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June 2018

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Ignition



Simon Jackson
Editor [@retro_jackson](#)

This is the 200th issue of *GT Porsche* so it's something of a celebratory one. The magazine was established in the year 2000, since that time it might have evolved its look and content somewhat, but at its core it remains dedicated to each and every Porsche vehicle, and everything else that is connected with the (ever expanding) wider Porsche world.

If you've been with us from the beginning, or you're new to the publication, then either way we'd like to thank you for your support and we hope you like what we do each issue. To mark the occasion, rather than revisiting the magazine's past we thought it would be fun to present 200 Porsche facts for this 200th issue – easier said than done, believe me! Test your knowledge on page 47.

In addition we've our usual trademark selection of test drives, historical pieces, buying advice and Porsche news in this issue, from a 901 to a trio of 928s, you'll hopefully find

more than one car to whet your appetite. Of our selection of road tests, our 996 Carrera 4S versus 997 Carrera feature is more than likely to prove of interest. Both cars are available now for £25k, so if you're in the market for a useable 911 that won't break the bank it's likely these are on your list. See where we think the smart money is spent on page 70.

Also in this issue you'll find yet another stunning reworked 911 from independent specialist, Canford Classics, in Dorset. The popularity of old 911s is certainly one thing that has exploded drastically since *GT Porsche* first arrived on the newsstands, with works of this calibre being produced as a result that's no bad thing. Find out how this particular car feels to drive on the road on page 38. In addition, if classic Porsches are your thing, and let's hope they are, learn about the original 911, the 901, with our look at this historically important milestone in Porsche's history, page 54. Enjoy the issue.



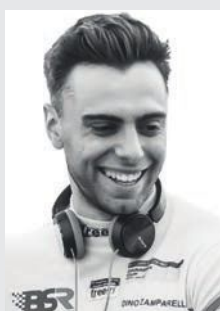
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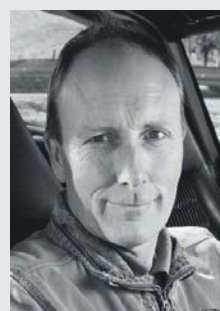
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Dino Zamparelli
[@DinoZamparelli](#)

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

This month: Dino gets his fourth season of Porsche racing underway in his bid to become Carrera Cup GB champion in 2018.



Philip Raby
[@RabyPorsche](#)

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

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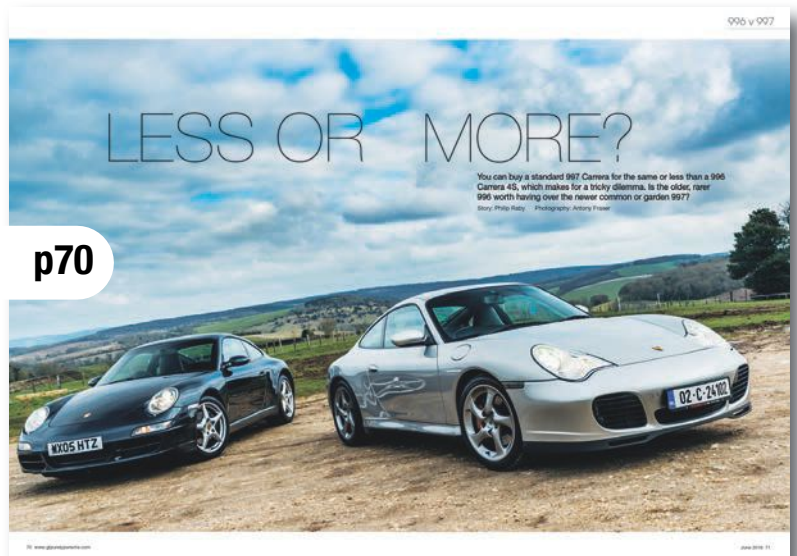
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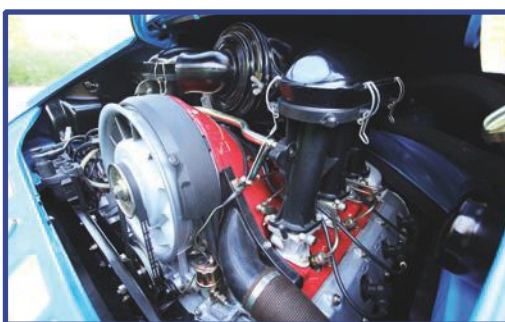
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THEON DESIGN OPENS

An exciting new specialist dedicated to restoring and recreating the iconic 911 has opened in Oxfordshire...



A new independent Porsche specialist called Theon Design has opened the doors to its newly created workshop in Deddington, Oxfordshire. Dedicated to restoring and recreating the iconic air-cooled 911 to the highest standards, Theon Design has been founded by Managing Director, Adam Hawley.

A car designer for the last 15 years, Hawley recently built a 911 recreation prototype which received a phenomenal response, this resulted in him and his talented team setting up Theon Design. The firm's emphasis will be on bespoke recreations that it says optimise the

iconic 911, but it will also tackle more traditional restorations, restoring cars back to their former glory with impeccable attention to detail.

"There is nothing more satisfying than taking an old, unloved Porsche and restoring it back to its former glory," explained Hawley. "We concentrate primarily on pre-1974 Porsche 911s, we restore them back to exactly how they left the factory many years ago. However, whilst it is imperative to restore every last detail back to its original condition, we do utilise some modern materials to improve comfort like sound deadening and insulation.

"We are proud of our painstaking attention to detail, which not only comes from an obsessively keen eye, but a rigorous process that ensures all cars are restored with impeccable attention to detail."

Using those modern design techniques and the latest computer software, Theon Design is capable of reworking every aspect of a car. Engines from a 'standard' rebuilt 3.6-litre up to a completely upgraded and modified 4.0-litre unit can be specified. In addition the firm is currently investigating further exciting concept for the future, too. Likewise, interiors can be redressed

in style with the finest materials, suspension and brake upgrades to any specification are available tailored to a customer's requirements.

