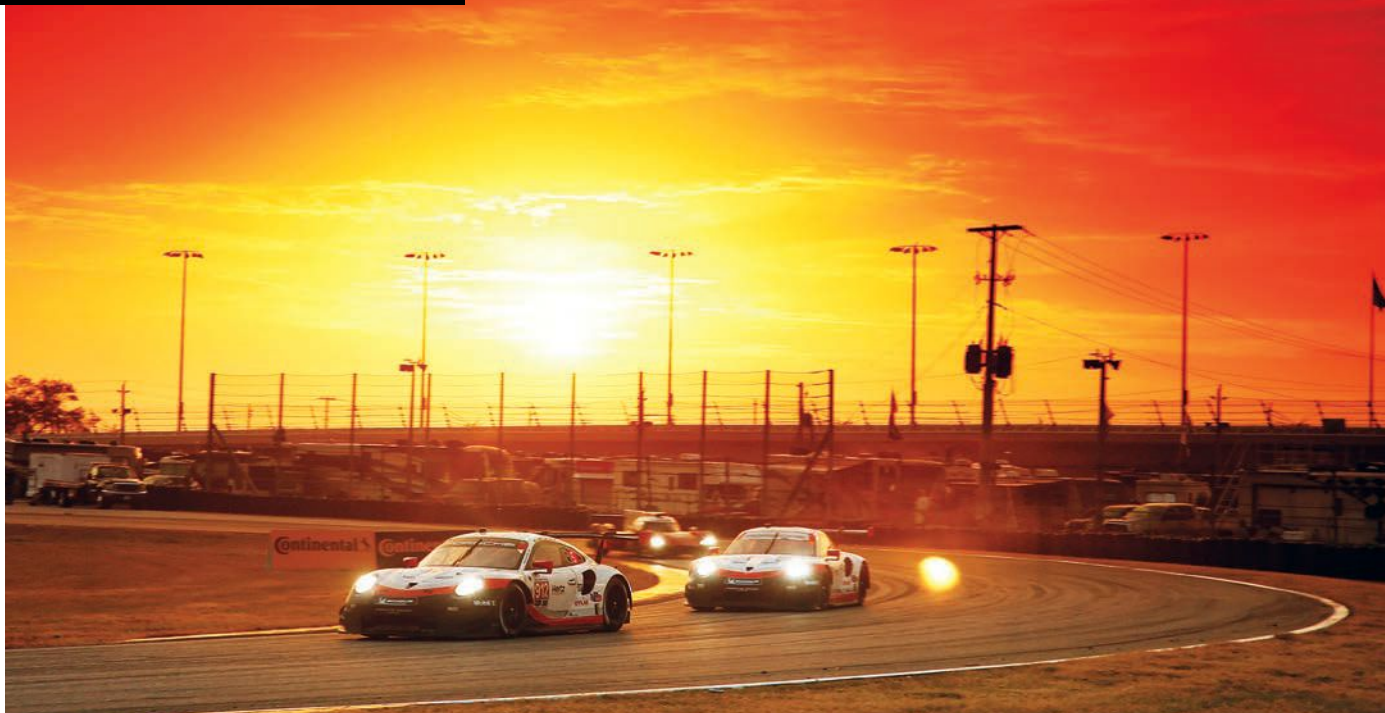
**PORSCHE**



# TOP RSR SIXTH AT DAYTONA

Round 1 of the 2018 IMSA WeatherTech SportsCar Championship took place at Daytona...

## IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP ROUND 1 – DAYTONA



The opening round of the 2018 IMSA WeatherTech SportsCar Championship took place in Florida, scene of Porsche's first overall victory at the 24 Hours of Daytona exactly 50-years ago. Two 911 RSRs were fielded for the long distance classic, the No912 entry driven by Earl Bamber, Laurens

Vanthoor and Gianmaria Bruni. The second, wearing No911, driven by Patrick Pilet, Nick Tandy and Frédéric Makowiecki. Qualifying on the second row of the grid, the two 911s kept in touch with the leaders during the opening part of the race on Daytona International Speedway's challenging banked circuit.

Five hours into the race a brief downpour saw the Porsches remain on slick tyres, unlike some rivals, on a wet then slowly drying circuit Pilet moved into the lead of the GT field after six hours. He only lost the top spot when he eventually came in for a scheduled driver change. In the sister car during the eighth hour,

Tandy lost control at the Bus Stop chicane, he slid at high speed over the wet green strip next to the track, impacting heavily with a stack of tyres. With the car repaired, it was back on track inside 20 minutes, but now 13 laps down, there was little Tandy could do. His second impact at the same spot during the night







#### Race result

##### GTLM Class

1. Westbrook/Briscoe/Dixon	Ford GT	783 laps
2. Hand/Müller/Bourdais	Ford GT	783 laps
3. Magnussen/Garcia/Rockenfeller	Chevrolet Corvette	781 laps
6. Bamber/Vanthoor/Bruni	911 RSR	774 laps
8. Pilet/Tandy/Makowiecki	911 RSR	753 laps

#### Points Standings

##### GTLM Class

1. Westbrook/Briscoe/Dixon	Ford GT	35 points
2. Hand/Müller/Bourdais	Ford GT	32 points
3. Magnussen/Garcia/Rockenfeller	Chevrolet Corvette	30 points
6. Bamber/Vanthoor/Bruni	911 RSR	25 points
8. Pilet/Tandy/Makowiecki	911 RSR	23 points

cost more valuable time, but it was of little consequence – the No911 car would finish eighth.

The No912 RSR suffered no major mistakes, however, it was unable to match the pace of the front runners. Caution periods at this year's race were few and far between (there were only four caution phases

compared to 21 in 2017), making it impossible to close the gap to the leaders behind the safety car.

Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars commented: "We gained a lot of positive experiences in preparing for the race and at the start, also in terms of the performance of our

911 RSR. Unfortunately, we weren't able to implement this over the entire race distance. The result is disappointing. We had bad luck with the two impacts which cost us a lot of time. As a result, the faster car fell far behind. The whole team worked excellently and fought to the finish. The pit stops for repairs ran perfectly,

1. Ford	35 points
2. Chevrolet	32 points
3. Ferrari	30 points
4. Porsche	28 points

yet we couldn't do anymore. That was not our race."

Porsche will be hoping to improve.





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## 911 ON PODIUM IN DRAMATIC BATHURST RACE

A dramatic close to the 12-hour race at Bathurst saw the Black Swan Racing 911 GT3 R clinch third...

A dramatic close to the 12-hour race at Bathurst saw the Black Swan Racing 911 GT3 R clinch third. A serious accident shortly before the closing stages of the event on the Mount Panorama Circuit upset the flow of the race, bringing out the red flags. Marc Lieb, Timothy Pappas, Jeroen Bleekemolen and Luca Stolz finished top of the four 911 GT3 Rs taking part, without the red flag things might have ended rather differently.

The Competition Motorsports 911 driven by Patrick Long had moved into the lead after four and a half hours. The 911 GT3 R fielded by Manthey-Racing, with drivers Romain Dumas, Dirk Werner and Frédéric Makowiecki made up no less than 21 positions, which saw the team running fifth at half distance. The Black Swan Racing crew moved from 25th on the grid to eighth. In the second half of the race, Romain Dumas, later Matt Campbell and finally Frédéric Makowiecki took turns in the lead.

With 47 minutes left on the clock, Frédéric Makowiecki was running out front in Manthey-Racing's 911 GT3 R, the team's decision to make an early pit stop though put them out

of position when the race was red flagged. Makowiecki and teammates Dirk Werner and Romain Dumas finished sixth – one position behind Earl Bamber, Laurens Vanthoor, and Kévin Estre, who shared the second Manthey-Racing car. Somewhat ironically it was Vanthoor's brother, Dries, who was part of the squad driving the overall winning Audi.

The Competition Motorsports entry, with Patrick Long and Porsche Young Professional Matt Campbell, and his Australian compatriots David Calvert-Jones and Alex Davison, finished in fourth. Unlike the two cars ahead of them, all the 911s had enough fuel on board to complete the entire race distance, the early termination of the race neutralised that advantage. In taking the final podium spot Black Swan Racing won Class A Pro-Am. The Grove Motorsports 911, shared by Briton Ben Barker, father-son duo Stephen and Brenton Grove, and Daniel Gaunt, secured the second class victory, the squad took home Class B trophy with the 911 GT3 Cup (pictured below on the podium).

Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars,



commented afterwards: "That was an extremely exciting race characterised by many safety car phases. Four Porsche in the top six – but unfortunately not in the positions we had aimed for."

Still, we can take many positives home with us from this season-opener of the Intercontinental GT

Challenge. We're not where we want to be with the pace and the qualifying results, but we can still be very happy with the efficiency and the strong team performance."

Ben Barker said: "What an incredible, dramatic and crazy race. We scored the class win, that's a fantastic result for this great team."

### Race result Overall

1. Frijns/Leonard/D. Vanthoor	Audi R8	271 laps
2. Habul/Vautier/Whincup/Marciello	Mercedes GT3	271 laps
3. Pappas/Lieb/Bleekemolen/Stolz	911 GT3 R	271 laps
4. Long/Campbell/Calvert-Jones/Davison	911 GT3 R	271 laps
5. Bamber/Estre/Vanthoor	911 GT3 R	271 laps
6. Dumas/Werner/Makowiecki	911 GT3 R	271 laps

### Class A GT3 Pro-Am

1. Lieb/Campbell/Calvert-Jones/Davison	911 GT3 R
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### Class B GT3

1. Barker/Grove/Grove/Gaunt	911 GT3 Cup
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# JTR SIGNS HARPER

JTR has signed 2018/2019 Porsche Carrera Cup GB Junior, Dan Harper, for its assault on the championship...

Seventeen year old Dan Harper, recently announced as the Porsche GB 2018/2019 Junior, will join the race-winning JTR team for the 2018 Carrera Cup GB season. Fronted by Porsche factory driver and 2015 24 Hours of Le Mans winner, Nick Tandy, JTR made a successful move from single seater racing to sports cars in 2017. JTR enters the 2018 Carrera Cup GB season having taken wins and an impressive haul of points in 2017, almost clinching the drivers' title in the process with *GT Porsche* contributor, Dino Zamparelli.

For Harper, choosing a team was a critical decision, one not taken lightly:

"We talked to a number of teams over the winter, but we had some really positive discussions with JTR and it felt like the right team for us. Naturally, working alongside someone of the calibre of Nick is a huge opportunity for me," he said.

As the Porsche GB 2018/2019 Junior, Harper will receive one-to-one support from Porsche Motorsport engineers, as well as a full fitness programme created by the Porsche Human Performance team. However, around racing his commitments with the 911 RSR in the GTLM category of the IMSA WeatherTech Sportscar Championship, Tandy will be on hand to provide the benefit of his own extensive experience too. He said:

"We waited in anticipation the night that the new Porsche



Junior driver was announced, congratulations to Daniel for this huge achievement and opportunity. As a race team looking to build on our success last year we are always on the lookout for new talent, and with Porsche putting the candidates through an extensive testing program

it really did a big part of our job for us. I personally really like the idea of coaching and mentoring another young driver within Porsche at JTR, who has a view to becoming a professional in the future. Who knows, we could be sharing a factory car and flights around the world

together in the future."

Harper joins a four strong team of drivers at JTR (one more than the number it ran in 2017), as it steps-up its commitment and focus on the Carrera Cup GB for this year. The season gets underway at Brands Hatch in April.







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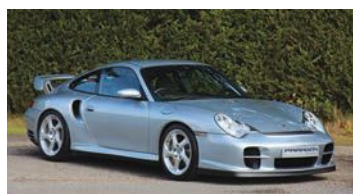
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#### 911 Carrera RS (964)

Maritime Blue • Tri-Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,753 km (58,595 miles) • 1992 (J)

**£209,995**



#### 911 GT2 (996)

Polar Silver • Black Leather Sport Seats Manual Gearbox • Porsche Ceramic Composite Brakes • 18" GT2 Wheels 21,725 miles • 2003 (03)

**£149,995**



#### 911 Carrera 4 (993)

Metallic Black • Marble Grey Leather Sport Seats • Manual Gearbox • 18" Turbo Technology Wheels • Air Conditioning • 24,689 miles • 1997 (R)

**£99,995**



#### 911 Turbo (997 GEN 1.5)

Basalt Black • Black Leather Sport Seats Tiptronic S Gearbox • Touchscreen Satellite Navigation • Sport Chrono Pack Plus • 36,089 miles • 2008 (58)

**£67,995**



#### 911 Carrera 2 (993)

Amethyst Metallic • Marble Grey Leather Seats • Manual Gearbox • 17" Alloy Wheels • Electric Sunroof • 77,087 miles 1996 (N)

**£65,995**



#### 911 SC

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

**£64,995**



#### 911 Carrera

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Cruise Control • 89,869 miles 1988 (F)

**£64,995**



#### 911 Carrera 2 S (991)

Basalt Black • Black Leather Sport Seats PDK Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust 55,178 miles • 2013 (13)

**£62,995**



#### 911 Turbo (996)

Basalt Black • Black Leather Seats Tiptronic S Gearbox • Satellite Navigation Factory Hardtop • 55,346 miles • 2003 (53)

**£54,995**



#### Cayman S (981)

Carrera White • Black Leather Seats PDK Gearbox • 19" Cayman S Wheels Full Leather Interior • 5,386 miles • 2015 (65)

**£46,995**



#### Boxster S (987)

Guards Red • Black Leather Seats Manual Gearbox • 18" Boxster S II Wheels • Satellite Navigation • 15,592 miles • 2007 (07)

**£23,995**



#### Cayman S (987)

Arctic Silver • Black Leather Seats Manual Gearbox • 18" Cayman S Wheels Heated Seats • Porsche Sound Package 59,032 miles • 2006 (55)

**£20,995**

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# The *Sweet* Spot

Restored by PIE Performance in Suffolk, this 1973 911E is a rare Targa that hits the air-cooled 911 sweet spot...

Story: Simon Jackson   Photography: Matt Woods





The transition that the 911 was guided through from 1968 is historically viewed as a wholesale one. Porsche had already achieved much, not only in creating a treasured sports car for the road, but also by developing a car able to achieve greatness in competition too. But, under the guidance of its new head honcho, Ferdinand Piëch, Porsche's engineering department would now massage the road-going 911 enough for a new designation to be applied to it – enter the longer wheelbase B Series. Alongside Piëch, Ferry Porsche, Helmuth Bott, and the rest of those now iconic names to be found at Zuffenhausen during that time period, the department took what it had learned on road and track and applied it to the 'new and improved' (57mm longer) 911. Fuel injected engines was one of the key changes, only the entry-level 912 and 911T were not so powered. The top of the range 911S received an injection system from Bosch, so too a new model, the 911E. This

new designation, E standing for Einspritzung (injection) replaced the short-lived 911L (L for Luxury), in the model hierarchy sitting firmly between the T and S.

Porsche had worked in conjunction with Robert Bosch GmbH, also based in Stuttgart, on mechanical fuel injection systems for the Carrera 6, a car that it raced effectively. This new, road-going, joint venture naturally bore similarities in terms of the system's layout and engineering principles. As a concept the adoption of fuel injection offered Porsche a number of positives – not least of which being the ability to better control the exhaust emissions of its engines – and the subsequent removal of air pumps, which were no longer required. Looming too were incoming rule changes in the United States which would require Porsche to reduce the 911's emissions.

Perhaps the most important decision though was whether or not to use a mechanical injection system, or an electrical one – a relatively new option at the time.

Volkswagen was already using an electric setup on its engines, but there were concerns at Porsche about both cost and load – Volkswagen's four-cylinder engines operated at far lower revolutions. The fact that Porsche's six-cylinder 901 engine would require a greater number of injectors, therefore accruing additional cost, was flagged as an issue. Ultimately the racing injection setup was modified for road use with a few key changes; butterfly throttles replaced the slide affairs, thermostats and solenoids were employed to control the flow of fuel. The 911E used a mixture then of new and old engine tech, it took inlet and exhaust valves from the T and old S models, while also gaining new adventures too. In charge of the job was Paul Hensler – the father of the 924. Bosch's latest electric fuel pump, also used on the 908 engine, was slight and effective – as was the entire injection system solution. Not only did the changes ensure that the 911 could be sold in the US for 1969, they also aided 10

*The 911E, E standing for Einspritzung (injection) replaced the short-lived 911L...*



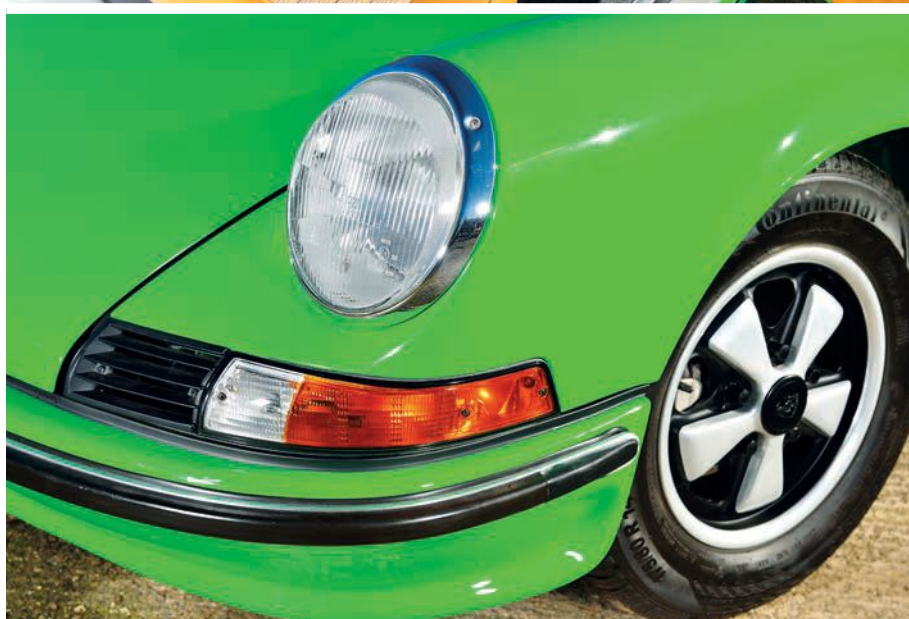




percent increase in available power – power that was delivered in a smoother and more reliable fashion. This had such an impact on the 911E's version of the 901 engine (901/09 manual, 911/11 automatic) that it was given new, more aggressive, camshaft timing – all told it provided a decent 10hp hike for the E to 140hp at 6,500rpm.

Underneath the 911E received the new Boge-developed hydropneumatic strut suspension as standard, this was an option on the S and available only as part of the 'Luxury Package' on the T. It served to provide a smoother ride by self-levelling the front struts, giving a flatter ride through the corner via the use of a softer torsion bar. The system was clever in that it was neat and tidy. It employed a reservoir of high pressure gas, as the vehicle moved up and down the system added or subtracted gas in the shock's piston chamber to maintain a level ride. This in some ways made up for the E's lack of a front anti-roll bar (the S had one as standard), which some believe it made the E a model more readily able to oversteer. What the E and S shared were brakes: both got ventilated discs with a larger pad area, and all vehicles with self-levelling suspension gained brake callipers constructed from a lightweight alloy. From the get-go the E was offered in both Coupé and Targa guises, in Germany ordering the open-top version of the car added DM 1750 to your bill – the Coupé was priced at DM 24,700.

For the 1970MY the introduction of the C Series 911 saw, like all six-cylinder cars, the 911E receive a bored-out 2.2-litre engine, now at 2195cc its power was also raised to 155hp. But aside from the changes to its engines there were very few other alterations in the grand scheme of things, and that remained the case going forward. The arrival of the D Series for the 1971MY was much the same story,







though UK 911E buyers now got a rear wiper and electric windows. For the 1972MY came the larger 2.4-litre engines in the E Series 911. The 911E gained 10hp, its compression ratio being lowered, and its torque (developed at 4,500rpm) went up by 10lb ft too. Though the figures don't perhaps suggest it, these engines were almost entirely new, boasting magnesium alloy crankcases, Biral cylinders for the E, new rods, pistons, crankshaft, and even a tweaked Bosch fuel injection system. In the UK these changes meant that 911s could now run on unleaded fuel. Out went the old five-speed gearbox arrangement with its dogleg first, in came the 912/02 with its H pattern first gear. Though of course in many the 915 four-speed was common for it was standard fare. Those wishing to specify a 911E with the aforementioned self-levelling suspension could still do so, but now the system became an option, fitted as standard now were MacPherson struts and torsion bars at the front. It's also worth noting that 1972MY cars had their oil tanks positioned in the offside rear wing instead of at the rear of the back wheel – this was said to not only protect it from debris but also improve weight distribution. Such cars can be identified by

their oil filler caps which are positioned in the offside rear wing, for the following 911s this would reverse – too many people were filling their fuel tanks with oil...

And so we arrive at the 1973MY cars, the F Series, when the feature car you see here was built. Porsche Cars GB had at this point become 60 percent owned by Germany, and this served to strengthen Porsche's relationship with the UK. At the Earls Court Motor Show in 1972 Porsche announced that right-hand drive Targa versions of the 911 would become available in England, and so it was that 1973 saw the highest sales of Targa models in the country to date. Of the 446 911s that came across the Channel that year, 176 were with the removable roof section. 'Our' 911E is one car of that number, and it benefits from the subtle changes for 1973MY cars, for example it has black trim surrounding its indicator lights where once there was chrome. These were details restorer PIE Performance in Suffolk was very keen to maintain throughout the rebirth of this car. PIE Performance was established in 2008 by father and son team, John and Chris Lansbury, to offer a viable quality alternative to main-dealer servicing for classic and modern Porsches. It has since become a

reputable specialist with all the equipment and tooling required to maintain both classic and modern Porsches. This means it's no stranger to full restoration projects like the one undertaken on the vehicle you see here.

"This particular 911E is very rare, the right-hand drive Targa was only available in the UK in 1973, which makes this a real collector's car," said Chris.

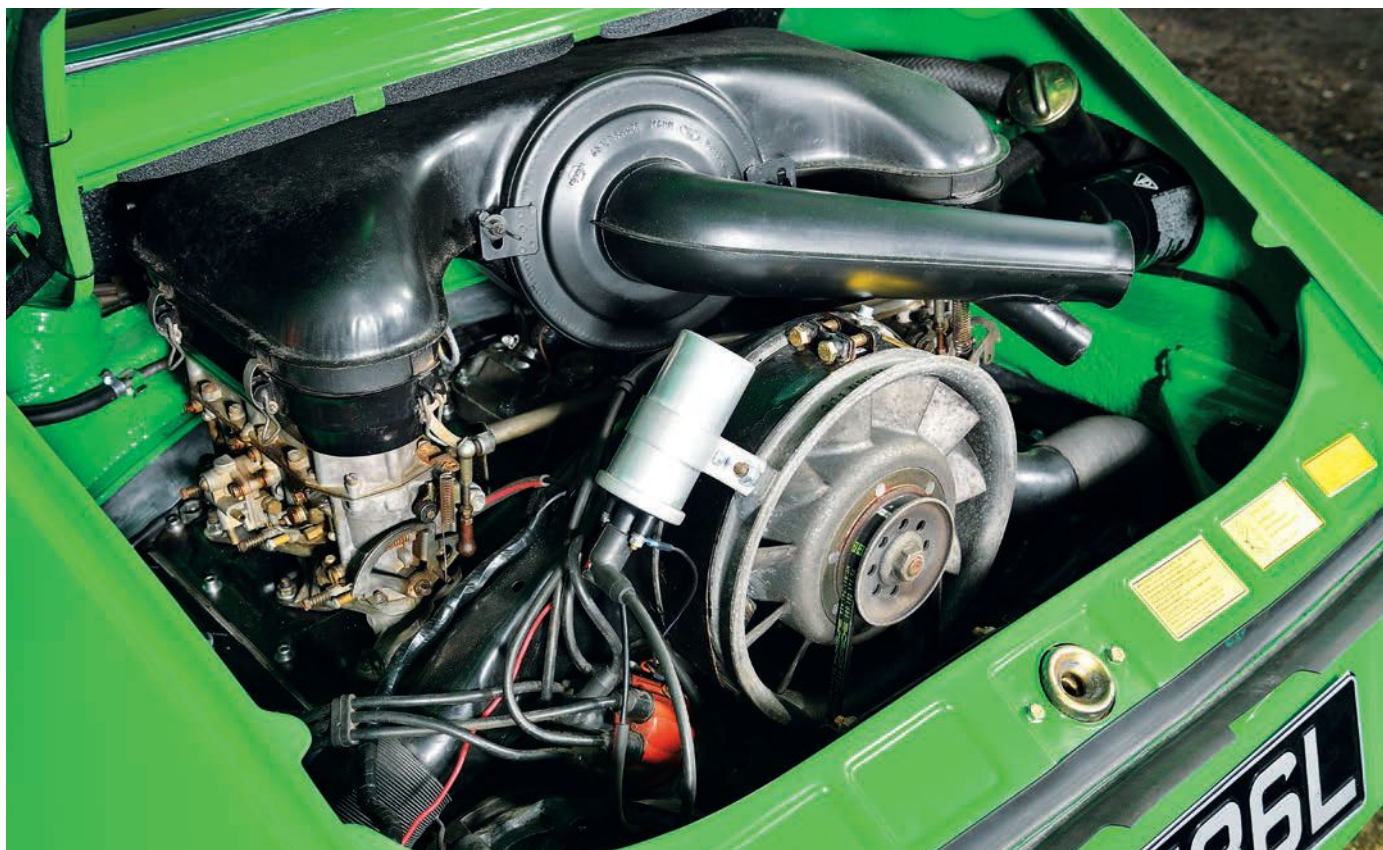
The base vehicle was in good shape, finished in orange with black trim, the 911 was on the road even boasting a current MoT. As such, structurally it was solid and didn't require any major work, this would be a sympathetic restoration designed to return the car back to its original colour and matching trim.

"Despite being in such good condition, the car was still stripped to a bare shell and its external panels taken back for inspection," Chris explained.

In fact the only panels that needed replacement were the two front wings, and that was down to poor historical repairs.

"We have taken great pride in restoring this 911 back to its original finish, including hours spent sourcing original material for the seats, and making sure the black external trim details were period correct for the car."





*This would be a sympathetic restoration returning the car back to its original colour and trim*





"We've spent hundreds of hours on the body restoration of this 911E, the process took over a year. The material for the trim took a long time to source as we wanted to get the correct period finish, some elements have been retrimmed in leather to give a better look and feel," Chris explained. "The restoration included the full retrim, clock restoration, new Targa roof, and restored Fuchs wheels."

Keen to keep the details period perfect, the car has received a fresh coat of its original (and striking) period paint. Its green hue is '225 Emerald (Viper) Green', its original hue as stated on the official certificate from Porsche GB which accompanies the car. There were several factory greens available for a 911 of this period; Emerald, Lime, Irish, Leaf, or Jade Green special options, arguably all being preferable to the majority over the sole standard hue of Metallic Green. Inside Black, Red, Brown, Tan or Blue were originally available in vinyl, leather options were limited to Black, Brown or Tan. Seat inserts on the 1973MY 911E were Black, Brown or Beige leatherette or leather with further cloth or corduroy options available. Chris and the team have restored this car with Tan inners, which utterly scream of the period.

Naturally the engine also came in for a

refresh: "The engine was stripped and fully rebuilt to original 911E specifications, that included having the correct 911E 1973 model year cams," Chris said. "The engine is mated with carburettors which makes for a great balanced drive."

An incredible amount of time and work has gone into this car, you only have to look at it to understand that. At the time of time of writing PIE Performance have it advertised for sale at £129,995, but Chris will be sad to part with it:

"This is one car that I would like to keep for my collection, and to show the strength of our company," he admitted.

In many ways 1973 is a key year for air-cooled Porsches. It's one indelibly marked in all our minds for the fact that it was the first year of the iconic Rennsport 911s, but lest we forget that it was also the last year of the 'long bonnet' 911. Here, just before the G Series entered the fray and changed the look of the 911 entirely, are to be found some of the purist versions of all. The 911S is held in very high regard, likewise we fully understand the prospect of the 'entry-level' 911T of this period, in the E though perhaps we have an underrated and somewhat forgotten 911, a 'best of both' that hits the sweet spot ○



*"We've spent hundreds of hours on the body restoration of this car..."*



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## *Cayenne Key Numbers*

The first-generation Cayenne tested Porsche's all-wheel drive expertise in entirely new ways – this capable off-road vehicle took Porsche into the SUV market.

### *Autumn 2002*

Two versions of Cayenne are initially available; S and Turbo – both get V8 engines. PTM, PSM as standard.

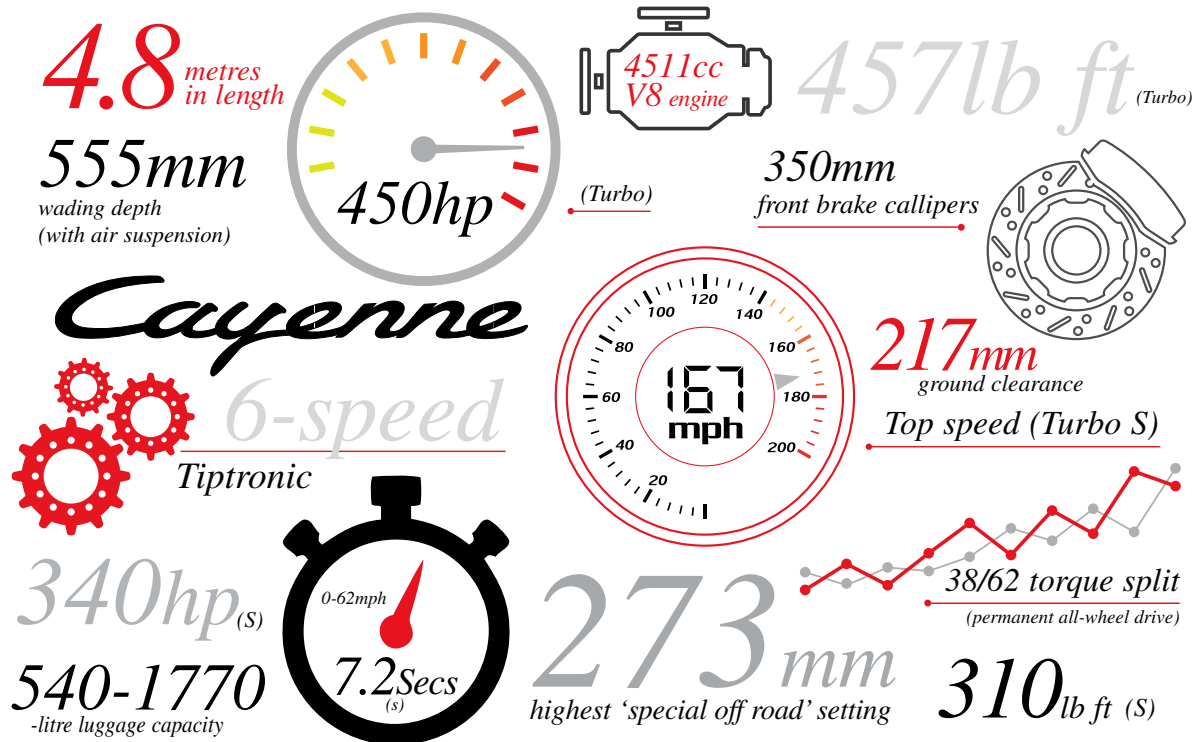


### *April 2004*

Entry-level Cayenne arrives powered by six-cylinder normally aspirated V6 good for 250hp. First V6 Porsche. Steel springs are standard, air suspension and PASM optional.







Turbo S arrives powered by a twin-turbocharged 4.5-litre V8 producing 521hp and 530 lb ft torque. 0-62mph in 5.2-seconds.

**April 2004**

Six-speed manual becomes available alongside more commonplace Tiptronic automatic gearbox.



**March 2006**

**2007**

2007MY Cayenne gets a facelift across the range. All get DFI engines to improve economy, performance and emissions. PDDC on all PASM equipped vehicles.








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# tyre kicker

by John Glynn



*The man behind Ferdinand Magazine, John has been writing about Porsches for more than a decade*

## Señor Glynn is hiding out in southern Spain, dreaming of shipping air-cooled 911s for adventures in Andalucia...

I'm in Spain, kicking tyres on the Costa del Sol for a few days with my little brother, in the first part of a year of fiftieth-birthday road trips. Transport for the week is a Hyundai i10 hire car, picked up at Málaga Airport with just 35 kms on the clock.

The hire firm has either made a genius move or a big mistake by giving me a brand new budget hatchback to run-in. Either way, the little Hyundai has acquitted itself well on the twisty mountain roads of Andalucia and I've been impressed by the i10's willing three-cylinder, 1.0-litre engine.

All of my Spanish miles have been clocked up in hire cars or on bikes. When I first started coming here, I frequently wished I had a classic Porsche alongside, to enjoy the many great roads. But, having spent years exploring all corners of Spain and the Canary Islands, I'm happy to leave the cherished 911 at home and stick with the hire cars: "love the one you're with," as my friend Hayden puts it.

Flying in and renting fuel-efficient transport makes more financial sense than cruising hundreds of miles across the Channel and down through France in an old car doing 20mpg. It also saves days on the road just getting here. I know people do it and I have the time, but there must be an easier way.

On top of the cost, Spanish tourist attractions are tricky places for nice cars. Parking in historic town centres usually involves car-to-car contact and the parking available at tourist hot spots is never secure. Better to travel anonymously and bring something with plastic bumpers and full insurance to fend off traditionally robust touch parking methods.

The same can be said of many other European destinations. Italian friends have warned me off bringing an old 911 to the Amalfi Coast, as the roads are tiny and theft is a risk. Paris is no place for cars of any description and the ban on older, high emission vehicles in Brussels, Turin, Barcelona and more shows the shape of things to come. All of this rather begs the question: "where can one actually enjoy an old Porsche nowadays?"

Well, one can enjoy it in the garage. Old cars are beautiful to look at: no one goes out to the garage to drink a cup of tea with their Hyundai. Second is any old car show: it is always cool to spend a few hours at a cars and coffee meet and go home in your favourite car there at the end of the day. One can also enjoy an old Porsche in a pension portfolio: despite a slowdown in the UK air-cooled market since 2016, these cars are still worth lots more than any long-term owner originally paid

*No one goes out to the garage to drink a cup of tea with their Hyundai...*

All three are honest, but ultimately boring. Touring remains the best route to classic Porsche pleasure. So, if getting the cars to the best roads in Europe is the major obstacle, why don't more owners just ship their Porsches to the sun?

Riding one's own motorbikes in southern Europe is easily arranged. There are plenty of providers bringing truckloads of motorbikes down to Spain, to be picked up at Malaga and either ridden through Andalucia or brought across the sea to Morocco to tour northern Africa. The movers are active on social media and come recommended by satisfied customers, so transparency is not an issue.

Car transportation is slightly more nerve wracking: Google turns up plenty of people who lost cars to dodgy transport companies. No doubt there will be reputable companies bringing cars down to Spain every day, but it is not a cheap exercise and there is still the question of what happens if something goes wrong? Perhaps it is just too much risk for older car folk.

The furthest I have ever taken my car in one hit was down to Monaco in 2010 as part of the Bergmeister Tour: a week of air-cooled 911 touring which started at the Twinspark Racing HQ just

outside Amsterdam and headed for Lake Geneva, before spending three days in and around Monaco, driving old Monte Carlo Rally stages. We finished with a run up to Classic Le Mans before the drivers went their separate ways.

Not a week goes by where I don't read something about bike touring in southern Spain, Morocco and further afield. I aspire to enjoy these places on two wheels one day and would also love to try them in my 911 if the cost was not prohibitive, but I'm not going to pay tens of thousands to join an organised tour that sticks me to a rigid schedule and bolts me into a social group, preventing me from meeting any actual locals. So there is obviously space in the market currently for someone to step up with a trustworthy truck from the UK to Spain just for air-cooled Porsches, and a location for them to be dropped off and collected close to Málaga airport and the wonderful roads of Andalucia, at affordable prices. Food for thought... ○



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



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## Philip Raby says you have to be prepared to travel to buy the perfect Porsche...

Last month, I mentioned that we had just sold a wonderful little 924S. It was bought by a lovely couple from Cornwall, which is a fair distance from our showroom near Chichester. They drove up to look at the Porsche in their VW Golf Rallye, bringing their young son with them, fell in love with the car, and put down a deposit.

The buyer needed to sell his Golf (which was a superb, unmolested example of a very rare beast) before he could proceed with the deal, and we all agreed that he'd do better selling the car privately, rather than trading it in. Luckily, he secured a sale within a week or two with a chap in London. The arrangement was that he would drive the Golf to its new home, then get on a train from London to Chichester, where I would pick him up, and he could then cruise back home to Cornwall in his new Porsche.

It was quite a plan, and I wasn't at all surprised when I got a call to say our intrepid traveller wouldn't be at the local station until around seven o'clock in the evening – somewhat later than planned. What did surprise me, though, was when he walked out of the station with his wife and little boy in tow. What a patient and loyal family! I refreshed them with coffees and hot chocolates back at base, and chatted Lego with the energetic son, before they bid their farewells and excitedly left in the 924S, a four hour journey ahead of them. It would have been midnight by the time they got home.

We recently sold a 944 S2 to this magazine's very own Martyn

Morgan-Jones, and you'll no doubt be reading all about this car in his own reports in the *Long Term Fleet* section. Martyn, who's a lovely chap, lives in Wales which, again, isn't exactly local to us, but he happily made two trips down to visit.

It reminds me of my A Level geography days, when we learned about the 'threshold of a good'. If you're buying a pint of milk, you're unlikely to travel more than a mile or so; whereas if you're buying, for example, a new kitchen, you'll be willing to widen the area you're prepared to explore to find what you want. It's the same with cars; someone in the market for, say, a used Ford Fiesta will stick to their local area, where there should be a decent selection of suitable

vehicles for sale. On the other hand, if you're buying a Porsche, then it's reasonable to expect to have to travel a fair distance to find the right car, as obviously there are far less Porsches on the market than there are Ford Fiestas.

Indeed, we sell cars to people all over the UK and beyond. For instance, we've just agreed a deal on a Carrera 3.2 with a gentleman in Ireland, which is not unusual, and we have sent cars to the Channel Islands, France, Belgium, Hong Kong, Thailand, Australia, and many other far flung places.

That said, I'm pleased to say that we also sell to local people, which is nice because they tend to keep in touch and drop by for a coffee from time to time. I guess they are the

lucky ones, in that they were able to find their perfect Porsche on their doorstep. Generally, though, you must assume that you have to travel to find the right car.

Thankfully, most people realise this and are happy to drive, fly, catch a train or – as is increasingly the case – buy over the phone or internet without seeing the car in advance. There is a notable exception, though – people who live in London. It's common for me to take a call from someone enquiring about a Porsche and, when I tell them that we are near Chichester, there's a pause before they worriedly say "Oh, I'm in London..." – "Don't worry," I explain, "we're pretty much at the bottom of the A3, so not far away." "Oh, it is?" comes the reply. "It's at least an hour away from me."

There seems to be a general reluctance for Londoners to travel any distance to buy a car, and I guess that is understandable. After all, if you live in one of the world's largest and richest cities, you will be used to having pretty much everything on your doorstep; including a reasonable supply of used Porsches. However, even then, you may not just be able to find exactly the car you're looking for within the metropolis.

Once the city dwellers do brave a visit, they invariably remark on the wonderful scenery around here, and also how friendly the drivers are. In fact, I remember one chap not only bought a Porsche from us, but he also ended up relocating to the area. So an extra benefit of going further afield is that it could just end up changing your life! ☺

*Most people are happy to drive, fly, catch a train or buy over the phone or internet...*





# 911 RENNSPORT

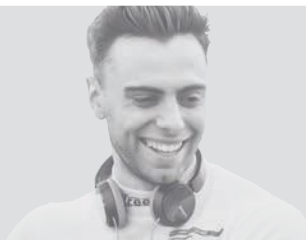


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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches

## Dino has been firming-up his sponsorship package for 2018, and ice driving with Below Zero in Sweden...

The new racing season is fast approaching, as I write it's only a few weeks until I test the second-generation 991 Carrera Cup car in anger. I did try the new car on a taster day at Silverstone at the end of 2017, but only for a handful of laps in cold and wet conditions. It was like trying an expensive wine; liking the taste, but only getting one sip. I can't wait to give the new car some beans in dry conditions on a new set of Michelin slicks. It will no doubt be fun and addictive to drive.

The grid for the 2018 Carrera Cup GB season looks like it's shaping-up nicely. I don't know the full details yet (numbers or names) – we'll find all that out at the upcoming media test day. That day is like the first one back at school, you get to see all the new drivers and cars with their fresh liveries. Everyone will go out on track and

tentatively show a bit of speed. In years gone by a few people have sandbagged a little, so as not to show exactly what they can do before the first race. However, I usually treat it like a proper test day to improve as much as I can, and to learn as much as I can. It's always good to show a turn of pace and get everyone thinking – if you can!

The official test day will take place at Silverstone in the middle of March, hopefully by then I'll have all my sponsors and my new livery design locked down. We've got a hospitality box at Silverstone for the whole of 2018, so my plan will be to open the box up to sponsors for a bit of a fun 'corporate day', then to take them around the pit garage for a tour of the new car with food and refreshments in the box. I will then take photos and possibly video footage of the select few having a good time and enjoying watching

the action from the hospitality suite, before creating an offer for all my other sponsors and partners around corporate entertainment at Silverstone and my other races. I'll be doing some entertainment in the box for the Formula One race and for MotoGP too. To showcase this corporate entertainment piece, I'm planning a 'racing season launch' in Bristol, where I'll get my car down to the Ashton Gate stadium along with 80 to 100 existing and potential sponsors. That will happen just before the season starts at the end of March. So, things will be getting busy over the next couple of months. Other than that, I'm getting back into my training routine and generally planning the season ahead; talking with sponsors and partners about how we can maximise everything commercially.

I have just come back from ice driving in Sweden where I

had a blast in some very cool old Porsches. My sponsor, DMS, took a few of us out there, and we had an amazing time sliding around. There was a lot less grip than my cup car on a warm summer's day! The trip started with a day on skidoos, after that we had two days of ice driving with Below Zero who were very professional throughout.

*We quickly moved up – going completely sideways, flirting with snow banks...*



We had three Porsches between five of us, so there was plenty of time to get used to things. We started with a relatively easy slalom course in a small area, quickly moving up to the big stuff and on a full-blown lake – going completely sideways, flirting with snow banks on either side. I felt comfortable and enjoyed the control element versus the risk. It was great fun and I highly recommend it to anyone thinking of going. I came away with a good taste of just how hard rally drivers work in a car, but it also gave me a hunger to get back into circuit racing, and to get on with my 2018 Carrera Cup GB challenge. I can't wait to get this season underway, hopefully I'll be travelling less sideways than I was in Sweden! ○

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



# STOP STONE CHIPS

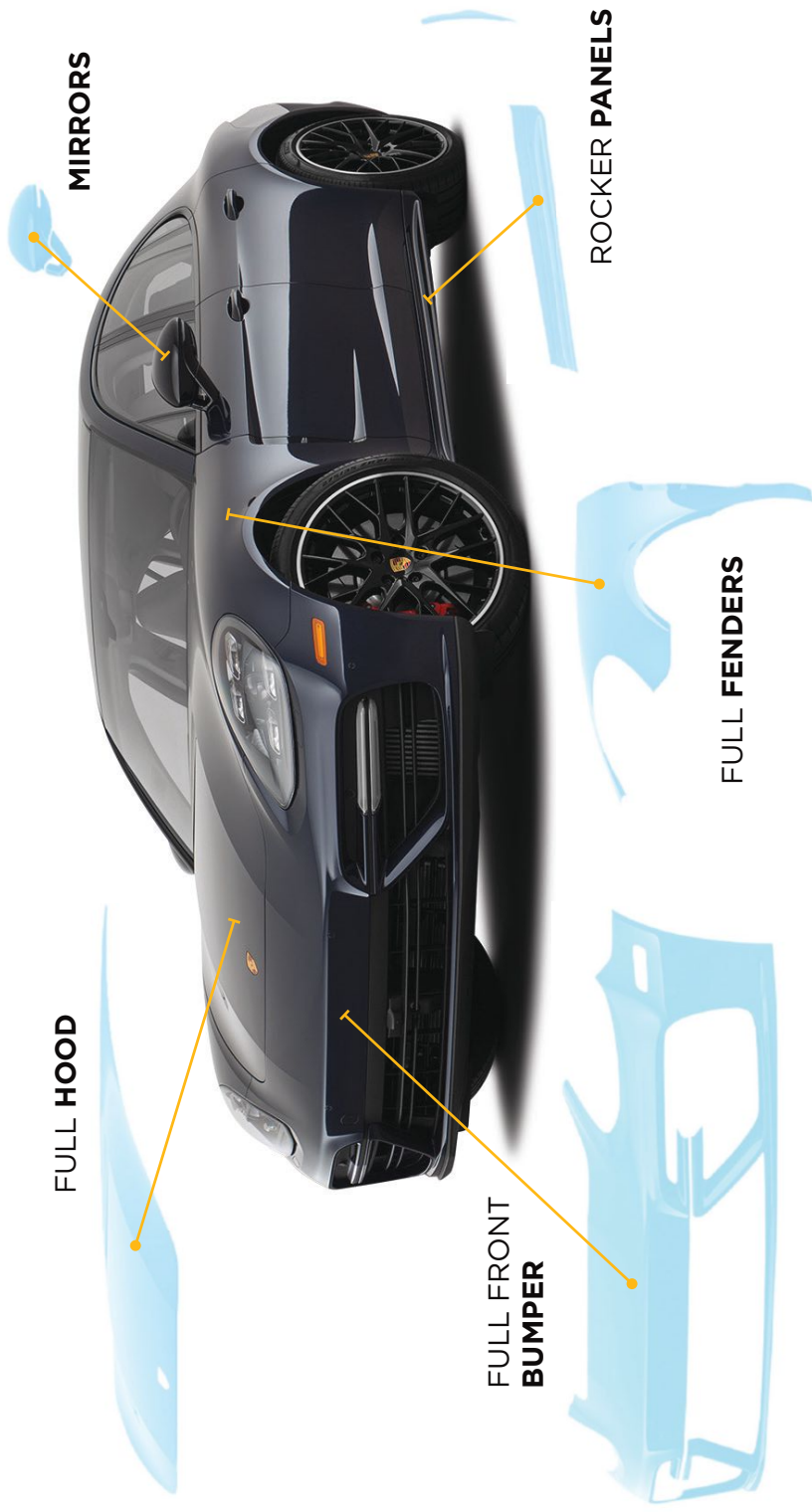
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Simon has worked across several automotive publications for more than a decade

## The way we interact with Porsche, and how we buy its cars, is evolving says Simon Jackson...

Following on from its new sites in Guangzhou, China, and on the island of Sylt, Porsche recently opened its third 'Porsche Studio'. This latest venue is in the Lebanese capital, Beirut, and it follows a similar format to those created before it in an effort to, as Porsche somewhat coldly puts it: 'interact with new target groups in their everyday lives in a more direct manner'. Offering customers an insight into the brand's services and its range of vehicles, Guangzhou, Sylt and Beirut are similar to the 'Porsche Life' experience, a pop-up shopping centre store doing the rounds in the UK.

Kent's Bluewater shopping centre was the most recent venue before it moved onto its current site – the Gleneagles Hotel and Golf Resort in Scotland. Bluewater was used to flag the opening of the area's new Official Porsche Centre South London facility (which is now open incidentally). Its other function, like the aforementioned Studios, was to communicate in an unconventional fashion. What the Studio locations (growth markets for Porsche) and the 'Life' pop-up share is that they are attempting to reach new fans and customers. Some call this kind of thing the future of automotive retailing, Porsche says its OPCs remain at the heart of its approach, but that it, and its sales partners, are also trying new options.