"It's all about combining the best of the old and new to create a machine that is not only unique and beautiful, but performs beyond all expectations," said Hawley.

Theon Design already has its first car for sale, a 1970 911E 2.2 MFI coupé (below) which has undergone a full restoration, providing a flavour of what we can expect to see emerging from Theon in the near future. For further information visit: www.theondesign.com





THEON
DESIGN



TRAX 2018

TRAX, the performance car event, is heading to Donington Park this summer...

The UK's ultimate performance car event, TRAX, takes place at a new venue, Donington Park, on Sunday 1st July. Headlining the attractions will be circuit time offering visitors the opportunity to take their own cars onto the Donington circuit for 20-minute sessions, with prices starting from just £25.

A diverse range of car clubs will be exhibiting their vehicles at this year's event, showcasing the best classic and modern performance machinery from across the decades, from hot hatches to hypercars. Amongst the prestigious clubs displaying their vehicles will be MpireUK, Central Lotus, Lotus Drivers Clubs, Track Addict and 911UK, all are likely to put cars through their paces on track throughout the day.

A plethora of awards will also be up for grabs, club centric awards and the event's premium 'Show & Shine' trophies will be hotly contested. Alongside the unique mix of vehicles to ogle, there will also be the opportunity to stock up on automotive goodies in the Retail Village. Packed with everything and anything you could need for your car, including parts, accessories, clothing and more, the Retail Village is sure to prove popular.

Camping at Donington's own campsite will be available for those wishing to make a full weekend from their visit. More details on the event and tickets are available from the official website: www.traxshows.co.uk. Those making a booking before noon on Monday 4th June 2018 can take advantage of an early bird offer, which includes a free T-shirt and a free special issue of *Fast Car* magazine.





TAKEOVER AT BRANDS HATCH

Heritage Parts Centre will take over Brands Hatch this June as part of Deutsche Fest...

If you are familiar with past events run by Heritage Parts Centre, you definitely won't want to miss this. The Sussex-based business has a golden track record when it comes to organising cracking days out and its upcoming 'takeover' of Brands Hatch in June looks set to be yet another.

Heritage Parts Centre is putting on a one day extravaganza on 16th June

as part of the Deutsche Fest event, which takes place at Brands Hatch. With one of the firm's flyers entry is free, flyers will be included in all parts orders, together with being made available at events and from its shop in Shoreham-by-Sea. If you have a cherished Volkswagen, Porsche or indeed any German car, then you're sure to enjoy this one.

Gates open at 9am, the first 800 VWG and Porsche vehicles will get to park in prime positions around the paddock. Track time is available from £35, camping is also an option for those who'd like to partake in a few German beverages during the complimentary evening

entertainment. Find out more on the event and Heritage Parts Centre, visit its Facebook page or website: www.vvheritage.com





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The screenshot shows the Elephant Racing website's Suspension Builder tool. The top navigation bar includes links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this, a secondary bar mentions 'Advanced Suspension Systems For Porsche Cars Design & Development' and 'Fast Shipping Worldwide'. A dropdown menu shows model years from 911 to 356, and a search bar is present. The main heading is 'Suspension Builder'. On the left, a sidebar guides the user through three steps: 1. Select Year & Model (with dropdowns for Year: 2004 and Model: 996/997/986/987), 2. Select Your Package (with a dropdown for Street Performance 2), and 3. Review & Approve (with instructions to add, update, or remove parts). An 'Add To Cart' button is at the bottom of the sidebar. The main content area displays 'Front' and 'Rear' suspension components in a grid. A 'PACKAGE CHARACTERISTICS' box on the right shows 'RIDE COMFORT' at 41 and 'PERFORMANCE' at 63.

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Model: 996/997/986/987

2 Select Your Package

Street Performance 2

3 Review & Approve
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PACKAGE CHARACTERISTICS

RIDE COMFORT	41
PERFORMANCE	63



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PIE PERFORMANCE LAUNCHES RACER

PIE Performance is entering a 986 Boxster into the BRSCC Toyo Tires Porsche Racing Championship.

Family run independent Porsche specialist, PIE Performance, is entering the BRSCC Toyo Tires Porsche Racing Championship. A launch event took place at Hennessey Lifestyle, close to the firm's Bury St Edmunds HQ, showcasing its newly prepared 986 Boxster, which will enter the series in the A category with genuine hopes of challenging for podiums and race wins. PIE Performance has never built a competition car before, but it

remains confident and has teamed-up with promising driver, Toby Smales, who instructs for Palmer Sport when he is not racing.

The Porsche Racing Drivers Championship is a three class series designed to provide close racing, maximum driver enjoyment and a level playing field where the emphasis is on driver skill, not the size of your budget.