Undoubtedly the Studios take things a stage further than the pop-up store in that they showcase Porsche's entire range of vehicles, you can take test drives, make

purchases, and even create bespoke vehicles with Exclusive Manufaktur via on-site Trimming & Configuration Labs. At Porsche Life, so far as I'm aware, nothing is actually for sale. Visitors can see cars, take part in Porsche themed interactive activities, and talk to representatives, but these are not sales staff in the traditional sense – rather think of them as brand ambassadors.

Porsche is not the first automotive manufacturer to test these waters. Just a handful of doors down from where the Bluewater pop-up was, sits Hyundai's permanent store – there you won't find traditional sales people either (no joke, Hyundai

calls the staff 'Angels'), but you *can* buy a car – why shouldn't we buy cars the same way we buy other modern commodities, such as mobile phones, Hyundai asks? In addition you'll also find a Tesla store at Bluewater, I believe you can test drive cars there, but that you can't buy one.

These new style automotive retail sites allow customers and fans to experience brands close-up, ideally breaking down any perceived barriers, building new perceptions, and attracting those who might not normally set foot inside a car showroom. I'm in two minds about it. Populating these stores with non-sales staff is refreshing in that there's no hard sell, but from personal experience I'm not convinced that, when pushed, they know the products and the brand to the degree I believe they should. And, although I know many have experienced quite the opposite, I feel there's often a bit of weird (insincere) vibe to these sort of places which serves to put me off

going inside, not to draw me in...

I must counter my own point here though. I was invited to visit the Bluewater store's opening but the timings didn't work out for me and anyway, I preferred to drop in 'undercover' as a punter rather than in an invited journalistic capacity to get a better feel for the place. When I did just that one quiet evening I later saw a young lad and his family in a neighbouring store – they'd been given a giant Porsche poster and (I think) some other Porsche related swag in a branded bag. The father was, with both hands outstretched, unravelling the poster to see what they'd got: "9.1.1 – G. T. 2. R. S," he exclaimed, as if he'd never heard of (or seen) such a thing in his entire life. "Look at that!" he said to his boy, whose face was an absolute picture too – I like to think that poster was destined for the lad's bedroom wall. That right there, I thought, is 'interacting with new target groups' in action. It's one of the ways that Porsche hopes to enthuse the next generation... ○

*"G. T. 2. R. S,"  
he exclaimed, as if  
he'd never heard  
of such a thing..."*



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







# *Dancing* On Ice

Where better to celebrate 30-years of four-wheel drive  
Porsche production than at its own Winter Driving Experience?  
A place where sideways is the *only* way...

Story: Andrew Frankel   Photography: Porsche







arrived in Kittila with the temperature needle hovering around a nice and balmy -17 degrees C. To get there I'd flown from London to Helsinki and then boarded another aircraft that flew due north, further than the distance from London to Stuttgart. Kittila is not near the arctic, it is the arctic, 120 miles north of the circle. From December 14th to the 29th the sun does not rise. At all.

The following morning, I was driven just a little further north to a place called Levi, the temperature by now down to a more suitably arctic -28 degrees C. This might sound a touch on the chilly side but up here it really isn't that special at all. The lowest temperature ever recorded in Finland was measured right here,

at, wait for it, -51.5 degrees C.

Even so, you have to be ready for it. The problem – and you'll just have to take my word for this – is that it doesn't actually feel that cold. The -7 degrees C I felt in Detroit in January complete with howling gale felt far colder than -28 degrees C in the icy stillness of the far north of Finland. Here the snow is not slippery even when compacted so you can walk around as normal, and it's only when you stop for a minute that you realise your face appears to have been tenderised and there is a chill spreading through your bones from the inside out. In normal winter weather gear – so full thermals, shirt, sweater, decent coat, woolly hat, gloves and scarf you'll want to head inside

after about four minutes. I managed about eight minutes before something inside me told me to stop being such a bloody idiot so after about 15 minutes of this, I expect you'd be in spot of bother.

Welcome, then, to the world of the Porsche Winter Driving Experience, and I'll state now that however much fun you thought it might be possible to have at the wheel of a Porsche, a visit here would likely soon disabuse you of that notion.

I am here with a few other lucky hacks for a slightly different reason, namely to celebrate 30-years of four-wheel drive Porsches. Actually Porsche has a slightly longer history of powering front axles as the 959 bears witness,







and even the Lohner-Porsche hybrid of 1900 had motors for each wheel, but you take the point. The start of standard, production four-wheel drive Porsches did indeed begin with the 964 generation of 911 back in 1988.

And it wasn't very good. At the time I knew why Porsche did it – largely to appeal to those who still thought 911s wanted to kill you, but also to sell in regions of the world where cars without four wheel drive simply don't work – but I didn't care for the result. With just a simple centre differential with a limited slip diff at the back, it had massive traction but no 911 in history has ever been lacking in that department. What it lost was a fair chunk of agility, sadly what it gained was armfuls of

unwanted understeer.

The change to a viscous coupling for the 993 generation in 1994 transformed the car. And while some today might continue to argue there is no need for a 911 to have four-wheel drive unless you live somewhere it's likely to snow, every subsequent system has built on the 993's approach, which is to make the car feel essentially rear driven until traction requirements say otherwise. For myself I have still never driven a four-wheel drive 911 I preferred to its rear-wheel drive equivalent, but maybe that says as much or more about me than it doesn't about Porsche's method of power distribution. And it is worth remembering that these days three quarters of

all Porsches sold now have four-wheel drive.

Anyway, I had wondered what machines Porsche might wheel out onto the ice for us to play with and with no offence intended, I hoped it wouldn't just be Macans and Cayennes. And my wish was granted: on arrival the first thing I saw was a long line of Panameras and then it was just 911s as far as the eye could see. This was promising.

So after a short briefing in which I learned that Porsche has more facilities and tracks through forests and across open tundra than I could ever hope to cover, I was shown to a Panamera Turbo for the first exercise which, as in all the best driving schools, aims to teach you how to perfect your Scandinavian flick.

*It was just 911s as far as the eye could see.  
This was promising...*







The interesting thing was that at no stage here or at any other time of the day did anyone say I had to leave the stability systems even partially active. So when I meekly enquired whether it would be permissible to turn everything off, I was simply told 'well, you're not going to have much fun if you don't'.

The idea of the Scando flick is simple enough: while approaching a, say, left hand corner, you flick the steering to the right while braking which destabilises the back of the car meaning when you land back on the power you've already applied the correct lock for the left turn ahead leaving the pendulum effect and the engine's power to do the rest. Do it

properly and you will look and feel like a bloody hero. And, after a bit of practise, so I did. It seems a little incongruous to be hurling an enormous Panamera around like a rally car, even if like all the others it was on studded snow tyres, but the car was more than happy to be treated that way.

The next element was to perfect was drifting, which is a rather different art in a car that pulls and pushes compared to one that's driven from the rear alone. In a rear drive car you always keep the front wheels pointing in the intended direction of travel because steering is all they do. But for maximum speed and traction in a four-wheel drive car you really want them

pointing straight ahead with the car neither over nor understeering, but in a classical four wheel drift. For this I was equipped with a 911 Carrera 4 GTS and shown to an area where two circles, one inside the other, had been carved into the snow and ice.

To me the idea of a car pointing in one direction and travelling in another is not difficult to understand. But steering in a different direction too? I thought that would take an age to master. In fact it took no time at all. Even with four-wheel drive a 911 GTS doesn't need much encouragement to wag its tail on ice, and so long as you stabilised the ensuing slide with a nice prod of power, you





*Now we  
get to the bit  
where I transfer  
into a 911 Turbo S,  
and crash it...*



could circumnavigate either circle as smoothly as the second hand on a Rolex. You could adjust the angle of attack with steering, power or both, but if you just kept it steady, the car would almost drive itself. So much so I tried on both the slow inner track, and fast outer track, to do an entire lap with the car pointed straight at the centre of the circle, front wheels dead ahead and hands completely off the steering wheel. And a couple of times I damn near made it.

Now we get to the bit where I transfer into that rather more serious weapon called a 911 Turbo S, and crash it. This is the kind of calamity that were it to happen anywhere

else could have very serious implications for a person in my position. To lose control of someone else's 572bhp supercar and very publically bury it in the scenery as a result is not what you'd call a career-enhancing move in this business.

Except that as with everything else up here in the arctic, even the noble art of binning a 911 comes with its own rules. Which are that if you don't spear or spin a 911 off the track at some stage, the Porsche instructors who man the courses and drive the recovery Cayennes will secretly worry that you're not getting enough out of your experience. And I am glad to report this was not a problem they

ever encountered with me and my intrepid co-driver who crashed into snow banks ten times between us during the day, a nice and even five each as you're asking.

It happens not because you're in a Turbo S but because once you're done flicking and drifting, it's time to do some proper driving on special stages that would not look out of place on Rally Sweden. And the fact that by then you've lost all your fear and are convinced you're Walter Röhrl's love child. I think I can say with some certainty now that I am not.

But without thinking too about just how much power is propelling you forward (or, more usually, sideways), and even less about







*I only did a day and  
had one of the best driving  
experiences of my life*



CONTACT:

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the six figure value of the car you're in, after a couple of slow laps behind an instructor, you're invited to get out there on your own and do your best. Or, in my case, worst.

The first time I fell off was in a long left hand curve, foot down trying to show my co-conspirator just how far I could hang it out and for how long. Turned out to be quite a lot farther than even I had expected, but for quite a lot less time. I was in third gear, so probably going quite rapidly when I just ran out of talent. The only smart thing I did was realise it, because if I'd tried to power my way out of trouble we'd have probably landed in the Barents Sea. But it still spun and flung itself into what appeared to be a mountain of ice and snow. Sheepishly I got on the radio and said, 'I think I might need a Cayenne' omitting to say 'to recover what's left of your 911' and

waited for the cavalry to come. And when it did they just pulled me out, undid the rope and ushered me on my way. Could they not see all the damage I must have done? They could not, because there was none. Porsche probably deployed 40 cars that day, all pinballing off snow banks all day and when all was done, I could not see a mark on any of them. Crashing with complete impunity? Up here you'll believe it can happen.

So I spent the rest of my time trying not to crash the Turbo S before getting back into the Carrera 4 GTS to try a different stage. And I have to say I preferred it. Not because the Turbo S had too much power because you can spin all four wheels of anything here at any speed, but because it felt lighter, more wieldly and its engine far more responsive to the throttle.

But in truth I loved it all, but nothing

more than the fact that Porsche doesn't just introduce you to these places and then take them away, you get proper amounts of wheel time, so much indeed that by the end of it I was experientially sated. I'd not say I'd had enough because given the choice I'd still be there now, but I did feel I was given time to get the absolute maximum out of each car, each facility and myself. And you can ask no more. The Porsche Winter Driving Experience is not cheap, prices for a four-day camp range from €5290 to €7290, but so far as I can see every course sells out so clearly the value is there. I only did a day and had one of the best driving experiences of my life, though it's possible they gave the journos access to the best bits for obvious reasons. Even so, if you like the sound of what you've read I could not recommend further investigation more highly ○



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# Après-Ski

What you've already seen might have you yearning for a snowy Porsche road trip, Matt Hampton wondered if his ill-equipped 996 could manage such an adventure...

Story & Photography: Matthew Hampton





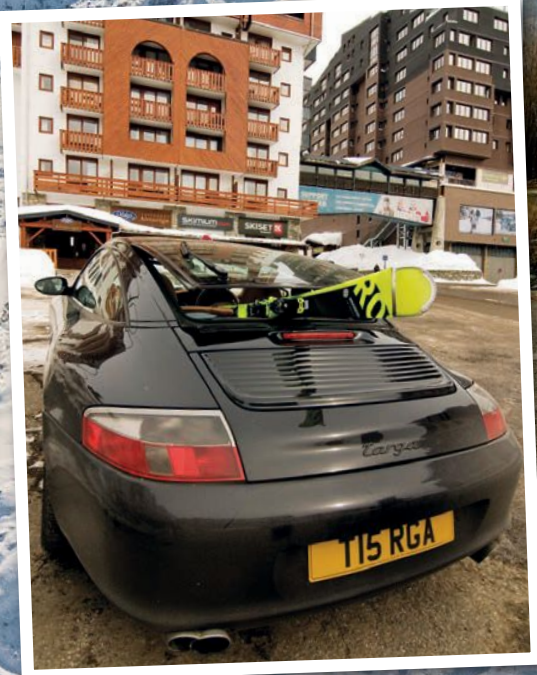


Picture a Porsche purpose designed for a 12-hour winter haul down to the Alps. A Cayenne? Comfortable and capable for sure, with acres of space for skis, boots or whatever kit you can muster. Or a Panamera if you prefer something sportier. But the venerable 911? Well, what's the point in going all that way if you're not going to have a little fun? The 911 in this instance, is my 2004 996. With a squeaky Targa roof, thirsty flat-six and precious (to me) tan leather interior. What could possibly go wrong?

Plenty, of course. Mountain roads, ice, lunatic local drivers with a penchant for overtaking on the inside – even on 90° hairpins – surely a 911 would be a red rag to the bull of every Alpine boy racer? And then there was my failure to fit winter tyres, purchase snow chains or even those strange polyester socks I've seen in Halfords.

Still, the beauty of a 996 is that it's no garage queen. You might not choose to do this journey – in the depths of winter – in something precious. But eBay is full of affordable examples. That's where I found mine, after all. So, with the ski gear in the front and a picnic in the back, we hit the road.

At the back of my mind were news reports of the biggest storm to have hit the Alps in decades: chairlifts blown sideways in Val d'Iserre; Zermatt evacuated by helicopter... but the ease of the Eurotunnel crossing then a solid 600 miles of motorway cruising soothed





any fears of finding myself stranded in a snowdrift, with a broken car and an enormous recovery bill back to the UK.

Predictability is another benefit of the 996 over, say, an air-cooled classic Porsche. There is no singing engine to appreciate or terror over boiling your oil, or having to stop off at a chiropractor every so often – just an even motorway blast, best accompanied by an eight-hour iTunes playlist.

So soon after the death of Johnny Hallyday, you never know when the French Elvis is going to pop up on the radio, so I set my phone to random and enjoyed several unexpected discoveries, from kids' old nursery rhymes to Spinal Tap's Big Bottom.

Dawn broke late over the Marne valley – or the first glimpse of sunshine anyway. It was 10.30 and I'd been going for about five hours, but finally the mist rolled away and layers of green appeared; church steeples on hilltops and isolated towns that look delightful but are closed on Sundays. And Wednesday afternoons. And every day for lunch.

It is the first of many such views over the following week that would confirm it was worth the drive, and, yes, that drive was better in the splendour of a modern 911. Are rows of wind turbines the new avenues of elm? It's the sort of question I find myself pondering as I approach the first of many 'peage' stations.

Cost rears its head often and unpredictably on the autoroute; tolls are hard to avoid, and

range from the mystifying €2 to a terrifying €50-odd. And fuel... well; the total bill for the 1,400-mile round trip was £340.25. More than a flight but, importantly, no more than I spent doing a similar trip last summer sharing with a mate in his sensible BMW X6. And we didn't get half as many waves in that.

So, come the end of day one and a uneventful blast down to Mégève – a low lying ski resort around an hour from Geneva – I felt pretty good about the whole venture. My only regret was not leaving earlier: there is a view of Mt Blanc from the Autoroute Blanche – the southerly stretch of the A40 – which would have looked sublime at sunset. Alas, it was dark by the time I got there. Mégève was built by the Rothschild family in the 1920s. It's a ritzy sort of place, now even more so thanks to its new Four Seasons hotel, which opened in

December. I won't go into why I was staying there, suffice to say it was a delight to pull up at such fancy digs in an appropriate vehicle and hand the valet the keys. Then immediately ask for them back as I remembered I had to take some photos. A chat with the hotel staff revealed just how lucky I had been: two days previously, the streets had been clogged with snow. But for now, all was glorious.

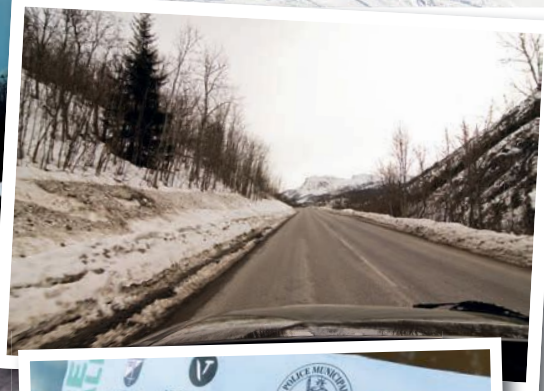
From Mégève to stop two – La Rosiere – things began to change. We were in the mountains proper – trees were down, rocks were loose and roads were blocked. A diversion from the D1212 onto the D109 turned the GoogleMap screen into an especially violent ECG readout: a constant succession of switchbacks sweeping onwards and up.

It might have been fun were it not for a patch of black ice, which, even at a cautious





*A diversion turned the GoogleMap  
screen into an especially violent  
ECG readout...*







pace made for the first truly sphincter-tightening moment of the trip. Steering into a skid is all well and good, but if that puts you on the wrong side of the line when something is coming in the opposite direction, it's game over. Not for the first time, I thanked God the roads were practically empty.

This brief, if terrifying moment aside, the journey up the mountain becomes increasingly enjoyable as I place more faith in the car, slipping the Tiptronic 'box to manual and committing to actually driving for a change.

Freed from the school run, speed bumps, supermarket car parks and mundane traffic restrictions, the 996 took to its natural habitat like a caged animal returned to the wild. Or at least a middle-aged man on a motoring assignment. Somewhere above Ugine – a pretty dormitory town outside Albertville – I practically whooped for joy as the sun emerged and I cranked open the Targa roof. It wasn't even for show; this was genuine top down weather. Was it the eye of the storm? It's easy to forget how beguiling the Alps can be. In fact, you need to be a better writer than me to put the subtle shifts in light and texture, colour and shade into words. Over to John Ruskin, then, writing in 1855 and conveniently out of copyright:

"Suddenly – behold – beyond! There was no thought in any of us for a moment of their being clouds. They were clear as crystal, sharp on the pure horizon sky, and already tinged with rose by the sinking sun. Infinitely beyond all that we had ever thought or dreamed, the

seen walls of lost Eden could not have been more beautiful."

On the money, as ever, John.

La Rosiere beckoned and with the roof still down and the sun still up, so did the slopes. If the trip thus far proved anything, it is just how hard you can push a stock 911 without any major upgrades. In fact, the only modification I made use of were the xenon headlights, which were a Godsend on the pre-dawn drive to Val Thorens, our final stop.

Were it not for that final stop, this is the story I'd be sticking to. But Val Thorens is high: 2,200-metres at the base. If it was going to get hairy anywhere, it would be here. And so it proved. Not with a bang, but a whimper. In my defence, the weather was still holding and the resorts had done a magnificent job keeping the roads clear. From St Martin de Belleville onwards, snow was piled higher and higher by the roadside, but there it stayed. Grey tarmac eventually turned to telltale brown; gritted and pitted, with the odd ball of ice straying into the middle, but the pass was clear all the way to the hotel in the centre of town (what was I thinking? Why did I not stay further down the valley? Because it was a test, I kept telling myself.)

The driving part of that test was passed with relative ease. Parking; less so. An overnight freeze combined with an early start the following morning produced some erratic conditions to say the least, and a wrong turn down a gently sloping street was almost disastrous. Testing the brakes, it was clear they wouldn't stop a roller skate, let alone 3,113lbs







*A laughing policeman is one thing,  
but an impounded Porsche is a crime*

of Stuttgart's finest. Pumping the pedal was a poor combination with ABS and while I was slowing (slowly); I was also skidding. Still, if you're going to lose control of a car, you might as well do it at 5mph. Burning through my last reserves of luck, I rolled, gently, and illegally, into an improvised parking space. That would have to do for now.

Later would come the real trial, after a desperate call to the tourist office and their subsequent chat with the police, who, unsurprisingly had noticed that illegally parked Porsche with UK plates, and yes, had issued me a polite instruction to remove it 'to avoid having it impounded.' The kindly tourism official explained my predicament and, after a short while – probably about as long as it took the officers on duty to stop laughing – they came and towed me away. Not to the pound but to a place of greater safety: level ground, free of ice.

I think they call that a warning shot. So; lessons learned, after a week of winter adventure. You can do it – comfortably and enjoyably – in a 911, and you really should. Careful use of cruise control, or a steady foot if your car is not so equipped, will keep your fuel bill on the right side of terrifying. Spinal Tap's Big Bottom really deserves an extra verse. And if you are going high, or anywhere that involves a bit of back road navigation, upgrade to winter rubber. Because a laughing policeman is one thing, but an impounded Porsche is a crime in every sense ○

#### MATT'S THANKS:

Savoie Mont Blanc Intl for route advice ([savoie-mont-blanc.com](http://savoie-mont-blanc.com)), Bérangère at Val Thorens Tourism for the get out of jail free card ([valthorens.com](http://valthorens.com)), and John and Harry at Tower Bridge Porsche for moral support (020 7357 0911).





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# Two *For Joy?*

In celebration of 30-years of 4WD Porsche production, we examine the history, and test both two- and four- wheel drive vehicles...

Story: Simon Jackson, Rob Richardson   Photography: Various











As you've read over the proceeding pages, Porsche's 30-years spent producing stellar four-wheel drive 911s (and other vehicles) has assured its expertise in the field. In actual fact, its relationship with the concept can be traced back way beyond what you'd likely consider the 'first' all-wheel drive 911, the 964, to the early 1900s. Ferdinand Porsche's four-wheel drive systems for the Lohner-Porsche might bare little relation to the technology we know today, yet both were committed to doing the same job as any modern all-wheel system.

In answer to Audi, Porsche seriously explored the idea of a four-wheel drive car again in the late 1970s, a concept that eventually saw light in the early 1980s in

the Carrera-based 953 – the car which took Porsche rallying in the Paris-Dakar. When a four-wheel drive system was developed for the 959, a mass production 911 driven by more than just its rear wheels seemed all but a formality. Indeed this new automotive dawn was not one which Porsche would miss, and so it was in the mid-1980s, when it began drawing-up plans for the next generation 911, that a four-wheel drive version was included.

Typical of the Porsche of old, the development schedule for the 964 was tight and ambitious. Plans to build two body style variants, the two-wheel drive 964 and a separate four-wheel drive version were scratched – the pair would instead share a shell. Though the 964 borrowed some of

the technology from the 959, it was not the expensive computer-based stuff. Rather a solid driveshaft linked the front spiral-bevel gearing, the steel tube in which it sat joining the engine and transaxle with the front differential. It was a centre differential that split torque between the two axles, with a 69 percent rear bias. In combination with the 964's 41/59 front-to-rear weight distribution, the end result was a 911 that felt predominantly rear-drive, yet via its multi-plate clutch, could send drive frontwards in low-grip scenarios. The Porsche Dynamic All-Wheel Drive System (PDAS), which incorporated its computer controlled traction systems, might have been basic by modern standards, but it largely did the job. Eliminating understeer was the real sticking

*Porsche explored the idea of a four-wheel drive car again in the late 1970s*







point in the way the 964 drove, the same is true in later variants in fact, but Porsche's engineering worked as hard as possible to eliminate it – still, there was room to improve. Nonetheless the 964 Carrera 4 was popular in the showrooms, evidenced by the fact that one in five 964s sold were endowed with four driven wheels.