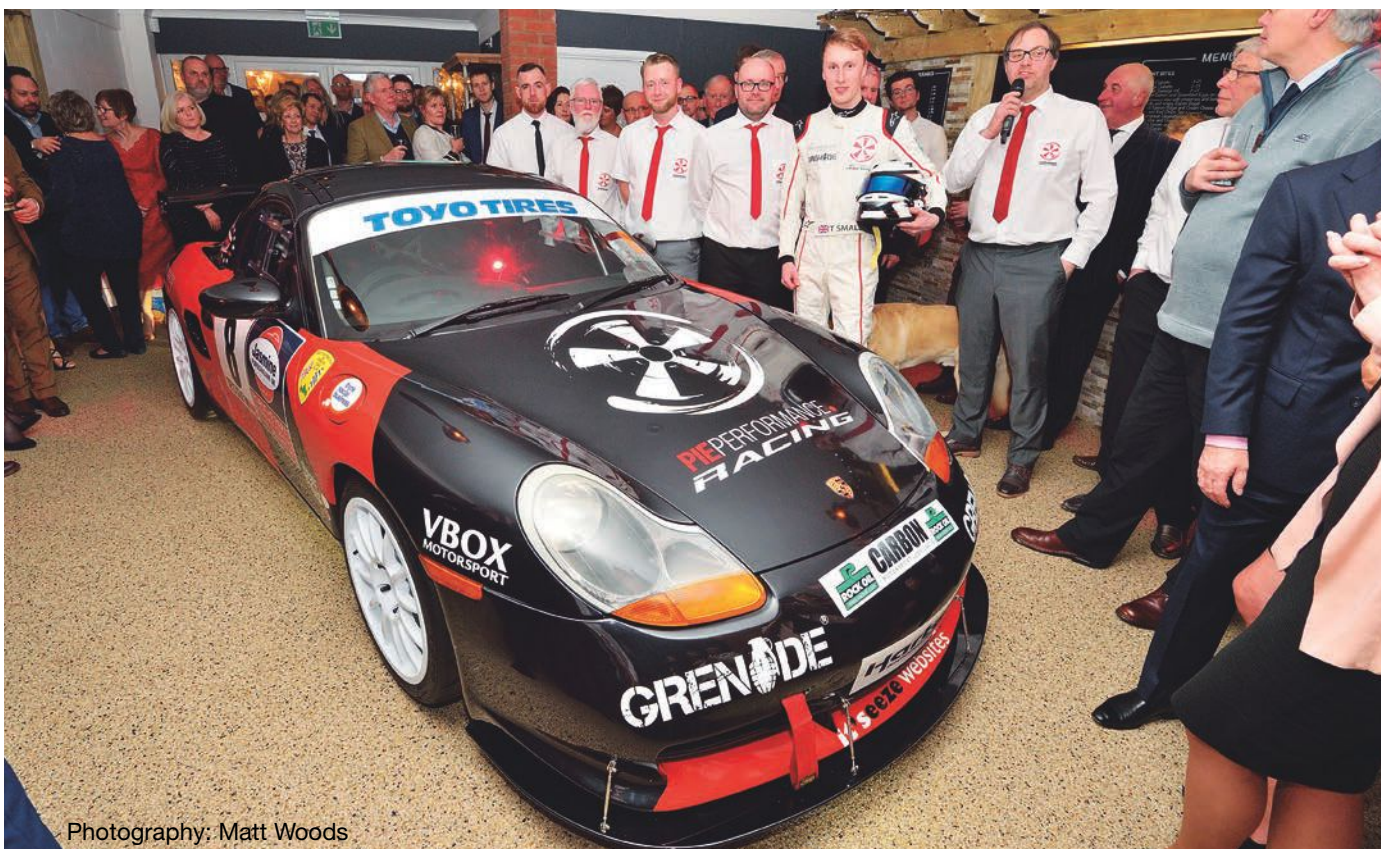
Following a restructuring of the PDA (Porsche Drivers Association)

in 2010 with the introduction of a Boxster class alongside the 924s (which had successfully run as a one make championship for nearly 20-years), an additional class for 'Production Specification' Boxsters was introduced in 2012. The class structure offers all drivers an opportunity to race competitively, with a clear path for racing progression. The Porsche Championship now fields grids of more than 30 cars with drivers

fighting for individual class honours.

The reveal evening in honour of the new PIE Performance car featured guest speaker, Mike Newman, Newman holds eight world speed records for blind racing drivers. Some 150 guests attended the night which also featured a charity auction in aid of Newman's charity, speedofight.org.

For more information on PIE Performance visit www.pieperformance.co.uk



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919 HYBRID EVO – FASTER THAN F1

Porsche has reworked its 919 Hybrid to produce an Evo version with 720hp – it has lapped Spa faster than Lewis Hamilton in a Mercedes F1 car...

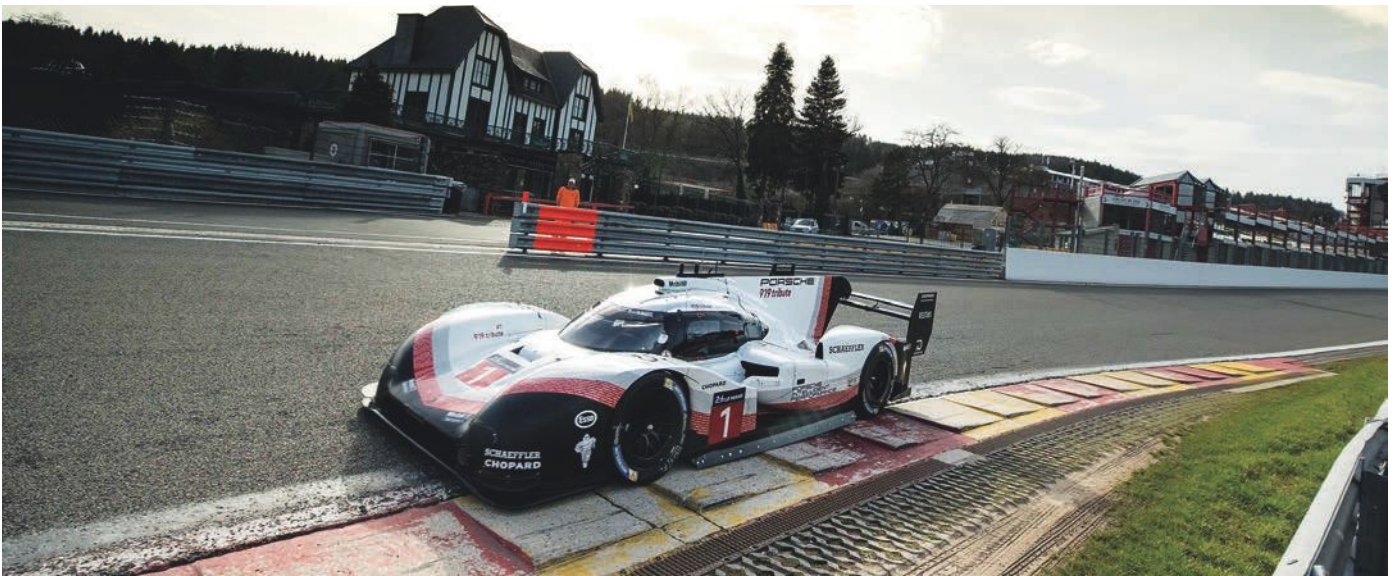
Porsche has stripped its 919 Hybrid race car of the restrictive appendages dictated by endurance racing regulations and let it loose around Spa-Francorchamps. Porsche works driver Neel Jani lapped the circuit in 1:41.770, that's 0.783 seconds quicker than Lewis Hamilton's pole position time set in qualifying for the 2017 Belgium Grand Prix. Jani's time