That there was clearly a market for a four-wheel drive 911 went without saying, and so with the 993 Porsche was keen to polish its concept. Out went the PDAS system, in came a simpler and more proficient viscous coupling arrangement, which connected through a tube to an open differential at car's the front wheels. It worked in combination with a limited slip-differential with 25 percent

locking under power, 40 percent on overrun. Also debuting was Active Brake Differential (ABD), the system able to brake individual wheels as they lost traction. The viscous coupling arrangement (albeit massaged) was carried through to the 996, and it was, arguably, here that it first shone best. By now Porsche had managed to reduce the weight deficit to the two-wheel drive 911 to just 50kgs, half that seen between the 964 Carrera 2 and 4. Furthermore, in moving the viscous coupling into the 911's front differential (as opposed to locating it at the head of the transaxle), with the 996 4 Porsche achieved an ideal 40/60 weight distribution. The 996 also saw the arrival of the Porsche Stability Management system (PSM), a product born

out of a collaboration between Bosch and Porsche. PSM benefited from the usual traction and brake control systems, but also it could brake an individual wheel during cornering for added stability. In the wide-body 996 Carrera 4S of 2002 came though what many regard as the defining moment of four-wheel drive 911s, at least in terms of driving dynamics. Sharing its looks, suspension and brakes with the 996 Turbo, this was the 996 Carrera to own.

Further finessing the concept, Porsche made confident statements with the 997 Carrera 4, its wide body later being shared with the Turbo model. The viscous coupling system remained, again tweaked, now an open design to reduce transmission noise. PSM was revised too, in came a pre-fill brake system within





its functions, intended to reduce stopping distances by pumping fluid in advance of being called to perform a sudden halt. But with the 997 came perhaps more important changes than those under the skin. Arguably the Carrera 4 was a markedly better car to drive than any of its forebears of the same type. Boasting less understeer, more sure-footedness, and lighter steering feel than those cars that came before it, here was a car that very much felt equal to its two-wheel sibling to drive. With the 997's second-generation came Porsche Traction Management (PTM), lifted from the 997 Turbo, the system allowed for infinite distribution of drive to whichever end of the car required it. In short this system was clever, able to detect if a driver had intentionally induced a slide, and so keeping its nose out of clearing things up if that was the case. Importantly it's this level of driver involvement that Porsche managed to maintain into the development of the 991.

As a result of all this, in the very latest Carrera 4 we have a car that is not only composed, but one which is as much fun to drive as its two-wheel drive counterpart. We largely have further improvements to the PTM system to thank for that, its electromechanical clutch can distribute torque to the front end of the car in 100 milliseconds, or faster. The first-generation 991 Carrera 4 was 50kgs heavier than the C2, but overall some 65kgs lighter than its outgoing 997 counterpart. In short Porsche has eliminated many of the negatives associated with a 911 4.

Ultimately, owing an all-wheel drive 911 makes more sense than ever before. Which begs the question: why then do some Porsche enthusiasts primarily opt for two- not four-driven wheels when selecting their favoured system of 911 propulsion? And perhaps more importantly, can a normal driver, a mere mortal, really feel the difference between the two drivetrains? To find out we sent contributor, Rob Richardson, to Porsche's low grip Experience Centre at Silverstone on a mission to gently feel our way around through only fingers and toes...

A cold, drizzly Northamptonshire Monday doesn't sound like the most appealing set of circumstances, but when you're at the Porsche Experience Centre within the Silverstone circuit to celebrate 30-years of 4WD, they couldn't be more perfect. Since the 1988 964 Carrera 4 (only available as a 4 at launch) Porsche has spent 30 years perfecting and developing AWD, and we were here to experience everything it had learned along the way, driving the 911 Carrera 2 and 4 back-to-back across all the tracks and surfaces the Centre had to offer. This was to be my first drive of the 991.2, though I can't say I've come to this without a bias. Everything I love about the 911 and everything I think it should be requires it to be 2WD; I want to feel the engine mass moving around, the car to pivot around my hips, for it to keep me on edge and make me think about every input and the



*The 911 DNA I love in my own SC is alive and well in the 991*







consequences if I don't get it right. My own 911 SC delivers this in spades; it's about operating a machine and manually manipulating the physics to work for you – will the C4 blunt this? Let's see.

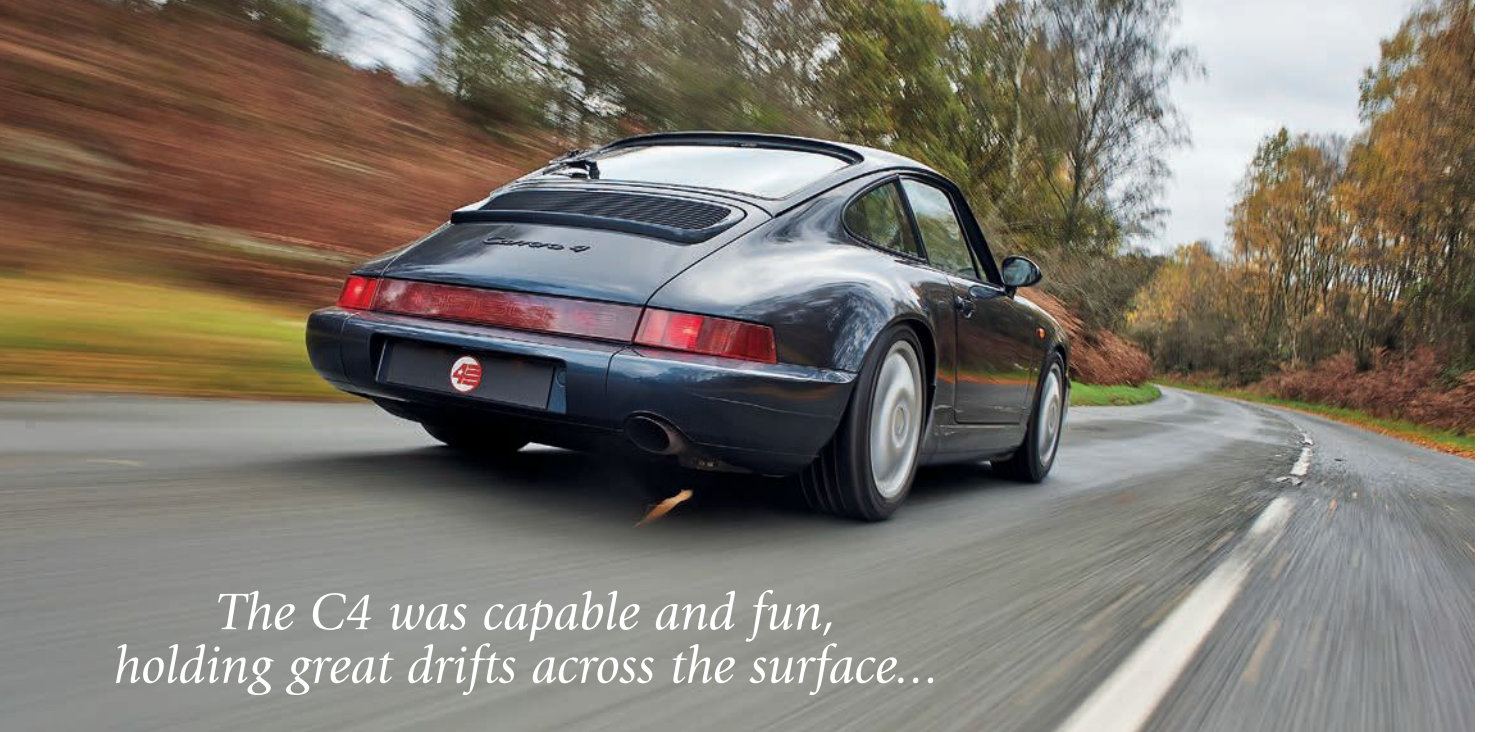
The cars in question are both GTS variants with the new 3.0-litre twin turbo engine, PDK and only 45kgs of extra driveshafts and diff separating them. The C4 will get you to 60mph 0.1 seconds faster, but this isn't Top Trumps in the pub so that's as good as a draw.

We started at the handling circuit: a track designed to offer every type of corner and camber change you'd find on a great country road; the real world rather than a race track, with little or no run-off and today conditions are damp, cold and greasy. This is the sort of environment in which you'll most frequently find yourself wanting to exploit and enjoy your 911. We can't all live at the Nürburgring, so this is key. First off was the C2. After several laps pushing on in both Sport and Sport Plus modes (allowing you more slip, sharpening up the dynamics and response as you rotate the neat dial on the steering wheel) the C2 demonstrates it has massive

grip and composure even in these conditions. In order to unstick it you'd have to be either super-humanly talented, desperately unlucky or mad. It delivers all of the 911 sensation I wanted: shrinking around me, inspiring confidence with every input needing to be deliberate. Yes, it's cliché, but the hip-pivoting rear engineered 911 DNA I love in my own '78 SC is alive and well in the 991. Next was the C4: same settings and same conditions for the same number of hot laps. It's safe to say the 45kg weight penalty was virtually imperceptible in this 'road' test, but the other effects of the C4 were more pronounced. I was able to get more power down sooner with the front wheels coming into play to drag the car out of a corner, and with so much torque on offer from the turbo power unit, this allowed me to use it. The added mass on the front of the C4 in the previous generation 991 gave an extra degree of feel to the electrically assisted steering. In these 991.2 generation cars the gap between the C2 and C4 has narrowed, so it is no longer a deciding factor. If someone had been timing I'd reckon the C4 was faster. But the clock isn't the metric I'm using here. The







*The C4 was capable and fun,  
holding great drifts across the surface...*

more measured approach to deploying the power in the C2 made for a more entertaining and rewarding experience. The C2 takes this round for me.

Next was the Ice Hill and Kick Plate, two water-soaked plastic surfaces (the hill has a seven percent incline) designed to let you push to the ragged edge at more sensible speeds and simulate suddenly losing the rear end. Risking damage to my ego I'll admit I span the C2, spectacularly, on both. There was a point of no return that was easily found, though getting it right was incredibly satisfying and really demonstrated the cars incredible balance, allowing you to hold drifts and play with the attitude of the car on the throttle. This is where the C4 came into its own though. The benefits of four driven wheels enhanced control over the limit with the throttle becoming an additional dynamic tool as power was transferred forward. With all the systems set to standard the C4 was secure, capable and safe. With them dialled back or off it was massively capable and fun, holding great drifts across the surface even in my novice hands. The C4 has it this round.

Having spent some seat time in both cars in conditions to test them in real world situations

and exploit them at the edge, which one would I take home? It's hard. The C4 is the better, more capable every day performance car in every tangible and measurable metric. The weight compromise is as good as imperceptible in the real world. You can use more of the power, more of the time and no matter the weather you'll always get where you're going. Choosing a Carrera 4 has never made so much sense. However, for irrational and intangible reasons I'd still have the C2. It has a purity and an extra layer of complexity to extract the best out of. A sports car should thrill and engage and while both the C2 and C4 do, it was the C2 that left me with the biggest thrill and sense of accomplishment lap after lap.

Having settled that we moved onto the off road test track: a muddy, stony, slippery trail with 45 degree inclines, descents, banked edges lined with mossy railway sleepers and a particularly nasty set of cross-axle humps that left the car hanging on two wheels – AWD here wasn't a 'nice to have' but an absolute requirement and it worked continuously to pull the Cayenne through. Surprisingly only in the most extreme situations was there sufficient slip to require us to engage off road

mode, locking diffs and allowing us to carry on. It's most impressive feat was the way, from a stop, the car had traction to move off on a 45 degree accent, which was handy as if I'd had to get out, I doubt I'd have been able to stand up on it.

My final experience was of the Macan and Panamera (now only available with AWD) back on the handling circuit. Both cars demonstrated an incredible duality of character from SUV and waffy gentleman's express, to taught and engaging weapons for spirited driving, belying both their size and weight. Not unlike the 911 the AWD systems were used to great effect to deploy the performance both of these cars had to offer at all times.

Having experienced the fruits of 30 years of development across a number of situations and surfaces I can confirm not only is it well executed, but that it's virtually a compromise-free tool for exploiting the most of the performance and capability of all Porsche models in the range. Whether you like mud and ruts or making blistering progress in all conditions, Porsche's AWD systems are the best and most accessible they've ever been in the history of the marque ○







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118D/218D/318D » 225BHP  
120D/220D/320D/420D » 240BHP  
328i/428i » 295BHP  
335i/435i » 410+BHP  
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MCLAREN 650S » 720 BHP  
MCLAREN 675LT » 750BHP  
MCLAREN 570/S » 680+BHP  
AVENTADOR » 750+BHP  
HURACAN LP610 » 650BHP  
GALLARDO LP560 » 600+BHP  
BENTLEY 4.0 T V8 » 700BHP  
BENTLEY GT/F-SPUR » 680BHP  
GT SPEED / SUPERSPORT » 690+BHP  
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# AUTO*biography*

The most important 917 of all, chassis 917-023 is the one that gave Porsche its first victory at the Le Mans 24 Hours...

Story: Ian Wagstaff   Photography: James Mann





Porsche 917, chassis number 023 is a conventional 917K, one of the original batch of 25 cars that lined up during the spring of 1969 in the courtyard of the Porsche factory at Weissach for the CSI to examine and homologate. As such, it first appeared in the distinctive long tailed, low drag guise, with an enclosed engine, that resembled a large version of the earlier 908 long tail coupes and, had it competed as such, would have been one of the vicious beasts that so many of the factory drivers had avoided the year before. From a technical stand point, 023's place in history came not at Le Mans, where it was anything but the latest in 917 development, but earlier at Monza where it was the first such car to race with a 4.9-litre, as opposed to 4.5-litre, engine.

The design of the 917 was a logical extension of what had gone before. Although considerably mightier than its predecessors, the last of a line that had evolved gradually. The chassis, plastic body and suspension were patterned after those of the 908.

Chassis 023, the car you see here, was never raced in its original configuration and was in the iconic 917K form – 'K' standing for 'kurzheck' or short tail – when it first raced a year later. It was to remain in this guise for the rest of its competition life and to this day. It thus retained the clean and aggressive lines that made this arguably the most attractive of all 917s. Unlike the 1969 cars, which

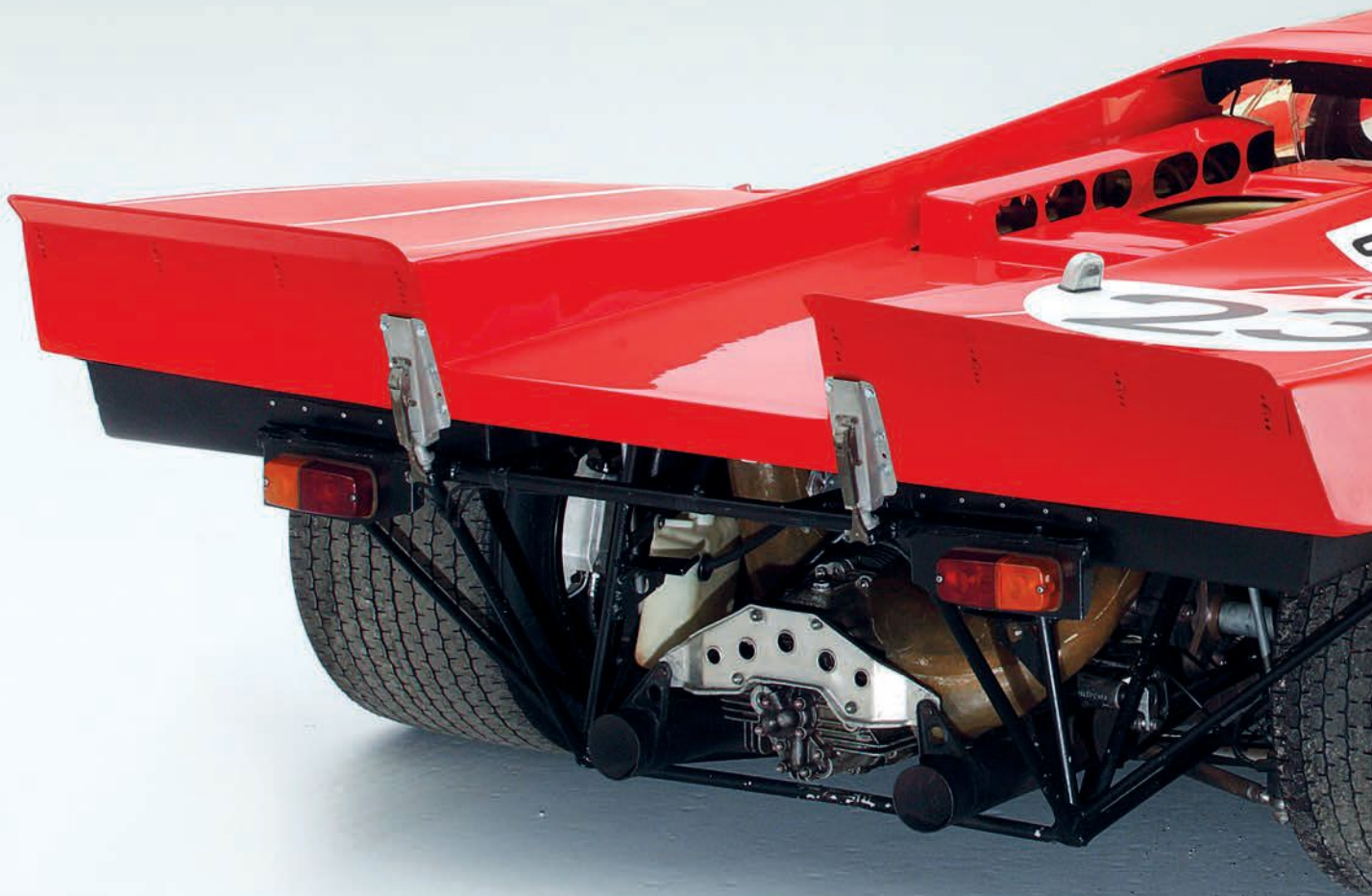
appeared as 908s on steroids, the 'K cars' were undoubtedly distinctive – perhaps one could use even the adjective 'unique' on this occasion. They remain easily recognisable even today for there has never been anything that looked quite like them. The lateral fins that perhaps spoiled the good looks of a 917K were not introduced until after 023's last race. Such fins were later, incorrectly, fitted to 023 but removed before it left the Matsuda Collection in Japan. Evidence still remained of the holes when it was sold to the current owner. 917-023 did have one unique feature during its racing life, albeit one that appeared only briefly. During practice for the 1970 Brands 1,000km race an airbox was fitted over its engine cover as was to become vogue in Formula 1. Little improvement was noticed and the airbox was removed before lights out. A year later, Porsche tried twin air scoops during practice for both the same race and Monza, and during the Le Mans test weekend but they, again, gave no power advantage.

With the exception of 917-001, the 25 cars from the original batch underwent a second production phase in the period from late 1969 to April 1970, using the modifications initiated by the trial at Zeltweg, as well as many laps of testing. 917-023 was one of a second batch of seven (the others in this batch were 018, 019, 020, 021 and 025) where the conversion work had been outsourced to two of Porsche's regular suppliers. Baur took on the tubular

frame modifications, Waggon-fabrik Rastatt fitted and bonded a new body. In addition to the distinctive wedge-shaped tail and changes to the frame, a new 'miniskirt' was fitted to the body. The bottom of the nose was also made parallel with the road. All that remained of 917-023's original exterior was the composite glass windshield, doors and roof.

The chassis of 917-023 and its stable mates had been designed by the prolific Hans Mezger (who had become head of the Porsche race design office in 1965) and his team with weight saving in mind. The car's overall weight was just over the 800kg minimum for its class, thanks largely to an aluminium tubular grid frame that weighted a mere 47kg. Experiments with the 908 had shown that aluminium could be used with little loss in strength and stiffness. All but five, later, experimental 917s, which featured magnesium chassis, used aluminium. The engine and front and rear axles were bolted to the frame. Fixed body sections were also bonded to the frame by glass-fibre mats and polyester resin.

The front wheels were independently suspended on control arms, with coil springs, double-acting shock absorbers, supplied by Bilstein, and transverse stabilisers. Steering was by direct rack and pinion with the steering wheel on the right hand side of the cockpit. The rear axle, likewise, featured independently suspended wheels on control arms, with coil springs, double acting shock absorbers and







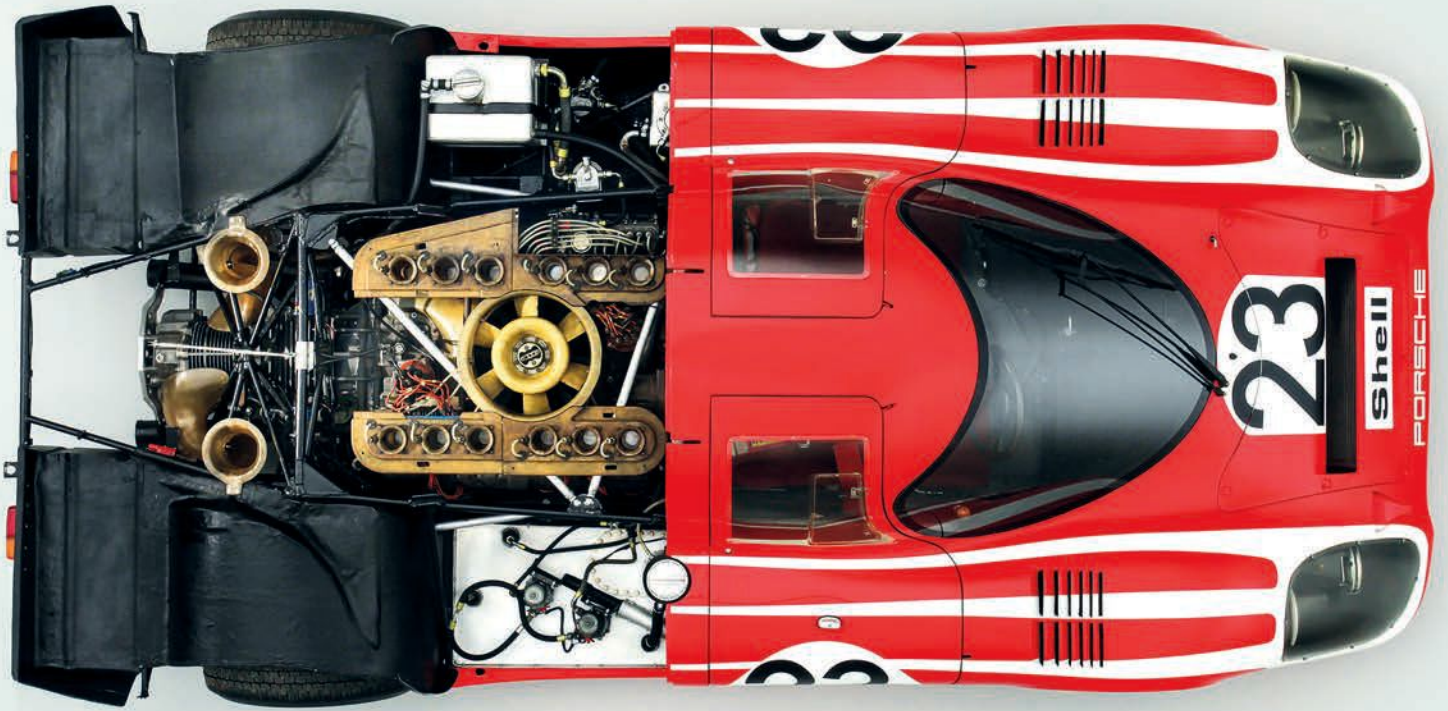
*Chassis 023, the car you see here,  
was never raced in its original configuration*



Chassis 917-023 at Le Mans in  
1970 wearing race number 23









transverse stabilisers. The use of Titanium springs, Teflon bearings, magnesium wheel rims and lightweight alloy centre wheel mounts all helped to keep the mass down.

Use was made of dual-circuit disc brakes. All four discs were internally ventilated and supplied with air by large hoses. The first 917s used brakes from German firm, Teves. However, JW Automotive Engineering found that the taper wear was excessive and therefore started to use Girling brakes. When these were found to be more efficient than the Teves product still being used by Porsche Salzburg, Porsche, to Wyrer's irritation, offered them to the rival team. At Le Mans in 1970, 917-023 was fitted with Girling callipers and discs, Textar 1431G pads, Aero Quip brake hoses and Castrol brake fluid. Another supplier was the French company, Marchal that provided the car's headlights.

Porsche Salzburg also differed from its British-based opposition by using Goodyear, rather than Firestone tyres. At Le Mans in 1970, use was made of Goodyear G2 tyres on 10.5x15-inch front and 15x15-inch rear rims when the track was dry. For the rain that was such a feature of that race, 9x15-inch and 15x15-inch rears were used.

When it was first shown at Weissach, 917-023 might have resembled a stretched 908 but there was more to it than that. The length of the engine and gearbox meant that the cockpit was much further forward in order to retain the 908's 90-inch wheelbase. Chassis 917-023 would, though, never appear in public with a long tail. By the time of its debut at Brands Hatch in 1970, Porsche and JW had solved the early handling problems and the cars were now being raced in high deck 917K form with the tail open above the engine. This, according to development engineer, Helmut Flegl, enabled

the overhead cooling fan to suck air down and a central channel, running back from the window at the rear of the cockpit, to be formed to give the driver rearward visibility. The gently up-swept ramps either side of the channel helped to create the distinctive tail. At the end of each was an adjustable spoiler which gave the car extra downforce at the expense of increase drag. The drag co-efficient was now  $Cd=0.464$  as opposed to the  $Cd=0.400$  of the original 917 in short tail form. With the high tail of the 917K, Porsche swapped straightline speed for stability in the corners.

One of the other distinctive features of the 917K was an air dam nose. Front wheel arch extractor vents were also fitted and the body widened to accommodate wider wheels and tyres, adding 10 percent to the frontal area. JW added an aerofoil to the tail of its 917Ks for Le Mans but this feature was not used by the Porsche Salzburg team on 917-023. Some time after its racing career was over, the rear wheel arches were widened to allow even wider tyres to be fitted. In the winter of 2014/2015, a new tail was made to bring 023 back to the glory of its 1970 specification.

When it first raced at Brands and certainly at Le Mans, 917-023 was motivated by one of the original 4,494cc, flat-12, two valves per cylinder engines – first known as type number 912 – that were said to be good for 580hp. Mezger was to say that its design was the highlight of his career. At Monza and after Le Mans, 917-023 used a 4,907cc version of this boxer engine, the difference in size being achieved by increasing the stroke from 66mm to 70.4mm. Most of its rivals at Le Mans in 1970 used the larger engine. There is a slight irony in the fact that, in Italy, 917-023 was actually the first 917 to race with a 4.9-litre engine but was then fitted with the 4.5-litre unit for its historic win

at the La Sarthe circuit. Before the start of the race, the engine was producing performance figures of 535.9PS at 8,400rpm. This had dropped to 515.1PS at 8,400rpm by the end of the 24 Hours, a performance difference of 3.9 percent. 917-023's current owner, the Fica Frio collection, also had, as of 2015, a 4.5-litre engine in the car.

By initially using the same bore and stroke as the 908's three-litre engine, Porsche had not taken full advantage of the Group 4 capacity limit. The engine featured a magnesium crankcase. The power take off was central which meant that the engine was split into two sixes placed end to end. This avoided otherwise torsional problems for the crankshaft. The cylinders were cast aluminium with chrome-plated bores. Four overhead camshafts were driven by gears from the central crankshaft case. Use was made of a dry-sump lubrication and a Bosch fuel-injected system. A plastic fan fixed horizontally above the cylinders and driven by a shaft from the valve control, overcame anticipated cooling problems.

The early 917s featured a five-speed gearbox with full synchromesh and a limited slip differential, but 917-023 made use of a four-speed box when it won at Le Mans. All the 917Ks at that race were fitted with four-speed transmissions but Porsche Salzburg's long tailed car (917-042) had a five-speed box. The four-speed used the same casing and was essentially a five-speed box with the fifth speed blanked off – 917-023 today still retains a four-speed transmission.

Chassis 917-023 carried the race number 23 when it won at Le Mans. For its other races it was numbered, respectively, 11 (Brands Hatch), 10 (Monza), 28 (Spa-Francorchamps), 21 (Österreichring), 38 (Buenos Aires) and 4 (Daytona). Back in 1970, cars would be





allotted their race numbers for just the one event, unlike for a whole series, as is the case today. Having been shot in white for its first three appearances, 023 was unique in its colour scheme at Le Mans, a livery of red with white flashes that would remain its own during 1970 but which would be copied in later years as owners sought to make their cars look like the 1970 24 Hours winner. Its sister 917Ks at Porsche Salzburg, 917-019 and 917-020, featured the same scheme but in blue and white. The story is that this was decided upon after stylist Tony Lapine had dropped ink spots onto a scale tunnel and then seen where the ink would run in a wind tunnel. When first shown at Weissach, 917-023 was in the German national hue of white. The colour was the same, now on 917K bodywork, when it raced at Brands, Monza and Spa the following year. For its two races in 1971, it was clad in Martini's distinctive silver, dark and light blue and red livery. It was only at Le Mans and Zeltweg that 917-023 raced in the colour scheme for which it would become famous, and which it appears in today... ○

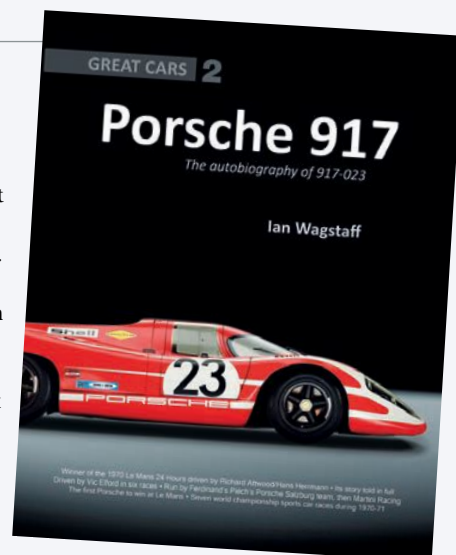
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# Freeze Frame

Taking cues from existing GT 911s comes the new second-generation 991 GT3 RS. No one outside of Porsche is yet permitted to drive it – luckily Walter Röhrl is on the payroll...

Story: Andrew Frankel    Photography: Porsche











You can never quite tell with Porsche, but the second generation of the 991 series of GT3 RS should be the very last laugh of the current 911 generation. If all the rumours are true and Porsche is true to form, it will show us an all-new 911 at the Paris Motorshow in September, code-named 992, seven years to the month since the 991 made its global debut at Frankfurt in 2011. And the whole merry-go-round will kick off another cycle, during the course of which the world's first hybrid 911s will be launched.

But back in the present day, it's just possible

that a few of you are scratching your heads not so much at the existence of this car, but its timing. It always makes sense to produce such cars at the end of the model's lifetime because they draw attention not only to themselves, but the lesser 911s that might otherwise be starting to be overlooked in the marketplace. And that being the case, you'd naturally want to save the best, or at least the biggest, till last. But that car would be the GT2 RS, which was already launched to universal acclaim last year, despite the fact that when Porsche last needed a change of series from 997 to 991, it was the GT2 RS that was naturally last to be launched.

In fact the reason this GT3 RS appears to have been delayed seems to be a combination of the weather and a Lamborghini. And I'm not kidding. Manufacturers don't just throw these cars out whenever they are ready, they are released in accordance with a carefully coordinated marketing and PR plan that, in normal times would indeed have seen the GT3 RS predate the GT2 RS. But then Lamborghini produced a useful little device called the Huracan Performante and then, in October 2016, used it to blitz the production car lap record at the Nürburgring. For Porsche this was doubly bad news: first, it was Porsche's





*The reason this  
GT3 RS has been delayed is  
a combination of the weather,  
and a Lamborghini...*



own 918 Spyder whose record the Lambo snatched, and second if a normal launch schedule was maintained, it would have nothing with which to reply to its in house rival until early 2018, which was not only almost 18 months later but also a time of year when the 'Ring tends to be under several feet of the white stuff. Something had to be done, and that something was to swap the launch dates of the GT2 RS and GT3 RS around. And as many of us know, late last September and just before the weather window closed, the GT2 RS went and obliterated the Huracan's record to sighs of profound relief and

satisfaction all around Weissach.

Do not, however, regard the GT3 RS as any kind of damp squib finale. Less powerful than the GT2 RS it undoubtedly is, but it contains much of the same engineering, has a very similar look, possibly the best sounding engine on sale and a price tag of £141,346, some £66,160 less than the GT2 RS or, put another way, a nicely specced Cayman GTS... Think of it as a normally aspirated GT2 RS and the value is not hard to see.

Like the previous first generation 991 GT3 RS, this car remains very much the track-honed option, even more so in fact for reasons

we'll come to in a minute. But it's still a downforce-optimised, stripped-out, PDK only car with a very aggressive look, rarely more so than in the brand new 'lizard green' paint in which Porsche presented it to just a few of us in Lapland.

The engine remains the same 4.0-litre flat-six used in the previous GT3 RS and current GT3, but its output has been tickled up 20 horsepower to a claimed 520hp, not by changing any of its internals, but by careful optimisation of its inlet tracts, exhaust system and engine management.

Actually it's a little more powerful even





*It is hoped that it will prove itself 10-seconds quicker than the old GT3 RS around the 'Ring...*



than that, and Porsche could easily have homologated the engine at 530hp, but Porsche is still charmingly old fashioned about making such claims and insists on a figure it knows the engine will be able to produce with space to spare, even when all external factors such as altitude and air temperature are the worst possible for recording such numbers. In fact Porsche could have knocked the output up to 550hp but with the engine due to serve for years to come and with many new 911s still to power, it decided to keep something in reserve for an engine that's directly derived from the RSR racing unit.

Anyway and as it stands, until around 4,500rpm its power remains the same as a GT3, whereafter its better breathing makes an increasing large difference all the way to the 8,250rpm power peak. Peak revs remain at a fairly insane 9,000rpm. The PDK gearbox retains the same internal ratios and final drive, but has some strengthened internal components for great durability at track speeds. The 0-62mph time has been set at 3.2-seconds, it's top speed is 194mph.



Some sense of the influence of the GT2 RS on this car can be seen in the suspension, which is essentially carried over from its turbocharged sibling, meaning its front spring rates are double those of the old GT3 RS and 40 percent stiffer at the back. Essentially and according to insiders, the Weissach engineers started with something close to a full race car set and worked their way back only until reaching a point where the car was usable on the road. Front and rear almost every union is Rose-jointed. It also comes with completely reprogrammed four-wheel steering.

The car also leans heavily on the GT2 RS for its aero pack, including a new bonnet containing NACA ducts for additional brake cooling purposes. Porsche won't say just how much downforce it generates, but it's believed the goal on this occasion was not a massive

increase over the last car but to broaden the aero envelope to deliver a modest increase in downforce complete with a reduction in drag, which is pretty much the holy grail in aero engineering terms.

As with the last GT3 RS, the bonnet and front wings are made from carbon fibre while the roof is magnesium, but there is a two stage Weissach pack that can be added too, the principle element of stage one being replacing the roof with one made from a carbon fibre sandwich construction to save 17kg, but a further 12kg can be lopped off by choosing magnesium wheels.

As a result of all these modifications, it is quietly hoped within Porsche that when the weather improves and the car is tested, it will prove itself to be fully 10 seconds per lap quicker than the old GT3 RS around







the Nürburgring. Annoyingly, I can't find a representative time for that car, but given the current GT3 did a 7min 12sec lap, I reckon that we'll be looking at something like a 7min 05sec performance for the new GT3 RS. To put that in perspective and if I'm correct, that'll make it around 13-seconds per lap quicker than the time managed by the 997-generation, GT2 RS in 2011, despite its 100hp deficit.

So here's where I get to tell you a bit about the car, because I've actually done a few miles in it. Except there is a problem: first and foremost, I was in the wrong seat. With the car not yet fully homologated Porsche deemed it too early to allow the press behind the wheel, so relegated me to the right hand chair and summoned up its go-to bloke when some

taxi-driving is required, two times world rally champion Walter Röhrl.

But even then I should have been able to impart some sense of how quick the car felt and that's what I would have done had the venue for my ride not been a track cut into the ice at Porsche's Winter Driving Experience centre (p38), 120 miles the bloody freezing side of the arctic circle in northern Finland. Here there was not enough traction even for Porsche's four-wheel drive fleet to use all its power so the GT3 RS would be hobbled from the start, even on sharply studded tyres.

Even so and for what it's worth: the inside is exactly as you'd expect for such a car. Everything is stripped right back, a cage occupying the space where the rear seats would be in any normal 911. There are carbon fibre seats, GT3 RS badges, cord pulls for door handles and a refreshing -28 deg C showing at the bottom of the right hand dial.

Walter dispenses with the usual pleasantries, nails the power and with a shriek from the engine, we are propelled simultaneously forward and sideways. How does the new suspension affect the car? What's the aero balance like? Does it feel any quicker? Good questions all and questions to which I remain no more qualified to answer now than when I first wriggled aboard. All I feel really qualified to tell you is that if there is a better sounding production 911 in existence, I've not heard

it. Maybe it was the way the exhaust note bounced off the ice banks around us or may that's just the noise it makes but in either case I found the voice of the new 911 GT3 RS hypnotic and not just at 9,000rpm, but right the way through the entire rev range, all of which Walter Röhrl was using.

It was almost as mesmerising as watching Walter himself, a man who has clearly forgotten that he recently celebrated his 70th birthday. What he can do by instinct alone is anticipate exactly how the car will respond to any given input, which when said car is never, ever pointing in the same direction as it's travelling gives him an insuperable advantage over mere mortals like me who can only guess and therefore spend all our time reacting to and trying to manage the unexpected. He is always at least one corner ahead of the car, where the rest of us would regard it as a decent day even if we were able to just about stay on top of it.

I'm sorry not to be any more illuminating than his, though given what is known already of its constituent ingredients – it is essentially a blend of the old GT3 RS, current GT3 with a large chunk of GT2 RS thrown in complete with its own little twist in the powertrain department – it would be almost unbelievable were the car not at least to match the expectations of its badge. Later this year I hope to be able to let you know for sure ○

*If there is a better sounding production 911 in existence, I've not heard it...*







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# French Lesson

Privately entered at Le Mans in the early 1980s, this is the only 928 to ever race at La Sarthe in period. This year it will return...

Story & Photography: Robb Pritchard









Think 928 and the immortal lines of the Wolfgang Möbius designed car, almost as recognisable as the 911 itself, comes to mind. As a Porsche fan think Le Mans and it is the decades of domination at Le Sarthe from the 917s, 962s to the most recently, 919. But think 928 and Le Mans together and you would be excused for drawing a blank.

For 911s in the 1970s and 1980s the GT classes were practically second home, but in '83 and again in '84 a lone 928 took on the 24 Hours, the only 928 to have ever been entered, and this is it. The car hasn't been seen since but its owner kept it in his French workshop for over thirty years, and he has just finished







a full restoration of this unique car. It lives in a rather nondescript looking building on the outskirts of Paris, we simply had to see this absolutely stunning 928 for ourselves.

Stripped out to the absolute bare essentials, the 928 is as light as possible which is good because the first thing the writer of this feature did was run it over his foot. There are a lot worse cars to cause you to walk around with a limp for the rest of the afternoon, though. Recovering in the office with an industrial strength espresso, Raymond Boutinaud sat down to tell us his story...

After a few years the service centre Raymond opened in the mid-70s had evolved into a Porsche specialist workshop which is why, in

1982, for a road car Raymond bought himself a brand new 928 S. "It was so different to a 911 but was still obviously a Porsche," he says. "And I loved driving it."

The more track days he took it to the more he wondered what it would be like as a race car. He wasn't the only one as the ASO (the Le Mans organisers) and Jurgen Barth, then head of Porsche's motorsport activities, were both keen to see the 928 run in the world's biggest race. Raymond didn't want to start pulling his beloved road car apart for no reason though, so he waited until his entry for the '83 event was confirmed. That letter didn't come until March, which left a rather less than ideal two months for the entire build.

The class Raymond entered was Group B, the same that the 959 was initially intended for, but it didn't take off in circuit racing as it did in rallying, or as Group C did. It allowed homologated performance upgrades, Raymond attempted as much as possible permitted in the time frame, and by his budget Barth arranged a bespoke Bilstein suspension setup to be made and got Mahle to prioritise a set of eight lightweight pistons. Raymond sent the engine block to Germany for the cylinder shafts to be coated with a special anti-friction agent called Nikasil. Porsche also made a rollcage for the car, out of aluminium, and sent it to Paris to be installed. Racing puts more strain on a car than just driving it on





the road does, so the wheel hubs were bored-out so that bigger bearings could be fitted. Barth also raided the parts bin in Stuttgart to find a set of brakes left over from the 917 project... before they were all snapped up for the SCRS one, that is. Raymond made some modifications to the camshaft to alter the valve lift and got a local French company to make it. He also machined the head channels out slightly to improve airflow.

On such a big car weight saving was an important factor, so the whole interior was surplus to requirements. Stripping it all out so that not even the door skins remained saved a massive 370kg. A minimalistic wiring loom also took off a significant 30kg. Such a thorough and successful job was done that in the end Raymond actually had to add 20kg of ballast to the car to bring it up to the required class minimum weight.

With so much engineering work to do, Raymond didn't have enough time to design the colour scheme, so he delegated the task to a local guy asking only that it should be eye-catching. The metallic light green and red wasn't exactly what he had in mind but there was nothing he could do about it.

Raymond entered with a couple of

local French drivers. Patrick Gonin was a young driver racing in the Formula Renault championship and Alain Lepage was someone a friend recommended. Lepage got the drive more from the money he brought to the project rather than his driving abilities. They qualified about where Raymond was expecting, in last place. "Today it's a bit different but back then Le Mans was a lot more about reliability than just power and speed. My intention was never to be the absolute fastest, just to be quick and keep being quick for the 24 hours," he said.

Pretty much the entire class, which consisted of 930 Turbos and a sole BMW M1, drove away from the 928, but several soon ran into almost inevitable problems. Putting in regular lap times, being extra careful to keep out of the way of the works Rothmans 956s, the team carried on... until the early evening when Lepage span the car at Indianapolis.

Thirty years later Raymond still doesn't know exactly what happened as Lepage never explained the accident. Back in the pits they found that a front hub was broken, they didn't have a spare. They didn't give up though, the team headed into the spectator car park and managed to convince a 928 owner to sell them

its front wheel assembly. They then took this to the mobile Bilstien machining unit and got them to bore it out to accept the bigger bearing. It took five hours to get the car ready to get back out on track again, by which time it was midnight. They continued and for the next 14 hours Raymond and Gonin carried on lapping like clockwork. At 4pm the 928 took the chequered flag. Sadly, due to the time lost in the pits, the 234 laps they managed weren't enough to be credited with a finish, so history records show them for '83 as a 'NC', for Not Classified. Not much different to a DNF. The Porsche people were impressed, so much so that they so sent a bottle of champagne across to the team – and they asked Raymond to do the same thing again the following year.

For '84 the biggest difference was the paint scheme. Raymond took charge of it this time and made a massive improvement. To cut down on excessive noise that all the drivers struggled with, the exhaust was re-routed to exit at the back rather than the sides. More power from the engine was something the team wanted, but that was a hard to achieve with the mechanical fuel injection system when total reliability needed to be factored in. With two new co-drivers, Philippe











Renault and Gilles Guinaud they made an improvement straight away by not qualifying in last position. All hopes for a good race were dashed almost immediately though when they started having problems with a failing head gasket. "It would have been the job of many hours to change it, we knew from the year before that even if we did and raced another 18 hours we could still get a DNF. We decided to continue as it was." Raymond explained.

With reduced revs, easier accelerating out of the slower corners and extended pit stops (where they had to refill with water as well as fuel) they were much slower than intended. On the second half of the Mulsanne straight, still a few years before the chicanes were added, they could still almost do 180mph... just 40mph less than the top Group C cars,

as back then they couldn't keep up anywhere near their ultimate pace for 24 hours.

The water loss was managed, it was miracle the engine didn't blow up, but despite it being very sick at the end they made it to the finish. "It's not much of a racing story," Ray shrugs. "The only thing we did was go carefully keeping our fingers crossed." They finished 22nd, last overall and last in Group B. But, only two others made the finish, so their perseverance paid off with a Le Mans podium. The Porsche champagne came this time from the race organisers.

Barth was keen for Raymond to keep racing the 928 with Porsche support, but that meant Raymond paying for unusual and expensive parts himself, so he decided to go for the easy life and raced with a 911

which was much cheaper. Although he never drove the 928 again it was always a special car for him, keeping it in dry storage in the workshop meant that three decades later it was in great condition. The engine wasn't though. Seriously close to going pop in '84, it was swapped out for a unit from an S4, which Raymond had bored-out to 5.5-litres. He thinks it should be good for 450hp.

It took two years of spare time but the whole restoration was pretty straightforward, the car now looks stunning. Once the bespoke flywheel (to fit between the S-gearbox and S4 engine) is fitted it will have a couple of test runs, but Raymond is saving the proper unveiling for the Le Mans Classic in July. There, once again, it will be the only 928 on the famous Le Sarth circuit ○





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# gt porsche retrospective

ONE  
YEAR  
AGO  
APRIL  
2017



A year ago we pitted the 996 Carrera against the 997 Carrera, the two were converging in asking prices which promoted an interesting debate – which is best? We concluded that the 996 was ideal for an investor, the 997 better suited to everyday driving duties – but we also stated that this was very much a moving paradigm.

Also in this issue we drove the world's only 959 Cabriolet, built in the '80s from a crashed coupé, and Andrew Frankel drove the new Panamera 4 E-Hybrid. We revisited RUF's crazy CTR3, and looked at the (now late) Dan Gurney's win at the French Grand Prix of 1962 – Porsche's only as an F1 constructor.

Further into the issue we compared the 924 and 987 Cayman – two entry-level Porsches available for under £20,000 – one modern, one classic.

FIVE  
YEARS  
AGO  
APRIL  
2013



As you can see here, five years ago we welcomed a new GT car into the fold in the form of the 991 GT3. With a new engine, gearbox and body for the first time in 14-years, the new car promised much. Also in this issue current Editor Simon and former Editor, Stuart Gallagher, took a 991 Carrera S on a jaunt across Europe, Dickie Meaden drove the new 981 Cayman S in Portugal, and Phil Raby championed the cause of the 996.

Andrew Frankel drove the 911 2.7 RS and 2.8 RS to see what made them so special, plus we also drove a 911T Targa and a 928 S4. Furthermore we looked in detail at the 911 Turbo (930) to see how it was doing on the open market – top money back then was around £55,000, a good car could be had for £35,000.

TEN  
YEARS  
AGO  
APRIL  
2008



A decade go we drove 9ff's 'GT9' – a 986hp creation from the German tuning giant said to be capable of hitting a staggering 250mph. Chris Harris said of the car: 'To accelerate from a standstill to 188mph and back within one mile, and not use full power until the car is travelling at 70mph is, frankly, staggering.'

Further into the issue we took a 997 to the Rallye Historique Monte Carlo, looked at what you needed to know to buy a 997 Carrera and Carrera S, and drove Oakley Design's 997 GT3.

In addition we looked a 911 legend – the Carrera 2.7 RS – and a 356C met a 997 GT3 RS, of the encounter we said: 'They offer a sublime example of Porsche design success from two very different eras, yet loyalty to the original body shape is very much in evidence.'







# PORSCHE INVESTS SIX BILLION IN ELECTROMOBILITY

Porsche is doubling its investment in the future with plans to invest more than six billion Euro in electromobility by 2022...



By 2022 Porsche will invest more than six billion Euro in electromobility, focusing on both plug-in hybrids and purely electric vehicles. The decision was made by the Porsche AG Supervisory Board at its most recent meeting. "We are doubling our expenditure on electromobility from around three billion to more than six billion Euro", explained Oliver Blume, Chairman of the Executive Board of Porsche AG. "Alongside development of our models with combustion engines, we are setting an important course for

the future with this decision."