confirms that the 919 Hybrid Evo is quicker than a hybrid-era Mercedes F1 car – Jani achieved a top speed of more than 223mph.

The basis for the 'Evo' was the 2017 world championship 919. It was fitted with developments that were prepared for the 2018 WEC season but never raced following Porsche's withdrawal from the series

at the end of 2017. Additionally, several aerodynamic modifications were made; a new larger front diffuser and rear wing were fitted, underneath the turning vanes and floor were optimised with fixed height side skirts. The modifications resulted in 53 percent more downforce. Interestingly the 919's powertrain remained untouched.

The 919 is powered by a compact two-litre turbocharged V4-cylinder engine and two different energy recovery systems – brake energy from the front axle combined with exhaust energy. The combustion engine drives the rear axle while the electric motor boosts the front axle to accelerate the car with four-wheel drive. At the same time it



recuperates energy from the exhaust system that otherwise would pass unused into the atmosphere. The electrical energy that comes from the front brakes and the exhaust system is temporarily stored in a liquid-cooled lithium ion battery.

The WEC efficiency regulations limited the amount of fuel to be used per lap using a fuel flow meter. At the 2017 championship round in Spa, in the Porsche 919 Hybrid's final season, it could use 2.464-litres of petrol per lap. The V4 combustion engine's output back then was around 500hp. Freed from these restrictions, equipped with updated software but running regular race fuel (E20, containing 20 percent bio-ethanol), the 919 Hybrid Evo delivers 720hp.

The amount of energy from the two recovery systems that could be used in Spa in 2017 was 6.37 megajoules. This was far below the potential of the system. On his record lap Jani enjoyed a full boost of 8.49 megajoules – the e-machine's output increased by 10 percent from 400 to 440hp. To help further a four-wheel brake-by-wire system provided additional yaw control. Furthermore, the power steering was adapted for the higher loads, stronger suspension wishbones were used too.

Compared to the car in race trim, the dry weight was reduced by 39 kilograms to 849 kilograms. To achieve this, everything that wasn't needed for a single fast lap was binned: air-conditioning, windscreen wiper, several sensors, electronic devices from race control, lights systems and the air jack system. Porsche's tyre partner Michelin was immediately interested to work with a car that produces more downforce than a Formula One car. Keeping the existing tyre dimensions, the target was to increase grip levels significantly. Michelin developed new compounds to deliver the necessary grip with no compromise on safety.

Stephen Mitas, Chief Race Engineer LMP1, headed the project: "It was kind of an engineer's dream come true for us", the Australian admitted. "Having developed, improved and raced the car for four years, the guys had a very close relationship to it. We all knew, no



matter how successful the 919 Hybrid was, it could never show its full abilities. Actually even the Evo version doesn't fully exploit the technical potential. This time we were not limited by regulations but resources. It is a very satisfying feeling that what we've done to the car was enough to crack the Formula One record."

The record lap was the first appearance on the 919 Tribute Tour. It can next be seen performing a demo lap on the legendary Nordschleife before the start of the 24-Hour Nürburgring race on 12 May. Drives at the Goodwood Festival of Speed (12-15 July) and the Festival of Porsche at Brands Hatch (2 September) will follow as well as the car's participation at the Porsche Rennsport Reunion at Laguna Seca in California (26 to 29 September 2018).



DRAMATIC SEASON OPENER

The 2018 Carrera Cup GB season got off to a flying start at Brands Hatch for Rounds 1 and 2...

CARRERA CUP GB

ROUNDS 1 & 2 – BRANDS HATCH



The 2018 Carrera Cup GB season got off to a cracking start at Brands Hatch for Rounds 1 and 2, with new second-generation 485hp GT3 Cup cars, and a host of new and familiar names ready to do battle. Having moved from JTR to Redline Racing over the winter, *GT Porsche* contributor, Dino Zamparelli, emerged from an action-packed season-opening meeting at Brands Hatch leading the championship from Lewis Plato, but that only tells part of the story.

Zamparelli grabbed pole for the first of the weekend's two races and converted it into a dominant victory, despite heavy rain and a mounting challenge from Tio Ellinas – also with a new team for 2018,

Slidesports. Also of note was rookie Dan Harper, the 17-year old from Dublin is the Porsche GB 2018 / 2019 Junior driver, he showed exactly why that's the case with a feisty performance in his debut race before clashing with former Ginetta sparing partner, fellow rookie George Gamble. Both suffered punctures, Harper's leaving him to limp across the line in 13th.

On the podium; Zamparelli, Ellinas, Plato, then came the first 'new for 2018' surprise designed to spice up the racing. Dino was asked to select a number between four and six from a bag of balls in order to reverse the grid positions of the top four, five, or six finishers from Round 1. This formed the

starting grid for Round 2. It sounds complex but the concept is sound in practice, and it ultimately saw the championship hopeful start from fifth on the grid in the second race, promoting Pro-Am runner, Jamie Orton, to pole.

The second race of each weekend now starts from a standstill, a vast improvement on the old rolling start format. On this occasion it saw Plato make the best getaway on a now dry Brands Hatch Indy, but it was rookie Gamble who came through to win, despite the chaos behind him. Two safety car periods featured in the race, as the pack slowed for the first, Am runner Fraser Robertson made contact with Peter Kyle-Henney on the outside of Clearways,

this spectacularly flipped Robertson's car into a barrel roll before it came to rest on the tyre barrier. Robertson emerged unscathed.

Under the resultant safety car the pack was headed by Plato, but now the rain came down again delivering a greasy track for the slick-shod 911s – it caught a few out. As the safety car peeled off Plato made a break for it up front but seemingly misjudged the amount of grip available to him, running wide at Clearways, he rejoined in front of Zamparelli but allowed Gamble through to lead. When Iain Dockerill spun further back and was collected by Justin Sherwood, the safety car was out once more, the eventful race was subsequently red flagged.



Championship positions		
Pro:		
1. Dino Zamparelli	Redline Racing	20 points
2. Tio Ellinas	Slidesports	18 points
3. George Gamble	Amigos Team Parker	16 points
Pro-Am:		
1. Jamie Orton	JTR	22 points
2. Rory Collingbourne	Welch Motorsport	14 points
3. Esmee Hawkey	GT Marques	9 points
Am:		
1. Peter Mangion	Team Parker Racing	18 points
2. Peter Kyle-Henney	IN2 Racing	17 points
3. Gary Eastwood	G-Cat Racing	14 points



DISAPPOINTMENT FOR PORSCHE AT LONG BEACH

At Long Beach in California Porsche looked likely to repeat its Sebring victory, sadly it wasn't to be the case...

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

ROUND 3 – LONG BEACH



Porsche looked likely to repeat its (second round) win at the 12 Hours of Sebring well into round three of the IMSA WeatherTech SportsCar Championship at Long Beach in California. The No912 911 RSR driven by Laurens Vanthoor and Earl Bamber qualified on the front row of the grid, behind in third spot on the grid came the sister No911 machine of Nick Tandy and Patrick Pilet.

Vanthoor made a good start, leading on lap one of the 100-minute sprint race – the shortest on the IMSA calendar. During a safety car period 38 minutes into race the No912 RSR made a pit stop, with Vanthoor successfully handing over to Bamber. The New Zealander rejoined the race in second place behind a BMW that had pitted earlier, immediately

closing the gap to the leader. An inspired overtaking move saw Bamber recapture the lead of the race before pulling clear from the rest of the GTLM field. However, damaged suspension ultimately forced him into retirement.

The second RSR also endured a frustrating race, with Pilet and Tandy never regaining their stride due to various incidents following their first pit stop. The No911 car crossed the line in sixth place in the GTLM class ahead of the sister Porsche. Commenting after the race Patrick Pilet said: "It wasn't Porsche's day today. It's a shame

for our teammates in the number 912 car. They drove a great race but unfortunately weren't rewarded for it. For us the start of the race was pretty hectic. I had a hefty nudge in the second corner when everyone suddenly stopped in front of me. Overtaking is really hard on this circuit so I wanted to conserve as much fuel as possible. That proved to be the right strategy. We had a very short pit stop, but couldn't make the most of this advantage because when Nick [Tandy] tried to rejoin the race, he was blocked by a car in front of him. Now I'm looking forward to Mid-Ohio."



Race result – GTLM Class

1. Gavin/Milner	Chevrolet Corvette	69 laps
2. Westbrook/Briscoe	Ford GT	69 laps
3. Hand/Müller	Ford GT	69 laps
6. Tandy/Pilet	911 RSR	69 laps
7. Vanthoor/Bamber	911 RSR	52 laps



1968 Porsche 911 E

£150,000

This car has undergone a comprehensive four year photographic restoration to a very high standard. This included a full engine and gearbox rebuild by Mike Bainbridge. The current mileage is only 46,901 miles. Please call 0113 389 0600 for more information.

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PORSCHE

PORSCHE'S FORMULA E ENTRY OFFICIAL

Porsche's application to enter Formula E as a manufacturer has been officially accepted by the FIA.

FORMULA E



The Fédération Internationale de l'Automobile (FIA) has accepted Porsche's application to become a Formula E manufacturer. The news means that the factory team can continue development of its own electric powertrain, due for homologation in 2019, for its maiden Formula E contender. Porsche announced its intention to enter Formula E last summer, it will compete in the sixth season of the global electric racing series, which begins at the end of 2019.

Andreas Seidl, the man behind the Le Mans 919 Hybrid project, will be responsible for the technical development and execution of Porsche's Formula E programme. He said: "The possibilities and performance of electric cars have been a central topic at Porsche for quite a while. The deeper our engineers get into the topic, the more fascinating the solutions become. We can't wait to receive our first vehicle in early 2019 and to test our own powertrain in it. The Gen2

racer, which was unveiled by Formula E in Geneva in early March, is very well executed."

Formula E will provide Porsche with the car's chassis as well as its battery, however all powertrain components will be Porsche's own developments. This enables Porsche to find bespoke solutions for technologies such as the electric motor, inverter, brake-by-wire system, transmission, differential, driveshafts, monocoque and the suspension components attached to the rear-

axle, as well as the cooling system and ECU. The energy efficiency of the powertrain not only plays a decisive role in the competition, attracting many of the world's most renowned car manufacturers, but Porsche says it is also central to the development of its road-going electric vehicles going forwards.

Porsche's entry into Formula E in 2019 will coincide with the launch of the production version of the concept study Mission E – the first ever all-electric Porsche.