The plans have been bolstered significantly to include around three billion Euro of investment in material assets, and slightly more than three billion Euro in development costs. From the additional sum of three billion, some 500 million Euro will be used for the development of Mission E variants and derivatives, around one billion Euro is marked for electrification and hybridisation of the existing product range, several hundred million for the expansion of sites, plus around 700 million

Euro investment new technologies, charging infrastructure and what Porsche calls 'smart mobility'.

In Zuffenhausen, a new paint shop, dedicated assembly area and a conveyor bridge for transporting painted bodies and drive units to the final assembly area are currently being constructed. The existing engine plant is being expanded to produce electric drivetrains and the bodyshop will also be developed. Investment is also planned for the Weissach Development Centre. The Mission E project has created

approximately 1200 new jobs.

Porsche is also investing heavily in infrastructure. Along with Audi, Porsche is representing the Volkswagen Group in Ionity, a joint venture with the BMW Group, Daimler AG and Ford Motor Company. The goal of this venture is to construct and operate 400 powerful rapid charging stations along the major European traffic routes by 2020. Construction began back in 2017. To complement the work of Ionity, the Porsche dealer network is becoming part







of a nationwide system of rapid charging infrastructure.

The release of the new Panamera sees the third generation of the Porsche plug-in hybrid on the road in two different variants. Both variants offer a purely electric range of up to 50 kilometres (more than 30 miles). The Panamera Turbo S E-Hybrid is the flagship model in the model line – it offers a combination of exceptional performance and maximum efficiency, with a four-litre V8 engine and an electric motor generating a total power output of 680hp. The model is the sportiest car in the luxury segment – not in spite of, but because, of its hybrid drive system so says Porsche.

Customers seem to be very pleased with their hybrid models: since launch, around 60 percent of all vehicles delivered in Europe by Porsche were equipped with its state-of-the-art hybrid systems. That figure was significantly higher in some countries, for example it reached a somewhat staggering 90 percent of all new Porsches sold in Scandinavia.

The purely electric Mission E sports car has a system power boasting 600hp, it will require significantly less than 3.5 seconds to travel from 0-62mph, it will also be able to accelerate and brake repeatedly without any loss of performance, and it will offer a range of 500 kilometres (more than 300 miles) in the NEDC. The charging time will be short too: thanks to a 800-V system voltage, it will take just 15 minutes to provide a 400km range.



## RÖHRL CELEBRATES ANNIVERSARY

In 2018 Walter Röhrl has been heavily involved with Porsche for exactly 25 years...

Bavarian World Rally Champion, Walter Röhrl, has been involved with Porsche for exactly 25 years, and the company is celebrating that fact. In 1993 a contract was signed between Porsche and Röhrl, but in the intervening years the relationship has turned into far more than a contractual obligation. Porsche enlisted the four-time winner of the Monte Carlo Rally and two-time Rally World Champion as a developer and representative. Even by the early 1990s Röhrl was looking back on

an eventful relationship with the brand; his first car was a used 356, after that a 911 always featured in his private collection. In 1977, his personal 911 rally car paved the way for a contract with the Fiat team, and by 1981 Walter was sitting at the starting line of the German Rally Championship in a 924.

Even at this point in his rally career, Röhrl was involved in the development of the 959 and the creation of the all-wheel drive system for the 964. When the

contract was signed there was one condition stipulated: Röhrl wanted to ensure that former chairman Dr. Wendelin Wiedeking "was always told the unvarnished truth about new developments."

Since then, Röhrl has participated in the development and fine tuning of several milestone Porsche cars – from the Carrera GT to the 918 Spyder, all 911 and GT cars as well as the Panamera. Now 70-years old, Röhrl still says what he thinks: "I have learnt a very important lesson during my time at Porsche: the top handling performance that we demand from a sports car when pushed to the limits is about more than what professional drivers need. Ideally, the sports car must be easy to control for ordinary drivers, too."

Oliver Blume, Chairman of the Executive Board at Porsche AG, commented: "At Porsche, we don't just need to thank Walter Röhrl for his unique 25 years of loyalty as a representative and advisor, but also for his expressions, which have long since become aphorisms. I like this one: 'a garage without a Porsche 911 is just a dark hole.'"







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# the market place

Dan Bevis

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

Hammer price:  
**£4,346**



You're always guaranteed a diverse board of fare at Anglia Car Auctions and, while their late-January sale may not have been a full-on Porsche-fest, there were two intriguing lots that caught our eye. The first was something that claimed to be a 1973 911S, first registered in the UK in 1980 (hence the W-plate), and modified to look like a 993 RS. Why would you do such a thing? Well, it takes all sorts... we can only assume that the works had all been carried out to a high standard though, as this unusual creation netted a substantial £29,680 – above the £22k estimate.

The second was intriguing simply for the fact that it's a four-grand 986 Boxster. Now, obviously the idea of buying a cheap Boxster is something that you should go into with your eyes open, as there's all sorts of potential for wallet-busting financial terror, but these early 2.5s are looking like a lot of car for the money and, assuming all's well with this R-reg poppet, someone's bought very well here at £4,346.

*These early 2.5s are looking like a lot of car for the money...*

Hammer Price:  
**£29,680**





Estimate:  
**£150-170k**



*Mark yourself out as a connoisseur in the paddock for just £20,000!*



Estimate:  
**£18-24k**



The UK is jolly well served for classic motorsport events these days: the various Goodwood extravaganzas, the Silverstone Classic, Motorsport at the Palace, and endless stage rallies, tours and club outings across the land. And one of the jewels in this particularly sparkly crown is Race Retro, showcasing all manner of cool old metal in a vividly visceral sense.

Why mention that here? Oh, because they have a classic car auction at the event too. At time of writing it's still a few weeks away, and the lot list is looking particularly juicy. Check out the 924 Turbo for example: completely genuine and original, 39k on the clock, freshly serviced, they don't come up this tidy this often. An £18-24k estimate looks like a decent step into this sure-to-appreciate market.

If front-engined, water-cooled Porsches are your bag, the '91 944 Turbo looks like a belter as well. Restored for the 2014 'Porsche Classic Restoration Competition' by Porsche Centre Sutton Coldfield, this car has receipts for £12,500 in parts – and that's without the Porsche labour rates! So £25-30k could be a bit of a bargain. Winding back the clock a bit, we love the 1965 912 (see our quick buying guide overleaf) – these four-pot 'budget' models have started to command 911 money; this one is a USA import with a rollcage that's been raced at club level so it's never going to command six-figure concours cash, but with its decent body restoration, 1965 date-stamped wheels and its original three-dial dash it looks like a strong bet at £36 to 42k.

If you want a whaletail and some wind in your hair, you're probably a Supersport Targa sort of person. The Iris Blue 1986 car on offer at this event has the Turbo-Look option and a reassuring history – and it's had over twenty grand spent on it over the last 12,000 miles! Interesting prospect at £47-52,000.

We've got a real thing for 928s at the moment, and this auction offers a late model with a very desirable spec. The run-out 5.4-litre motor boasted 345hp, and this one's had a factory-built replacement engine with steel liners. Ok, it does have an automatic gearbox, but you do get Dynamic Kickdown! A lot of Porsche fun to be had for around the £30,000 mark.

Shrinking violets look away, as there's a GT3 RS here with red wheels and full sticker pack. A 997 second generation car from 2010, it's been properly used – but not too much – and correctly maintained, and seems bang on at £150-170k. And if that's not ballsy enough for you, and you have an aversion to front driveshafts, the widowmaker GT2 RS is here to artfully scare you: £320-360k buys you an astounding example of an obscure icon.

As well as offering up this smorgasbord of classic and modern-classic fare, Silverstone Auctions also have an entirely separate bunch of lots on offer at Race Retro, in their Competition Car Sale. Not a huge amount of Porsches on the list, but we are rather taken with this 1994 968 Sport. Race-prepped by EMC Engines of Birmingham, it's only actually raced once and it's got a meaty spec – new uprated brakes, rebuilt Gaz shocks, new race seat and 6-point harness, carbon fibre doorcards, and it even comes with its own trailer. Mark yourself out as a connoisseur in the paddock for just £20,000!





Estimate:  
**£24k**



Estimate:  
**£36-42k**



Estimate:  
**£320-360k**

*A hell of a lot of work's gone into it, so it could be a thoroughly satisfying buy*

At time of writing, the auction lots are still being finalised for Bonhams' Goodwood Members' Meeting sale, but it's already looking like an all-star cast. Naturally it bristles with the kind of stellar fare you'd expect of a top-tier collection; the Ferrari F12 TdF will easily clear seven figures, and the Lincoln Continental Presidential Limousine is quite possibly the largest car we've ever seen. And nestling amongst the old Rileys and 1970s Escort race cars we spotted a cracker of a 914; specifically a 1975 914-6... or at least, so you'd think. Imported by the renowned Type 3 Detectives, who we've seen produce some astonishing builds, this was brought in from California as a lesser 914-4 before being handed to the legends at Linstone Classics, who tore it back to first principles and restomodded it as a six-pot. A hell of a lot of work's gone into it, so it could be a thoroughly satisfying buy for someone at £40,000.

Estimate:  
**£40,000**





## EBAY WATCH:

### 912

The number of cylinders in a Porsche has always been a polarising issue. Naturally the position of said cylinders has a strong bearing too – some people simply cannot get on with the idea of a front-engined Porsche, and traditionally such people have had a problem with the notion of a four-pot 911 too, even if said cylinders are in the ‘correct’ position hanging out back of the rear axle. But with the introduction of the 718 four-cylinder Boxster, perhaps a reassessment of what makes an acceptable piston count is on the cards?

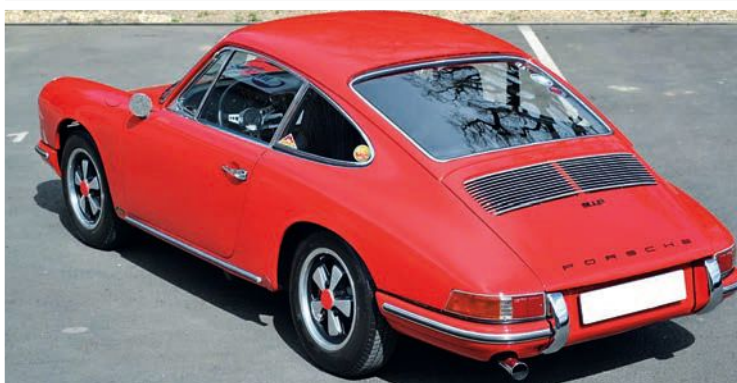
There’s certainly a fair bit of enthusiasm for the old 912 right now. This model was Porsche’s attempt to fill a perceived slot in the market left between the traditional four-cylinder 356s and the new six-banger 911. A cheaper 911 with a couple of pistons removed? No-brainer, really.

It was a bit of a smash Stateside – weighing around 120kg less than its bigger brother, the 912 offered a certain no-frills tactility; that weight was lost outside of the wheelbase, so it was a chuckable thing with oodles of grip. And while it was considerably cheaper than the 911, it still had disc brakes all-round, all-independent suspension, and playfulness in spades.

The one we’ve found on your favourite online auction site is a 1965 model [item number 282461653441] – it’s a pukka matching-numbers car with just 65,000 miles on the clock and, crucially, a Porsche Certificate of Authenticity. It’s not all that long ago that £44,990 would have seemed pie-in-the-sky for a 912, but the market’s caught on – for an honest example like this, it sounds like good value...

## QUICK BUYING GUIDE

- Have a good scour through the service history. These are robust and forgiving engines, but they do need to be properly looked after – receipts for oil changes every 3,000 miles will demonstrate that previous owners have been keeping on top of things. Bear this in mind when you’re buying, as a quality rebuild of that four-pot motor will easily sail into five figures.
- Dash tops are known to split due to prolonged exposure to the sun. Other interior trim is generally pretty hard-wearing, but 912-unique pieces can be tricky to source.
- Bodywork can rot with tremendous enthusiasm. If you’re looking at an all-original unrestored car, have a really good poke around and take your trusty magnet to check for filler. If it’s in new paint or boasting fresh underseal, it’s worth interrogating the owner about the work that’s been carried out.
- 912s tend to rot around the windows too, which is really annoying as it’s very fiddly to fix. It’s down to perished window rubbers, which aren’t tricky to obtain or replace, as long as the damage isn’t already done.
- Don’t panic about a vague and ponderous gearshift – the nylon bushes are probably worn, which isn’t hard to remedy.



Auction price:  
**£44,990**





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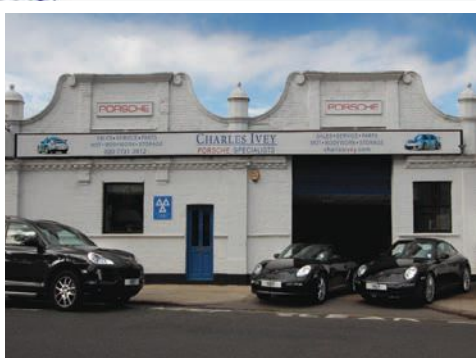
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# Porsche Stability Management: Sport Mode

The Sport mode within the Porsche Stability Management system helps ambitious drivers reach the limits of vehicle control — and the pinnacle of Porsche driving pleasure...

Story: Thomas Fuths, Klaus-Achim Peitzmeier  
Photography: Heiko SimaYer, Porsche





The red 911 Turbo S approaches the left-hand curve with sheer ferocity. Only at the last instant do the ceramic brakes kick in to powerfully decelerate it. The steering impulse is hard, even ruthless — experienced 911 racing drivers would know that this is too much of a good thing. There's nothing to keep the rear end from fishtailing now except for Porsche Stability Management (PSM). Normally, that is. The new PSM Sport mode, however, takes no drastic action. Yet the rear of the car does not turn out. Instead, the 580hp all-wheel drive 911 Turbo S seemingly dances into harmless, controlled oversteering. The manoeuvre looks absolutely controllable — not to mention very fast — much to the delight of Vanina Ickx and Philipp Peglau.

Ickx has the powerful 911 firmly under control. The petite native of Belgium is one of the greats at the wheel. Her talent clearly runs in the family: Vanina Ickx's father Jacky, for instance, won eight Grands Prix in his Formula One career. His name is even more hallowed in connection with the 24 Hours of Le Mans, where he took the overall title six times, four of them in a Porsche.

His daughter Vanina has entered Le Mans seven times, in a 911 GT3 RS as well as at the wheel of various thoroughbred prototypes. She also spent two years as a factory driver in the German Touring Car Masters (DTM).

Ickx flashes a brilliant smile as she lets the Porsche slowly coast to a stop. It's a cold spring day here in Hockenheim at the driving safety centre in the middle of the Grand Prix racing circuit, and one might be tempted to warm one's hands on the wheels of the car. Ickx herself seems to have been warmed just by the drive — taking a 911 Turbo S to the limit is a special experience, even for a her. "It's never a simple matter to exhaust the full potential of such a powerful sports car," she says.

"The new PSM Sport mode gives non-professionals the chance to enjoy this great experience too — within a safe framework," Philipp Peglau added. Peglau is a suspension engineer. He and his colleagues were responsible for developing the PSM Sport mode. They spent two and a half years on the project, clocking countless miles on all kinds of surfaces; dry, wet, icy, snow-covered — and on all manner of racetracks, including the Arctic Circle Raceway.







They didn't rest until every parameter was so finely adjusted that the results met Porsche's high standards for all driving manoeuvres. Since the introduction of the Macan GTS, the latest generation of 911, and the 718 Boxster and Cayman, PSM Sport has been available to customers as part of the Sport Chrono Package. Developer Peglau discusses driving dynamics with lckx: "PSM Sport is not a drift mode," says Peglau. The electronics do not take artificial measures to achieve and maintain a certain slip angle. "This would rob drivers of their feel for the car, and give them a false sense of security about their skills. PSM Sport by no means takes control of the car out of the hands of advanced drivers."

According to Peglau, one of the greatest challenges at the limits of performance is the transition from stability to instability. Developers call this 'yaw acceleration,' which refers to the strength of the impulse that leads to oversteer. If this impulse is too strong, it's hard to get the car back under control. And it's precisely at this point that PSM Sport cuts in, without any additional sensor systems.

"We haven't just simply raised the control thresholds," explains Peglau. "What we've done instead is dampen the initial yaw acceleration. This allows us to create a gentler transition. As soon as the system recognizes that

the driver has everything under control, it allows for greater freedom – the threshold values for traction control are raised and the PSM's interventions in braking for stability are toned down. This approach turns stability control into instability control, so to speak, without distorting the basic character of the car."

Porsche had previously offered an intermediate stage between activated and deactivated PSM as part of its Sport Chrono Package. This mode was part of the Sport Plus system. As Peglau explains: "With the old PSM Sport mode, we wanted to give customers more freedom in the area of performance-oriented driving. Because the PSM light wasn't on, the full PSM safety support remained. But we envisioned a more nuanced solution. We wanted to give drivers a greater degree of freedom on all surfaces – including roads in rain or snow – and a larger slip angle."

The aim was to enable drivers to experience the extraordinary driving dynamics of a Porsche under safe conditions, specifically, on closed racing circuits or training grounds. "Even when PSM mode is on, the control system only sets in when you reach the limits of stability," says Peglau. "But on bumpy roads or sequences of curves, such as those on the Nordschleife of the Nürburgring, PSM-on mode can lower the vehicle's potential performance somewhat. By contrast, PSM Sport, like PSM-off mode, lets you drive your







*"We wanted to give customers more freedom in the area of performance-oriented driving"*

fastest lap. At the same time, its control strategy offers sports drivers a baseline level of support should they unwittingly seek to exceed the limits of physics in the pursuit of their fastest lap. For example, it reduces the necessary steering dynamics by means of gentle braking interventions."

Pressing the button briefly (0.3 seconds) will activate PSM Sport mode

At the same time, the safety net is spread considerably wider in the background. If the driver encounters difficulties and the brake pedal pressure exceeds the activation threshold of the anti-lock brake system, PSM switches back on, either more or less quickly depending on the preceding pressure. This 'emergency anchoring' function is already similar to PSM-off mode. PSM Sport

mode gradually approaches PSM-on mode from 62 to 93mph. The only thing that can happen now, even at speeds above 93mph, is an intervention by the traction control system, although this depends on the level of grip on the driving surface. "We might also say that PSM Sport takes the driver by the hand and leads him carefully up to PSM-off mode, because that option continues to be available, of course," says Peglau. But it should remain what it has always been: the most extreme means of choice for the very skilled. Such as Vanina Ickx in the 911 Turbo S. Could she imagine PSM Sport in a race car? "Why not?" she replies. "Traction control was a great help to us in certain situations in our Le Mans prototypes."





## PORSCHE DYNAMIC CHASSIS CONTROL SPORT

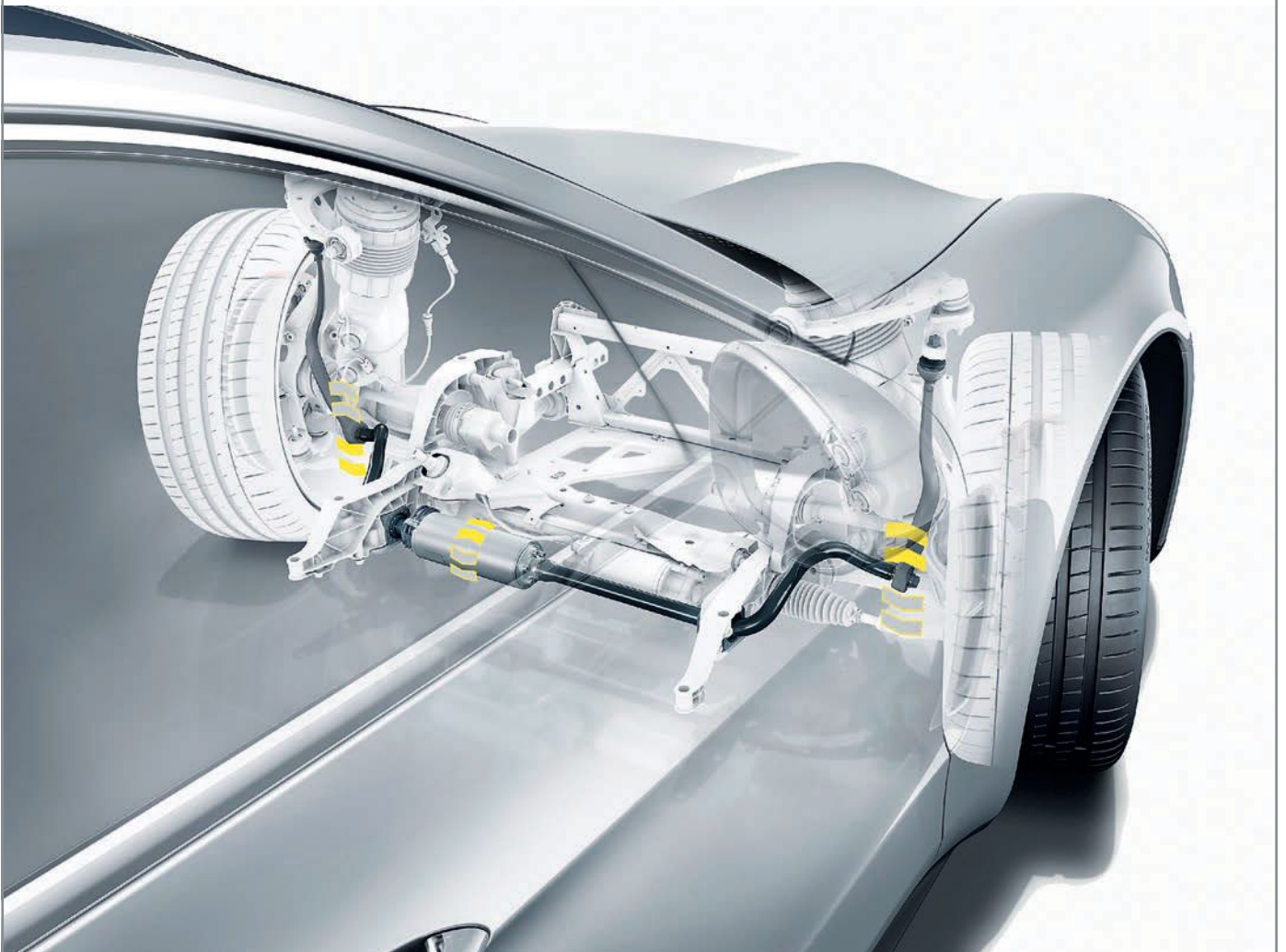
**In addition to PSM, the new Panamera's PDCC Sport active anti-roll stabilisation system aids high-speed cornering...**

It's what keeps the laws of physics at bay and the Panamera parallel to the road, even in high-speed cornering sequences. Magic? No, it's Porsche engineering acumen. The two central components of the PDCC Sport system are the electromechanical anti-roll bars on the front and rear axles. Porsche integrated an electric motor into each of the anti-roll bars; the motors connect the right and left anti-roll bar halves in a manner that allows them to twist in opposite directions. When the Panamera drives into a corner, the motors kick in and keep the vehicle perfectly horizontally balanced on the surface underneath it.

A look at the details highlights exactly what takes place. It's instructive in this regard to take a brief look at the general function of a purely mechanical, passive anti-roll bar – a twistable bar connecting the wheel and suspension elements on an axle. If a wheel and suspension are compressed through a corner and the opposite wheel is pushed away from the body, the twisting of the anti-roll bar distributes the forces and limits the compression and decompression of the wheels. The anti-roll bar, therefore, reduces the lateral inclination, or body roll, of the car. But there are limits. If the forces and suspension travel are too large, the body tilts distinctly to one side and driving stability suffers. Even the first Panamera had active anti-roll stabilisation, but that was a hydraulic system and not an electromechanical system like the one in the new Panamera.

Hydraulic systems require a permanently powered pump and therefore use more energy than an electromechanical solution that is only active temporarily. Moreover, an electromechanical anti-roll bar reacts more quickly. This is why, for the new Panamera, Porsche developed such an economical and dynamic system. It requires a 48-volt energy supply, rather than a 12-volt system, to provide the power necessary to twist the anti-roll bars. Another advantage: the 48-volt system is more compact, as the higher voltage with the same output makes it possible to use cables with substantially smaller diameters, for example.