Porsche 928 S Coupé

£52,000

This is a stunning example of a 1986 928 S Coupé in Crystal Green Metallic with 65,879 miles. Fully restored as part of the Porsche Classic Restoration Competition 2016, it features an automatic gearbox, an electric sunroof and a Porsche Classic Radio Navigation System. Please call 01707 277 911 for more information.

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PORSCHE



The Underdog

The Porsche 928 is a bit of an enigma, really. A well-cared for late model with a full documented history delivers a genuinely satisfying supercar experience. When you compare typical prices to cars of a similar ilk, the 928 makes for a total steal. Thanks to Pie Performance, we have three 928s (a 1979 928, 1988 S4 and 1993 GTS) at our disposal to talk you through the differences, the merits, and why this

Porsche is such a fabulous grand tourer. But first, a history lesson...

By the late 1960s Porsche had established itself as a manufacturer of high-performance sports cars, the board, including Ferdinand Porsche, were thinking of adding a luxury touring car to the model line-up. There was added pressure arising from the fact that the then flagship model, the 911, was reaching the end of its perceived life.

With slumping sales and perhaps fears that the US government would soon ban the sale of rear-engined cars in response to concerns over safety and emissions, in 1971 Managing Director Ernst Fuhrmann initiated a design study that eventually yielded the 928. He envisioned this new range-topping 2+2 as having a wider appeal than the compact, quirky and difficult-to-handle 911.

Having the engine, transmission, catalytic



The 928 is an excellent and affordable way to experience the Porsche brand at its best. There has never been a better time to buy one...

Story: Louise Woodhams Photography: Matt Woods

converter and exhaust all cramped into the rear as it was with the 911, made passing emission and noise control regulations difficult, and after deciding that the mid-engine layout did not allow enough room for passengers, a front-engine, rear-wheel drive layout was chosen. It also offered impact management advantages in a crash.

To optimise weight distribution Porsche mounted the transaxle in front of, rather than

behind, the differential, and with the purpose-designed alloy engine up front, it meant you could put your foot down and not need to wrestle with the rear end. Although the 928 weighed more than the 911, its more neutral weight balance and higher power output gave it similar performance on the track. Albeit a very different experience to the one offered by the 911 before it. In addition, the power steering featured an engine-driven hydraulic

pump that reduced assistance when the revs climbed to 3000rpm to firm up the steering feel at speed.

The body, styled by Wolfgang Möbius under guidance of Anatole Lapine, featured new polyurethane elastic bumpers integrated into the nose and tail to aid the car visually but also to reduce drag, while aluminium doors, front arches and bonnet helped to reduce weight. Its rounded proportions were quite simply perfect



and those Lamborghini Miura-esque lamps gave it a hint of the exotic.

The car debuted at the 1977 Geneva Motor Show. There was nothing quite like it at the time – it looked like the future of all sports cars – and not surprisingly, was very well received. In the end, legislation against rear-engined vehicles did not materialise and so it was sold later that year alongside the 911, with the company still feeling the model had potential. They were of course right, for in hindsight the 911 is an automotive icon.

The company's first production V8-engined model won early acclaim for its comfort and power, but it also developed an avid following during its 18-year reign and became the first, and, still the only, sports car to win the European Car of the Year title. However, though those first two years of production saw the largest annual sales in Porsche's lifespan, the 928 certainly did not sell in the numbers Fuhrmann envisioned.

The value of used models decreased in the 1990s partly due to high maintenance costs, but after years of decline 928s have eventually stabilised in the marketplace. The majority of parts are still available – and those that are

not can often be rebuilt or custom made (at a price, obviously), plus there is a lot of support and information out there. The Porsche Club GB and books like *The Essential 928 Buyer's Guide* from Veloce are fantastic resources, so too magazines like this one. With many 911s now prohibitively expensive, today if you are looking for an early slice of Zuffenhausen goodness then the 928 is a great option.

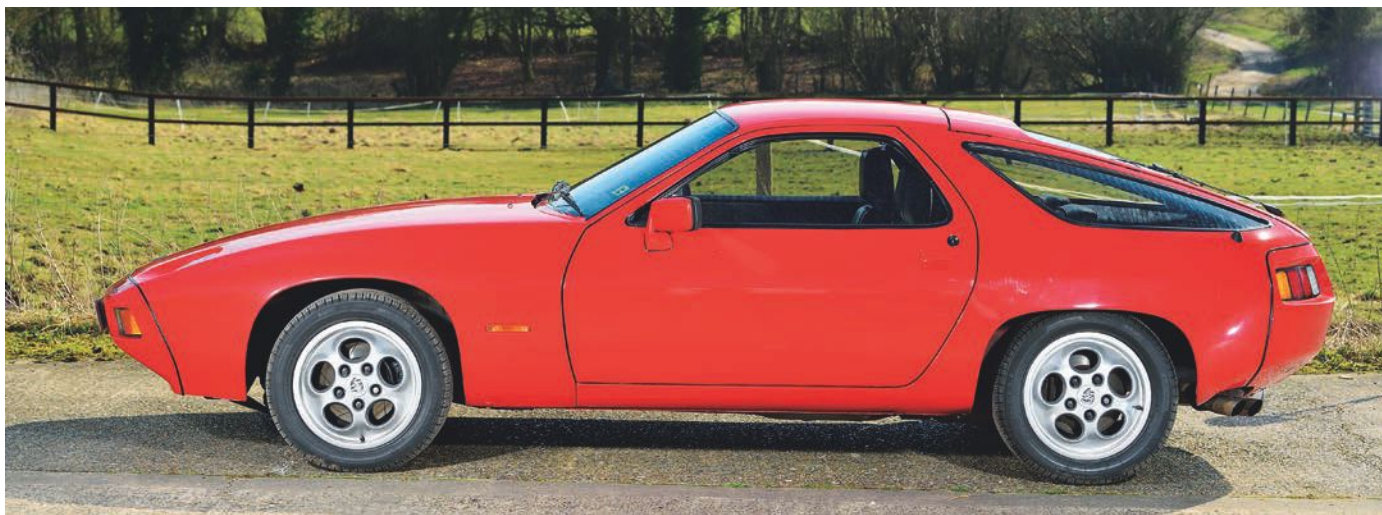
"There could not be a better time to buy and own a 928," states Chris Lansbury, owner of PIE Performance in Suffolk. "They are great value for money, but do not expect this to last. At the moment we have four in stock, three of which we have here today for the photoshoot. The 1979 928 is a typical example of an early model. It has done just over 113k; it is in Guards Red, with a black leather interior and good history. We actually stripped this car down five years ago and resprayed it, and put a new torque tube in it. We are selling it for £18,995.

"For me, the strength of the 1977-1979 cars is in their purity. They were spoilerless so very clean, good looking cars. The only downside is the 4.5-litre engine, which is a bit slow for the weight of the car, but it is a all-rounder."

The next sweet spot lies with the S4 cars, which Chris says are actually a personal favourite. With the S4 the 928's V8 grew to 5.0-litres and sported twin-cam heads, with four valves per cylinder increasing power to 316 hp and aiding low-end torque. It was the world's fastest catalyst-equipped car when new. The popular auto gearbox option was also now a Mercedes-Benz four-speed unit, and an intelligent cooling system featured computer-controlled louvres in the air intake that changed their angle in line with coolant temperature; when closed, they made the car more aerodynamic.

It also benefited from the revolutionary Weissach transaxle, fitted just two years into the 928's lifespan, which provided passive rear-wheel steering with toe control to increase stability while braking during a turn, thus avoiding sudden oversteer.

"I prefer the S4 to the GTS I think it is better looking, the smoother front and rear bumpers give the car a sleeker look. It is more modern than the 1979 car; it has a digital dash, ABS, and more performance. It is a lovely all-rounder and I cannot think of any downsides, but then I am biased. This example, in Grand





"For me, the strength of the 1977-1979 cars is in their purity"





*"I drove it through central London,
it turned a lot of heads!"*

Prix White, was registered in 1988 and has done 140,000 miles with main dealer and specialist service history," Chris said.

It is worth noting at this point that a higher mileage car with regular detailed maintenance is a better proposition than a low mileage stored car that will need to be recommissioned. Chris continues: "It has cream leather with blue piping and carpets. It is priced at £16,995, which is probably at the upper end of what they are worth, as the owner recently spent £9,500 on it which included a full engine rebuild last year, and we went right through it with a nine tooth-comb. He is very fastidious, too, so he has steam-cleaned the engine bay and tidied up the interior, for example."

The 928 swan song was the Gran Turismo Sport, abbreviated to 'GTS', which arrived in late 1991 with revised bodywork (including a body-coloured rear wing, larger rear arches to

accommodate the wide 9x17-inch wheels and teardrop mirrors). Of far more importance however, was the enlarged V8 and the additional 40-odd horsepower it brought, the front brakes were significantly larger than the S4's too. Fully spec'd GTS models in the States could eclipse \$100,000 in 1995, making them among the most expensive cars on the road at the time, which not surprisingly severely hampered sales, despite the model's high competency and long standard equipment list.

The example we have here, in Polar Silver Metallic with black leather and blue piping, is priced just under £34,000, which, according to Chris is a fair price for a 1993 GTS.

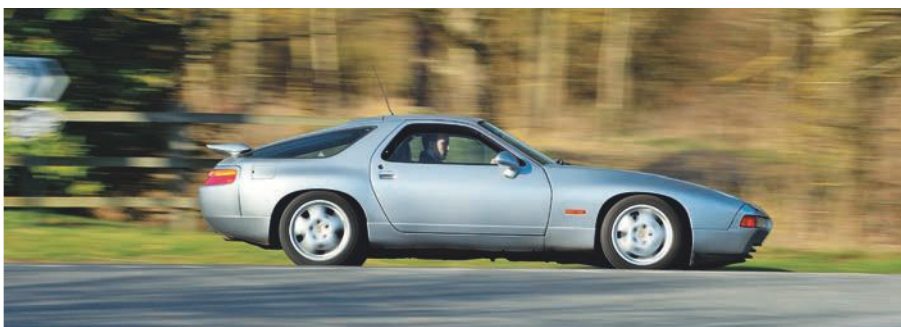
"It has got a full history, done 94,000 miles, and is an original and loved car. As with all of the cars we sell, it has been fully serviced and inspected, and on top of that we have also addressed all of the wiring faults. As part of our major service we check on the torque

tube to ensure it is not putting forward loading on the flywheel mounting plate – cars with automatic transmissions can be destroyed by incorrect flex plate tension.

"It is these kinds of maintenance checks that set us apart from our competitors. With up-to-date servicing, one can expect years of reliable duty from the 928. They also need regular use – if they sit around they will deteriorate very quickly. Unfortunately, all 928 models packed an unbelievable amount of technology with advanced hardware and electronics, with youngest examples now 23 years old, maintenance and repair can prove costly. My advice is to buy the best car you can for your budget – one that has just been inspected by an independent Porsche specialist," Chris said.

Indeed, paying over the odds for a good car with the right history may prove far cheaper than bringing a lower priced car up to scratch. It is worth pointing out (for the sake of





unbiased reporting), that specialist club 928.org.uk had this to say on 928 prices as recently as February 2018: "First class, well-looked after 928s [between 1978 and 1981] with good provenance should cost around £10,000. S4 models in a similar condition are generally being marketed over £15,000 and an entry point for a ropery oil burning GTS should be about £20,000, but expect to pay over double for a good one."