The components and function of the PDCC Sport in detail: the electromechanical components are located in the centre of the anti-roll bar. They consist of an electric motor, a sensor board (which records and stores important parameters of the anti-roll bar), and a gearbox. Outside of the anti-roll bar, the control unit is integrated into the car. If the vehicle drives into a corner, the electric motor instantaneously twists the left and right halves of the anti-roll bar in opposite directions. In doing so, it generates massive torque, which reduces the compression and decompression of the wheels beyond the capabilities of a purely mechanical anti-roll bar, effectively suppressing the roll of the Panamera. This horizontal balance results in driving dynamics that are ordinarily reserved for upper-echelon sports cars like the 911 ○







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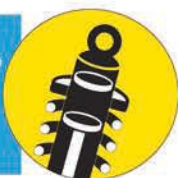
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# long term fleet

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

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*Mark Williams*

**2014 Panamera S  
E-Hybrid**

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## 2014 PANAMERA S E-HYBRID

W e've had another hybrid failure this month, and my patience levels are now dwindling. I love owning and driving the Panamera, and I'm looking forward to changing it perhaps later this year or early next for something a tad newer, but truth be told I am more attached to the notion of reliable transport and a dependable means of getting around the place. And this particular Panamera is now failing in that brief.

November's breakdown was met with a philosophical response from myself, mostly because cars do fail from time to time and life goes on, and even when OPC Swindon were unable to trace the root cause, the mere thought of driving and experiencing the car more than

outweighed a little aggro in getting it loaded up and trucked to Swindon. But as the misquoted saying goes, once is a pain, twice is a bore. And now it's happened again, and again nobody is able to diagnose, I have to realistically (but reluctantly) face up to the fact that this particular example is becoming something of a headache.

All is not lost though. At the time of writing in early February, the car is heading up the M1, bound for OPC Leeds. They are going to appraise and attempt a diagnosis. But even if they experience the fault, it's difficult in the face of two fruitless searches by another franchised dealer to predict them finding anything wrong. So at the moment we're a little in limbo, not knowing quite what is going to happen next. They have at

least left me with a brand new (as in, 240 miles on the odo) Cayenne to get to know over the next couple of days. And there's some snow in the forecast too, which is handy...

The situation with the Panamera is also annoying because having finally made the decision to remedy the kerbed front nearside alloy by getting all four done in silver, I am now loathe to drop 600 quid respraying some wheels which, let's face it, may not be around for too much longer. If the underlying fault cannot be fixed, the car will have to go. And as melodramatic as it sounds, that makes me sad.

I haven't as yet fully settled into Porsche ownership so I don't feel that I want to change brands, and whilst if the car does have to go the obvious answer is to replace it with

another Panamera. That is easier said than done though as cars with an EA14-like hybrid spec are fairly rare. Diesels are around in abundance, and always have been. But I don't particularly want to return to diesel fuel. There are more GTS models for sale at OPCs currently, but they chew through fuel with disdain. Yes, I know that's the point, but if social pariah-like consumption levels were the name of the game then I'd just buy a Turbo and some lead-soled Sketchers for myself.

So I guess we need to wait. Alas this is not a game I'm very good at playing. It's the uncertainty which unsettles me at the moment, not knowing what's going to happen.

I have at least this month started to appreciate the stance which comes from leaving the car in its







# long term fleet

sports plus setting. Ironically, it was collecting the car from OPC Swindon which demonstrated this, as it had been parked in the belly position. So I've taken to doing this myself on occasion, as with the wheels tucked into the arches and the rear wing deployed it looks even more purposeful without becoming too 'slammed' as per certain fractions of the motoring fraternity.

I've also bought a NextBase dashcam in recent weeks, which works very effectively, starting up automatically in the morning and switching off a minute or two after locking up in the evenings. These are a growing trend, at least around my part of the world. Nailed to the upper portion of the windscreen, the theory goes that a disputed accident

will be harder to walk away from in the presence of some wide-angled HD footage. Paranoia got the better of me and I've had one affixed to the car 'just in case'. I've installed it temporarily in the Cayenne, whilst the Panamera it is in dry dock. More on that next time.

*Mark Williams*

*Mark Williams*  
**2014 Panamera S  
E-Hybrid**

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## 2001 996 TURBO

In September 2014 I had a dilemma; be comfortable with my budget and buy a 996 C4S or stretch the budget a bit more, take a risk and buy an entry-level 996 Turbo? I am so glad I choose the latter, not taking anything away from the C4 but the Turbo has been a great purchase.

Going to view a car for a private purchase always raises my adrenalin levels, I find it quite enjoyable though, and the opportunity to find a gem or a bargain always appeals – in this case though I knew I would need to be prepared; having downloaded the 111-point check from the web that Porsche Main dealers carry-out, I gave the car a thorough inspection; it was good, very good in fact and I felt that this was a decent opportunity, I did have a few niggles though that needed to be sorted out. First of which where the wheels, they had

been re-sprayed to match the car in Seal Grey – off they all went to the Wheel Works near Gatwick for a full refurb and finish in the original Silver. Next were the headlights, as all cars of this age the UV light and general use seems to tint the Lenses a shade of yellow a bit like, well, you know what I'm saying. I found plenty of companies that could take care of this, having reviewed the cost of some new units they were eye watering in their expense I swiftly employed a mobile company to come to my home – through its process of sanding and polishing the finished lenses transformed the front aspect of the Turbo – its originality was returning!

The brake callipers had seen better days too, instead of being a high gloss red were a dull shade of pink. Fortunately I have a decent garage at home where I could put the car onto axle stands and remove





all the wheels (which is an operation in itself) and took the job in hand of removing these and clipping the hoses. Having sent the discoloured and tired callipers off to Pro Callipers; they returned with new piston seals, nipples and looked absolutely stunning in the high gloss red that they were when they left the factory. As you may be able to tell – I'm a fan of keeping a car as original as possible. Aside from general servicing, there have been a few big bills in regards to a new clutch accumulator and master cylinder – All taken care of by Nine Excellence, as well as new suspension arms and a new starter motor.

Was it worth the risk? Hell yes! This car is an incredible drive, when the you have it on full boost and the power is being vectored to both front and rear wheels, the pace at

which you are hurtled forward is alarming. Once the turbos kick in after a slight lag, it feels like you have had a massive kick-up the back side; a bit like you can imagine a football feels when someone like Rooney has kicked it off the penalty spot. This creates a slight problem as when you squeeze the throttle pedal to release this addictive rush – by the time you've composed yourself for a few seconds and look down at the digital speedo you can see three figure values being projected back to you. Long journeys in this car are no problem, although there is a bit of road noise due to the massive width of the rear tyres, you soon get used to it. One thing that's always a pleasure though is the Dansk sports exhaust which sounds superb, a bit like a spitfire when it's on full chat. At cruising speeds though you'd

never know the noise this exhaust can unleash –until the turbos start to whistle and you hear the air being sucked into the side intakes, then off it goes into Spitfire mode again.

In the darkest days of winter I don't tend to be out in the Turbo much, as a third car it is reserved for special occasions and weekend drives, with spring approaching there are few jobs to do. The most pressing will be the replacement of the front side condensers, it's inevitable that they will get peppered with stones and road shrapnel and start to leak the gas which keeps the air conditioning cool. I've had the front PU off the car several times to clean out the dead leaves and rubbish that collates in the rads so doing a DIY job on the condensers shouldn't be too difficult. I won't be re-gassing it though – I'll leave that

to the experts.

All in all this car has been absolutely brilliant, exhilarating and easy (not inexpensive!) to live with over the three and half years I've owned it now ; which for a petrolhead like myself is a really long time, that must say something. I do now have another daily dilemma: keep it and enjoy it even more, or move on to a 997 Turbo...

*Nick Hapgood*

*Nick Hapgood*  
**2001 996 Turbo**  
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## 1978 911 SC

A couple of issues ago I installed my Renline truss-mount strutbrace as a kick-off to the rest of the chassis improvements I had planned. Motivating myself to roll around under the car in a cold garage has been hard work and it took fitting my new Cobra interior to get me out there, but with that done it was finally time to get stuck in and

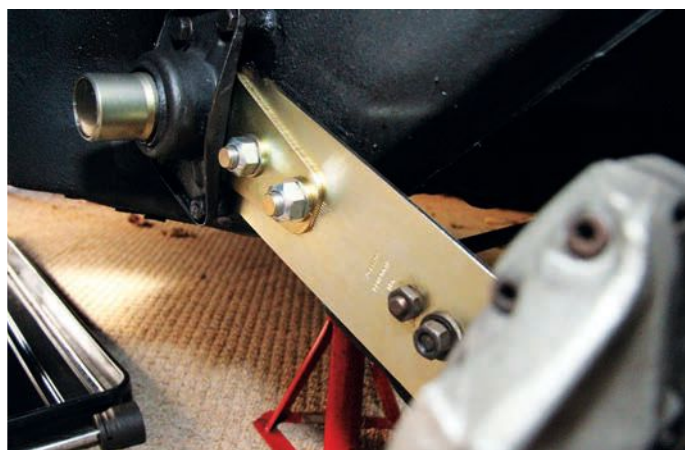
transform the suspension on the car, starting with the rear.

The car had been fitted with a number of poly bushes when I bought it which, while hard wearing, don't offer the compliance and ride comfort of an OEM rubber bush. The downside of the OEM bush is they are softer to offer the best compromise between control, noise transmission and comfort, sacrificing

all-out performance. Rennline offers its range of HD bushes and engine mounts which are 25 percent stiffer than OEM bushes, making them a perfect compromise for a fast road car that's expected to cope on the UK's roads and still be dynamic enough to perform on track. The bushes are also fantastic quality offering a tight precision fit, thus delivering 'feel' and sharpness to

the handling. I'll be fitting these throughout on my car; not only a great upgrade it's an opportunity for me to have all the suspension off the car and clean, replace any other bits, lubricate as required and torque up, making sure it's all how I want it.

One of the weakest bushes on the 911 are the spring plate bushes. They take a huge amount of load in all directions and, as



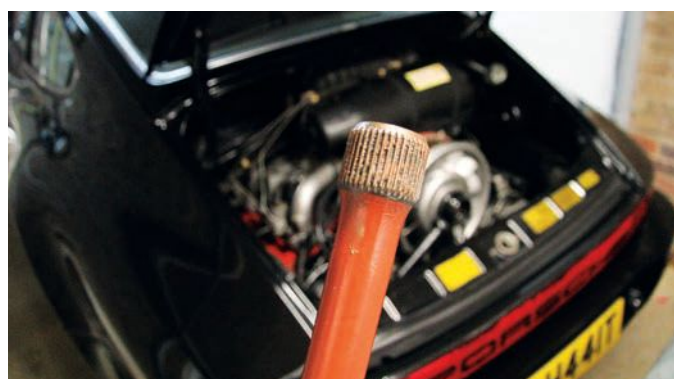




they significantly influence the rear suspension geometry, can be the root cause of rogue handling. My car had been fitted with poly bushes in this area and on removing them it was clear they'd had a hard life and were worn. Rennline supplied the bushes complete with a pair of their adjustable spring plates. The spring plates can be adjusted for camber, toe and ride height, so to give me the best baseline I measured and marked everything up so the new arms could go back in the same position. The car will need full alignment when I've finished all the other changes, but this should be a head-start. I took the opportunity to remove, clean and lubricate the torsion bars to make them much easier to remove next time should I want to change them for a stiffer bar or even adjust the ride height beyond what's possible in the spring plates. Everything was remarkably easy to strip and re-assemble which was pretty miraculous considering their location and age. Getting

the spring cap covers on was a challenge which was testament to the fit of the bushes; what I will say is all the parts I fitted were all done at home, in my garage, with standard tools. This was initially a daunting prospect without presses and specialist bush tools but I didn't have any issues. I set the ride height 10mm lower that it already was, something I also want to do at the front, to make the most of the handling and I'd be lying if it wasn't for slightly aesthetic reasons... I know, I know, but I'm sure they don't have speed bumps in Flach, so what I've really done is make is more 'factory sports purpose'. In reality I'll see what the bump-steer is like when the whole car is done and no-doubt raise it up again as part of the wheel alignment.

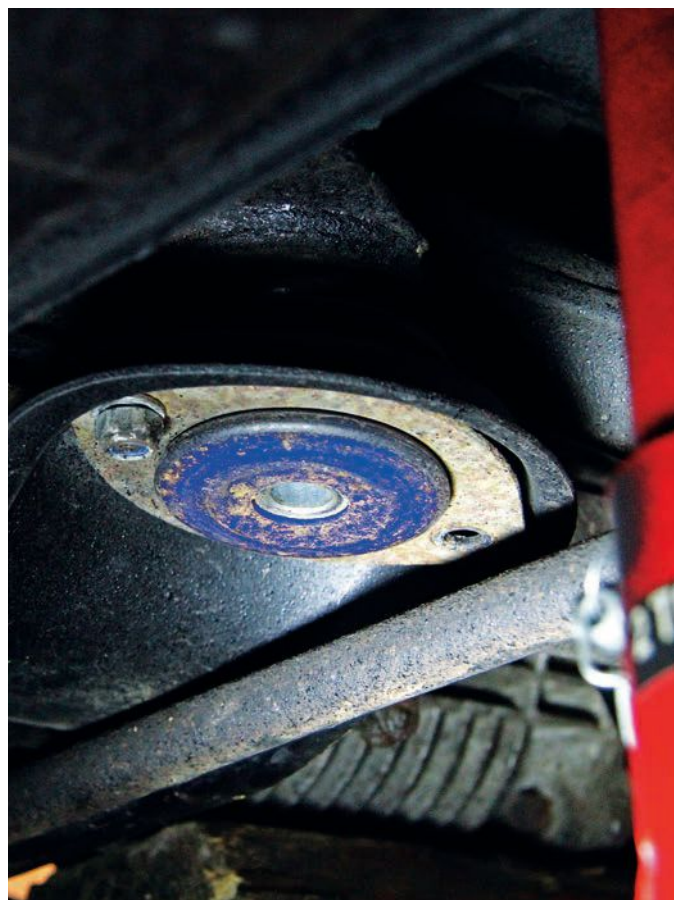
To complete the rear-end set-up I also replaced the OEM engine and transmission mounts. On removing them and it was clear they were probably the original ones the car left the factory with as they were











cracking and clearly tired. I'd noticed when jacking the car up the engine would travel a large amount to the point the exhaust would almost touch the bumper before it started to lift the car, so tearing around the countryside at full RPM was certainly going to upset them. The way the engine reacts in the chassis to cornering and throttle inputs has a huge effect on the way the 911 handles; with soft, old bushes the tail-heavy feel of the car is amplified. To this end Porsche have been using active engine mounts that react to the cars throttle input since 2010 to ensure a comfortable ride at low revolutions, and then getting stiffer and better at controlling the engine, at higher ones.

All four mounts (two on transmission and two on the engine) were the same so it was just a case of removing them, taking care to support the engine and transmission, and repeating the replacement process. To get the old bush out of the carrier I drilled out the old rubber; it was surprisingly easy, further confirming how tired the

mounts were. I then simply pressed in the new Rennline mounts using my bench vice and bolted it all back together. I've not driven the car yet as I'm still working on the rest of the suspension, but already you can tell how firmly it's held and it's even moved up slightly in the body as it's no longer sagging under its own weight on the old mounts.

So that's the rear end done, but I won't be having a warm indoor weekend for a while as there is still a lot to change on the front end, and I don't want the car to still be in bits when the warmer spring weather finally arrives!

*Rob Richardson*

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**911 SC**

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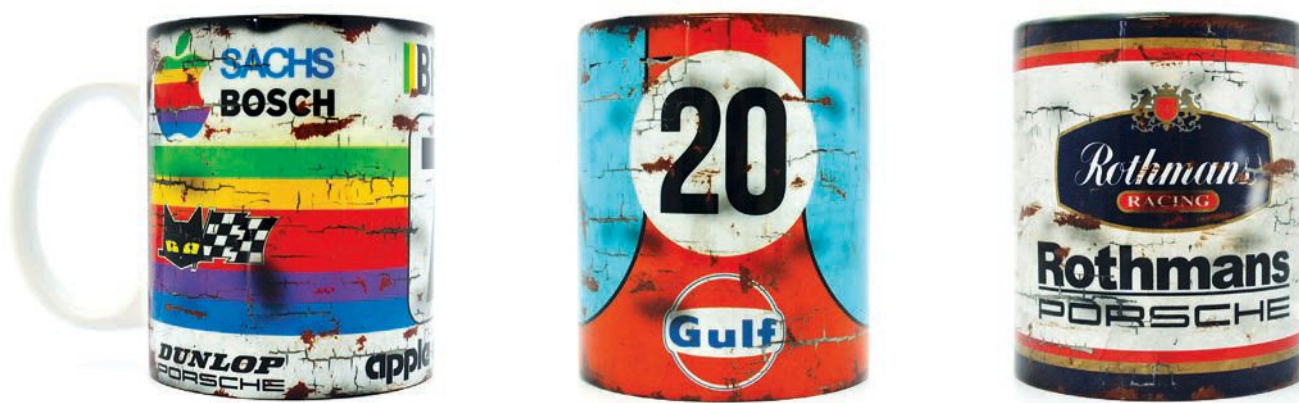
**Where from?** [www.porsche.com](http://www.porsche.com)

Porsche Classic has turned to the process of 3D printing to produce parts that are out of production. Those components for classic Porsche models that are needed only in small quantities can be made to the same technical standards using the technique. The Porsche Classic range currently includes more than 52,000 parts, typically if a certain part is no longer in stock, or stock is low, it is reproduced using Porsche's original tooling. For larger quantities, production sometimes requires the creation of new tools. Producing small batches in this fashion is far too inefficient and costly, now 3D printing offers a viable manufacturing alternative.

Due to the consistently positive results found during testing, Porsche is currently manufacturing nine parts using the 3D printing process, amongst the items are a fuel cap gasket for the 959 and a crank arm for the 964. The parts in question that are steel and alloy produced are using a selective laser melting process, plastic components are manufactured using a Selective Laser Sintering (SLS) printer. Here the material is heated to just below melting point and the remaining energy is applied through a laser to fuse the plastic powder at a selected point.

Naturally, all of these parts are subject to the quality requirements of the original, however, Porsche has found them to often meet higher standards. Accuracy in terms of size and fit is ensured via the test fitting of parts. Porsche Classic is currently assessing whether 3D printing is suitable for the production of a further 20 components. A three-dimensional design scan of any component is a sufficient basis to commence production, and components can be produced on demand, thereby eliminating tool and storage costs.





## RACING MUGS

**How much?** From £7.95

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

These racing mugs from Legacy Legends are designed to look like race used car panels. Finished to a high standard with a gloss finish, they can swallow 0.3-litres of liquid and are dishwasher and microwave safe. Legacy Legends currently offers a range of designs with Porsche sports car connections, including Gulf, Martini, Rothmans and Silk Cut liveries, amongst others. Customers can purchase individual mugs priced at £7.95 each, a set of four Race mugs priced at £19.99, or six priced at £27.95. In addition the company sells Oil Can mugs that are equally unique.

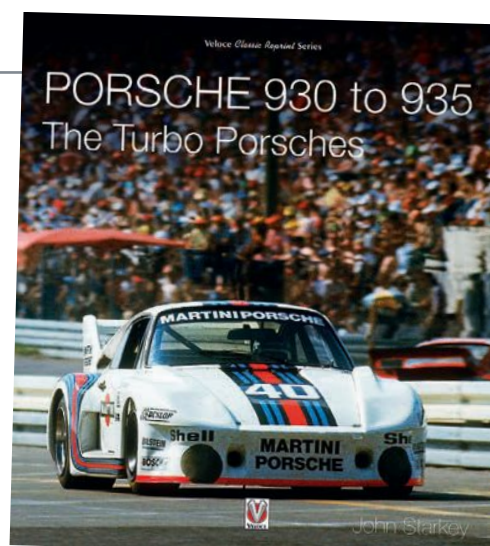
## TURBO PORSCHE BOOK

**How much?** £50.00

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

This book tells the story of the 911 Turbo and its racing cousins, from the 1974 2.1-litre RSR Turbo Carrera to the tube-framed 750hp final variants of the 935. It includes the full development history for each model, details of individual chassis histories, background history of the international racing scene in the 1970s and 1980s, and details on alternative models such as the Baby 935, and the Kremer Brothers' K3. The hardback book is 304 pages and it includes some 252 pictures.

ISBN: 978-1-787112-46-9





## PORSCHE LEATHER BELT

**How much?** £80.00

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

This men's leather belt from the Porsche Driver's Selection is finished in Black/Esspresso and features the Porsche logo. It has an adjustable length up to 120cms, the strap's width is 35mm. This item's Porsche Driver's Selection article number is WAP 080 370 OE.



## 911 OIL COOLERS

**How much?** £570 (ex VAT)

**Where from?** [www.csfrace.eu](http://www.csfrace.eu)

CSF Radiators Europe has released these highly anticipated RS and RSR-style bar and plate oil coolers, designed to fit air-cooled 911s (up to 1989). Direct-fit performance replacements for the original Porsche items, these coolers can also be used as heavy duty universal units. They boast a heavy duty bar/plate core, an aero-flow bar design for low mass, strength and maximum airflow through the core itself, and a satin finish for protection against corrosion and debris. Measuring 609mm (length) x 54.6mm (width) x 146mm (height) they feature triangular flush mounting holes at both the top and bottom (M8x1.25), and a slight 15-degree angle for connections (M22x1.5 female) with tapered, cast end-tanks.

Also, coming soon from CSF, is a 991 Turbo/S intercooler set (991.1 and 991.2). Wind tunnel tested, the set will feature a high-efficiency bar/plate core, CAD optimised cast-end-tanks with precise OEM-style fitment, machined OEM-style 'quick-connect' inlet/outlet connections, and an aerospace-grade 'thermal dispersion' space-grey coating. It will be priced at £2,570.00 (ex VAT).







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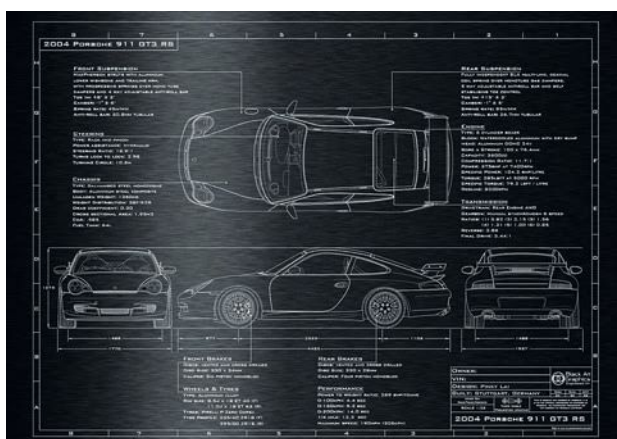
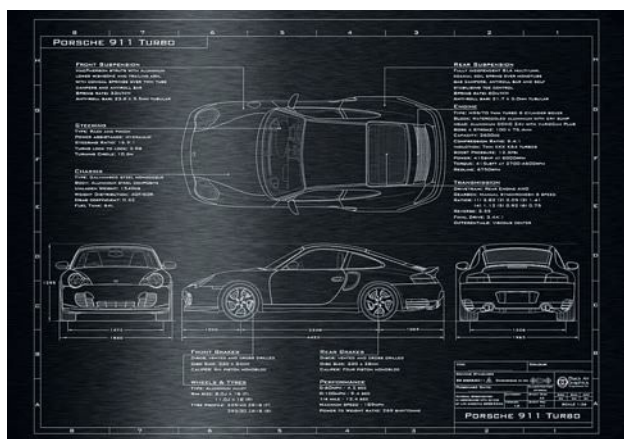


## PORSCHE P'8478 SUNGLASSES

**How much?** £330.00

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

The world's first sunglasses design to include an interchangeable lens mechanism, the P'8478 model was launched in 1978. The design's quick release catch enables users to change their lenses at a moment's notice, according to the altering light conditions. These come with a titanium frame and grey gradient/silver mirrored lenses made of polycarbonate (with 100% UV protection). Included in the price is a pair of interchangeable lenses in green. If you prefer they are also available in light gold with brown lenses, with the interchangeable lenses in a light blue/silver mirrored effect. This item's Porsche Driver's Selection article number is WAP 078 478 0J B69.



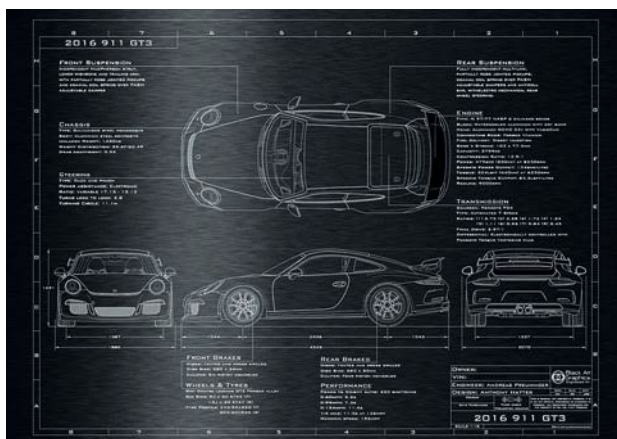
## LASER ENGRAVED BLUEPRINTS – 911 GT3 / 911 TURBO

**How much?** £199.00

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

These highly detailed laser engraved blueprint artworks can be personalised with details such as your number plate, date of purchase and left/right-hand drive. They are available in A3 (16.5-x 11.7-inch) and A2 (23.4- x 16.5-inch), or A1 (33.0- x 23.4-inch) size can be manufactured. A top of the range laser engraving system etches the finished design at high resolution on a 3mm thick double finished brushed and black anodised aluminium plaque. All orders include a frameless wall mounting solution.

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## PORSCHE iPHONE CASES

**How much?** £18.00 / £42.00

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

These Snap-On iPhone cases for the iPhone X, iPhone 8 and 8 Plus are new from the Porsche Driver's Selection. Six cases are available in total, three black plastic priced at £18.00 each and three finished in leather £42.00. All feature the Porsche logo.



## 1:43 SPARK 934

**How much?** £45.95

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

The 934 – Porsche 930/71 – was driven to 19th place at the 24 Hours of Le Mans in 1979 by Anny-Charlotte Verney, Patrick Bardinon and René Metge. This Spark 1:43 scale model more than does the real car justice. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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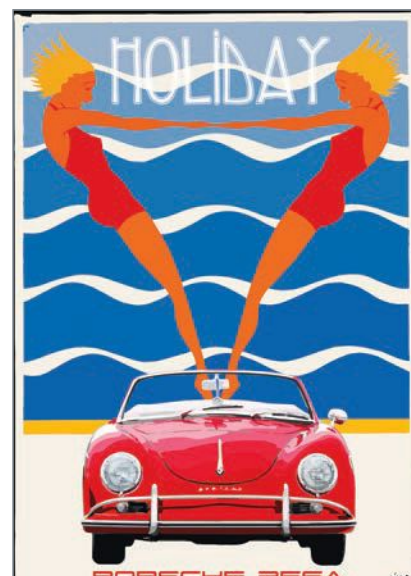
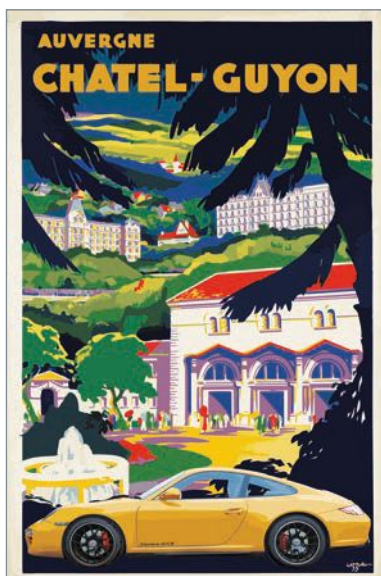
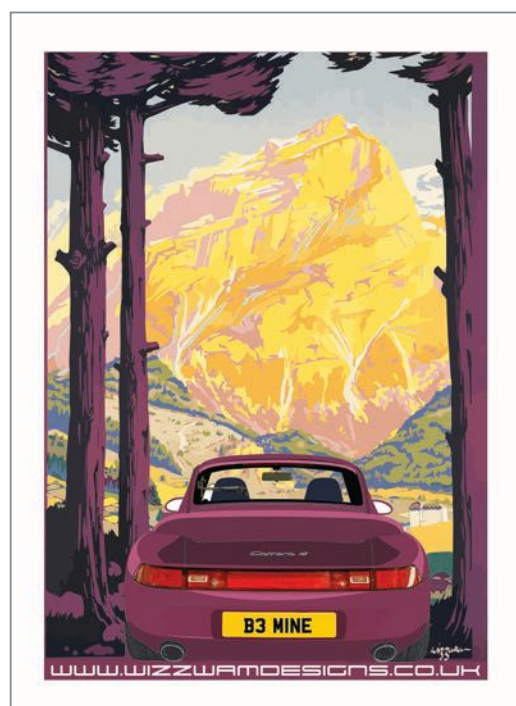
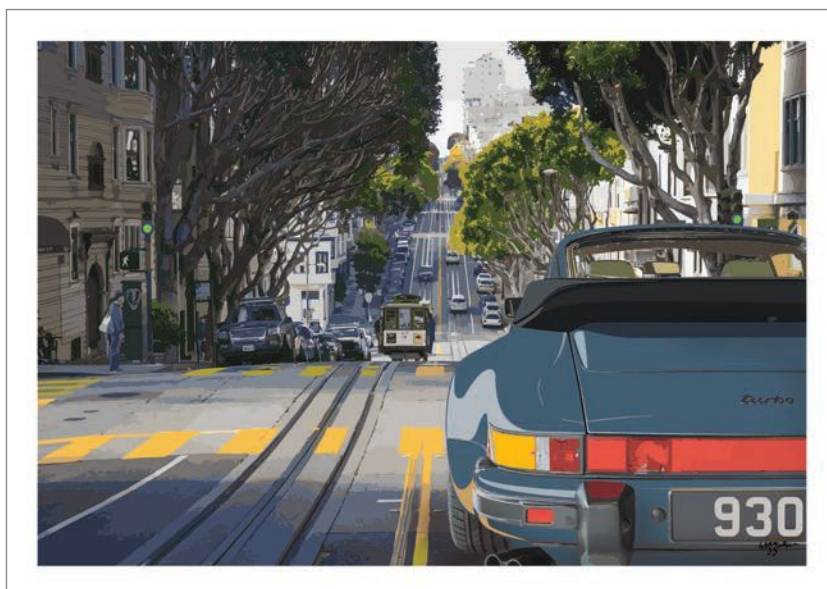


## VINTAGE-STYLE POSTERS

**How much?** £POA

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

Photographer and sports car enthusiast, Nicholas Yarsley, has launched Wizzwam Designs, which creates artistic and vintage-style travel poster art of iconic and classic Porsche sports cars. Inspired by his own cars (a 964 Cabriolet and 997 GT5) and vintage travel and car poster adverts, Nick's designs are available as limited edition prints (200 editions or less in each size) and are scalable, so they can be printed in many sizes and on a variety of media, such as poster print, Giclee and Foamex. Further more, for an additional fee, these can be customised to include your own vehicle.



## LASER FLEX PEN

**How much?** €395.00

**Where from?** [www.porsche-design.com](http://www.porsche-design.com)

This ballpoint pen comes from Porsche Design. Its innovative design is said to combine with impressive technology, Porsche Design is the first brand that combines laser technology with its special writing instruments. Crafted from scratch-resistant stainless steel (it comes in either a brushed or black finish), and features the Porsche Design logo on its clip and tail – its sleeve is movable. It measures 125mm x 12mm x 1090mm.





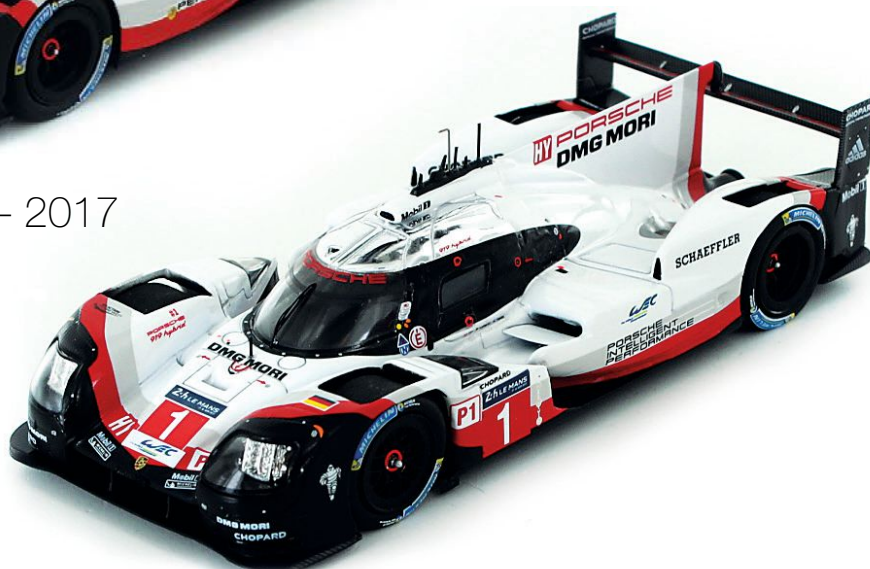


## 1:43 SPARK 919 HYBRID – 2017

**How much?** £52.95

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

The Porsche LMP Team 919 Hybrid was driven during the 24 Hours of Le Mans by Neel Jani, Andre Lotterer and Nick Tandy. This Spark 1:43 scale resin model replicates the car beautifully. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## HANDPRESSO AUTO

**How much?** €195.00

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

A world first, the Handpresso Auto Capsule, is an onboard coffee machine using espresso capsules. Compact enough to fit inside your vehicle, the machine plugs into the 12/24-volt socket and can sit in a cup holder. In just two minutes and 30 seconds, it can prepare the perfect espresso. It features digital monitoring of its four-stage cycle, electronic water filling control, and a non-splashing nozzle.



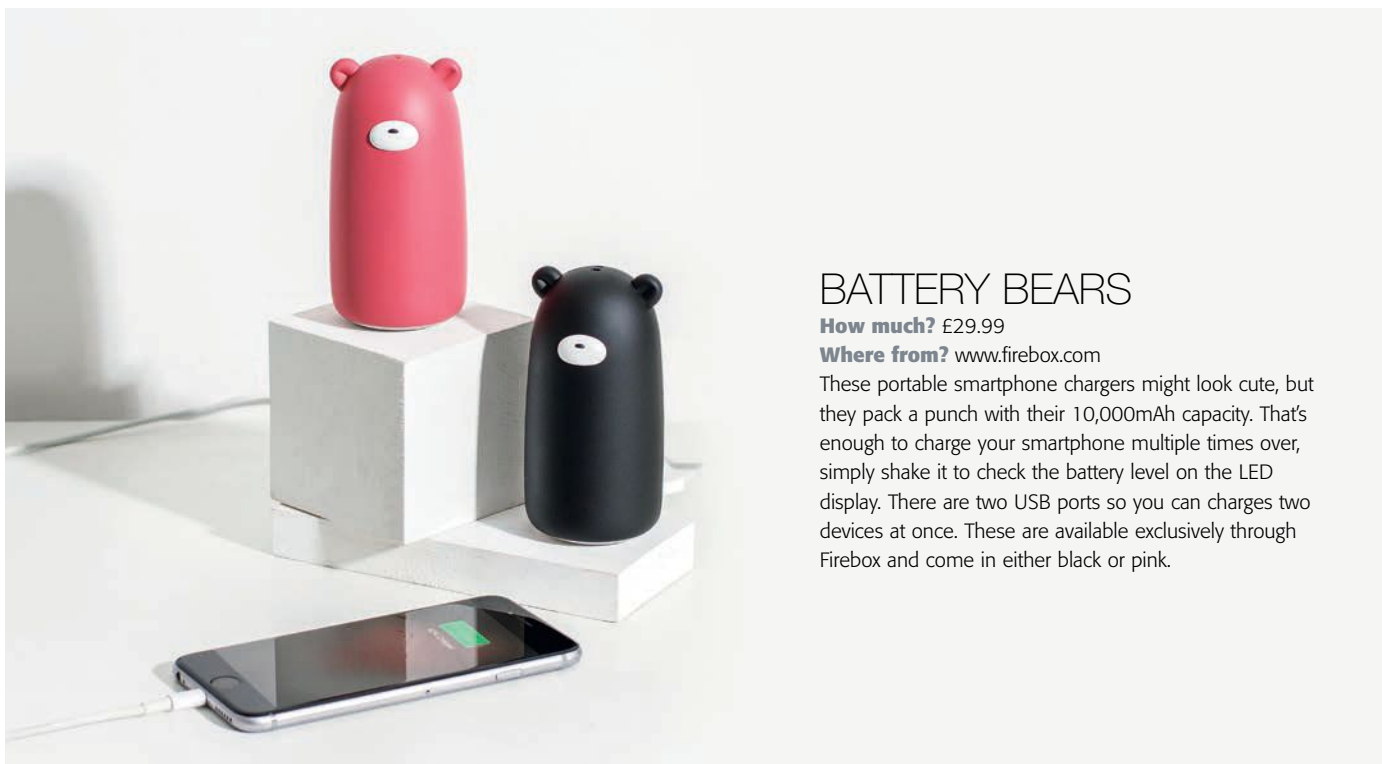


## 1:43 JOLLY 550A

**How much?** £39.95

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

The Porsche RS 550A was raced during the 1957 Sebring 12 Hours by Jack McAfee-Hans Herrmann. This model is very detailed in that it shows the damage sustained by the real car after Jack hit the banking, it subsequently retired from the race with gearbox failure. This 1:43 scale hand-built resin model is by Jolly and comes supplied in a Racing Models showcase. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## BATTERY BEARS

**How much?** £29.99

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

These portable smartphone chargers might look cute, but they pack a punch with their 10,000mAh capacity. That's enough to charge your smartphone multiple times over, simply shake it to check the battery level on the LED display. There are two USB ports so you can charge two devices at once. These are available exclusively through Firebox and come in either black or pink.



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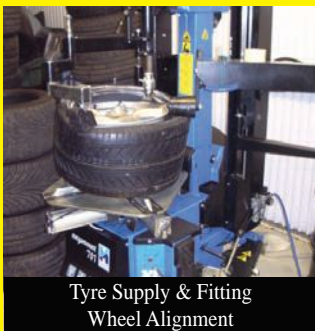
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## 1:43 935

**How much?** £28.95

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

The ASA Cachia 935 was raced to 15th place at Le Mans in 1979 by Jacques Guérin, 'Chanaud', and Frédéric Alliot. This fine 1:43 scale model comes supplied in a Racing Models showcase. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## PORSCHE MULTI-PURPOSE CASE

**How much?** £80.00

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

Ideal for use as a make up bag, holiday travel kit, or mobile first aid kit, comes this case from the Porsche Driver's Selection. With a robust shell made of ultra light polycarbonate, the case features the Martini Racing on its classic Grey background. Measuring 19 x 12cm it boasts an all-around zip, and two nets attached to the shells for storage. This item's Porsche Driver's Selection article number is WAP 035 303 OD.







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## 1:43 TRUESCALE 966 – SEBRING 1993

**How much?** £60.00

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

The Snap-On / Diet Coke 966 was raced in the 1993 Camel 12 Hours of Sebring by Jay Cochran, Chip Hanauer, Bobby Carradine and Dennis Aase. The team retired following an accident. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



## ARTISAN GIN MAKER'S KIT

**How much?** £29.99

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

The Artisan Gin Maker's Kit contains everything you need to turn any bottle of vodka into gin; juniper berries, botanical mix, apparatus and a hefty (500ml) artisan bottle. The kit contains a booklet within which you'll find lots of recipe ideas so you'll be able to experiment, and ultimately tailor your tipples to your own tastes.



## MEN'S POLO SHIRT

**How much?** £60.00

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

Porsche describes this polo shirt as 'functional', however we think it is pretty stylish, too. Made from a lightweight mesh 100% polyester material that is both fast-drying and breathable, it comes only in grey. This item's Porsche Driver's Selection article number is WAP 542 XXX OG.

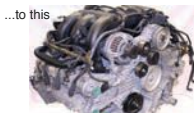




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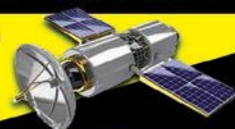
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**Cover Story:** New 911 GT3  
**Inside:** Daniel Ricciardo's 912 Outlaw, Prefab rally 911s, History: Carel Godin de Beaufort, Adelaide Motorsport Festival, 991 GT3 RS vs 993 Carrera RS, Panamera Sport Turismo, Profile: Abbots Porsche



**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, 911R at Monza, 90 Years of Nürburgring - Part One, Tech: Wavetrac differentials



**SEPTEMBER 2017**

**Cover Story:** Tuthill Porsche's road-going Safari rally 911 SC  
**Inside:** GT2 RS revealed, Rennsport's '930 RSR', tuned 944 Turbo with 612hp, Le Mans: 1987 vs 2017, Paragon Porsche profile, Ktec Autohaus G-Series, Nürburgring at 90 Part Two



**OCTOBER 2017**

**Cover Story:** Porsche Exclusive Manufaktur: 997 Sport Classic vs bespoke Macan GTS  
**Inside:** Sharkwerks Cayman GT4, 924 S duo, all-new Cayenne prototype driven, 991 Turbo S Exclusive Series driven, 917 'Hippie', 911 Clubsport



**AUTUMN 2017**

**Cover Story:** 987 Cayman S vs 987 Boxster S  
**Inside:** Reworked 911T hillclimber, 986 Boxster: 2.5 vs 3.2, Panamera 4S Diesel 1,000-mile road test, Targa Florio - Part One, modern Porsche single seaters, all-new Cayenne



**NOVEMBER 2017**

**Cover Story:** 964 Turbo  
**Inside:** Carrera 4 GTS British Legends Edition, 356 B Super 90, dp Motorsport 911 RS 3.5 Red Evolution, rally-raid Macan, Targa Florio - Part Two, Classics at the Castle, EB Motorsport at Zandvoort, GT3 Touring revealed



**DECEMBER 2017**

**Cover Story:** 991 GT2 RS driven  
**Inside:** 996 versus 997: 996 Turbo takes on 996 Turbo, 996 GT3 battles 997 GT3, 993 Targa explored, reborn 944 Turbo Cup, all-new Cayenne first drive, 996 celebrates its 20th birthday, Tech Guide: V8 engines



**JANUARY 2018**

**Cover Story:** The Greatest Porsches of 2017...  
**Inside:** Reviewed and rated 911 GT2 RS, 911 Exclusive Series, Panamera Sport Turismo, One Millionth 911, 911 GT3, 911 GTS. Plus: 911 SC hillclimber, soft window Targa, 911 SC road trip



**FEBRUARY 2018**

**Cover Story:** RPM Technik's 981 Cayman CSR driven  
**Inside:** 981 Cayman GTS, 718 Cayman GTS first drive, 911 ST, bb Tuning: Targa meets 996 Cabriolet, farewell 919 Hybrid, 997 Carrera: 2018's hot buy?, Tech Guide: 3D sound



**MARCH 2018**

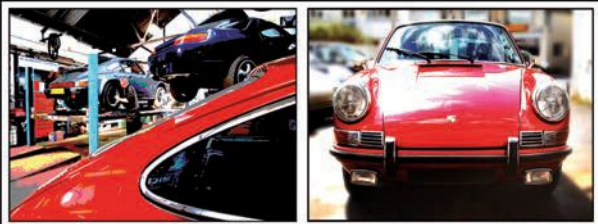
**Cover Story:** EB Motorsport pays tribute to the 911R  
**Inside:** 991 Carrera T driven, £2.5k 986 Boxster bought and driven, 718 Boxster GTS driven, Gunther Werks 993, RS Spyder 10-years on, 911T drive, Porsche Track Precision app

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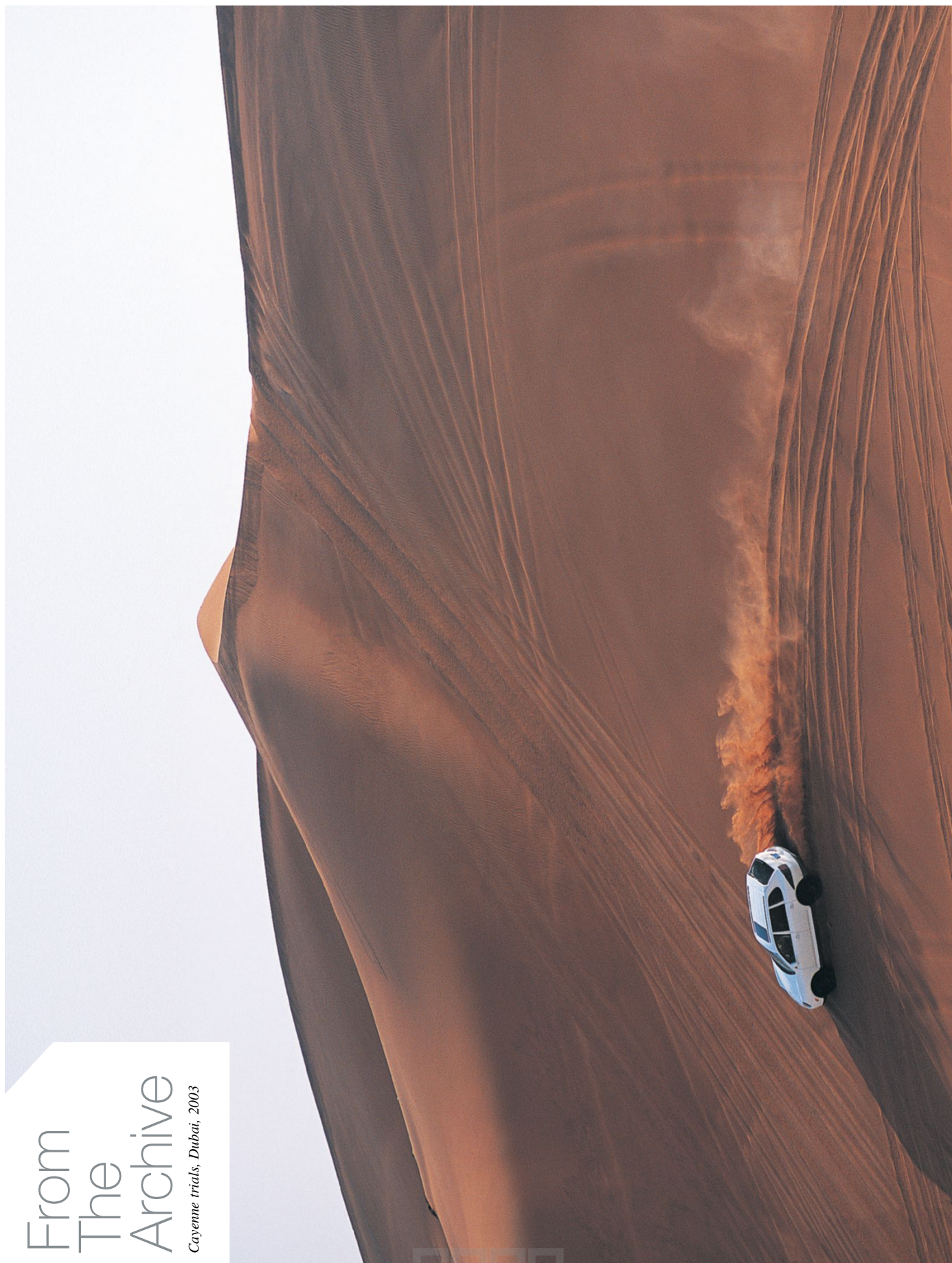
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