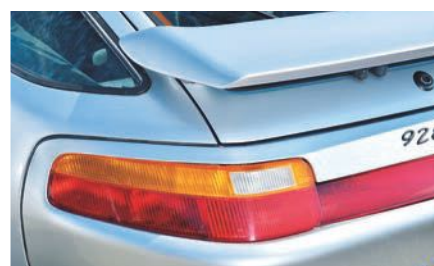
So there you have it, a conventional car by 911 standards – the 928 may well have its engine mounted in the front with its rear-

wheels driven but that does not make it any less of a Porsche. In fact, if you are looking for brisk performance, sure-footed handling and long-distance capabilities, this is an affordable – and undervalued – classic. In addition, the 928 is not a particularly rare car, with over 800 still on UK roads, just bear in mind as a buyer that there is no reason to compromise on condition. We will leave the last word to Chris:

"The 928 fits in the modern world very well. Each model drives differently, you can feel the improvements over the years in the way they drive, especially with the S4 and the

GTS. Saying that though, the 1979 car here still drives very well, I drove it through central London last year and it coped well in stop-start traffic fine, it also turned a lot of heads!

"The 928 was a forgotten car for a long time, now they are finding their own place in the market and there is a real demand. They are a typical old Porsche, built heavy and strong, but they are cracking and ahead of their time. The 928 is a lot easier to drive than an early 911, they're a great GT car and the more I look this over, the more I think I should keep one. I've space in the garage at the moment too..." ○



ABOUT PIE PERFORMANCE:

"The company got setup by mistake. My father and I never intended to start an independent Porsche specialist. I am an engineer by trade so I have been in the motor industry for part of my career – I actually came away from it for 12 years and was very senior in government – before coming back to my passion four years ago," explains Chris.

"It all started with my first 911, a 1985 3.2 Carrera, which I restored myself with the exception of the paintwork, 20 years ago. I have always been lucky to be brought up around Porsches – my dad, John, had them when I was growing up. The first car I ever drove was a 1969 911S when I was 12 years old. I then bought a 928 to restore, but it was rubbish, so much so I did not want to put it

back on the market so I ended up breaking it for parts.

"All dad and I were doing was buying old Porsches and breaking them for parts to fund our own love of them, that was it. Then one day someone asked if we could fit a part, I did and I got paid for it, then I serviced a car, then some else asked us to sell their car for them, so we kind of happened upon a business model.

"For the first five years it was a cottage industry, I managed it at weekends and evenings alongside my full time job in London. I then left and my father ran the company for two years, we thought the only way that it would grow though was with me leaving my job, so that is what I did. That was

four years ago now. Back then it was me, my dad, a book keeper and one other member of staff, now PIE Performance has ten staff. In August of that first official year in business we moved to the premises we are still in now, which has a 1650 sq ft, a showroom, a workshop with six ramps and an engine department. Already we are looking to move to a much bigger setup.

"It has been exhausting but you do not grow a company like this overnight, it takes years of experience and knowledge, and you have to put it in if you want it to come out the other end. The great thing about restoring my own vehicles is that I have stripped most of the early stuff to bare shells, so I know them inside out.

928

Top Speed: 155mph

0-60mph: 6.2-seconds

Power: 237hp

Year: 1979

Mileage: 113,225 miles

Price: £17,995

928 S4

Top Speed: 168mph

0-60mph: 5.6-seconds

Power: 316hp

Year: 1988

Mileage: 140,000 miles

Price: £16,995



At the moment PIE Performance offers servicing, engine building and tuning, and suspension upgrades, but we are also developing a lot of our own products.

"So, for example we have just built our own 964 engine management upgrade which takes the car from an analogue to a digital system, and gives it a 30hp gain [on a standard engine]. We have developed our first throttle body kit for all air-cooled models too – although at the moment it is only available for 2.2- and 2.4-litre 911s. If someone wants an upgraded ignition system we can sell them our throttle body kit, which takes on the modern fuel injection with our electronic ignition system to give a modern feel and turnkey solution. On a cold morning

their 1979 911 will start first time. It will also increase horsepower and economy, by up to a 25 percent on long runs.

"Although the business has grown organically, we have evolved it over the last ten years too. I sold off the used parts side of PIE Performance earlier this year for example, and instead we now offer new OEM, aftermarket and custom parts via our online shop with a dedicated parts manager. We are also moving away from restoration so we can concentrate on the tuning and ignition side of things. We have built a 986 Boxster for the Toyo Tires Championship too.

"If anyone is interested in knowing more about us, we hold an event called *Cars at PIE Performance* three times a year – the

next one will be held on 16 June 2018. It is an open house, so anyone is welcome, we put on a bit of food and drink, it is a great opportunity for people to speak with our technicians and to view the workshop. For our event in April we had a technician stripping down a 997 engine with bore scoring, which is a common problem on that model, so an interesting one for prospective buyers or existing owners. The event has been running for a few years now and has become quite popular – in the past we have had 200 visitors," Chris told us.

Any prospective customers wishing to find out more about PIE Performance can give the team a call (01787 249924), or visit the website at pieperformance.co.uk

928 GTS

Top Speed: 171mph

0-60mph: 5.2-seconds

Power: 350hp

Year: 1993

Mileage: 94,000 miles

Price: £33,995





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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

Our 'Tyre Kicker' looks back on a privileged visit to the home of the man who brought Porsche to America, designed by an American icon.

The Porsche Newsroom recently picked up a story that long-time creative partner, James Lipman and I shot on the east coast of America several years ago. A series of privileged encounters led to a unique opportunity to visit the home of Max Hoffman in Westchester, New York. But this was not just any old house. This was a home designed and built for Hoffman by Frank Lloyd Wright, one of the most revered yet controversial figures in American architectural history.

Designed by Lloyd Wright in 1955, the Usonian-style dwelling was one of the last works he created before his death in 1959. Hoffman lived here for seventeen years, until the house was sold to its only other owner apart from the current custodians. The word is nowadays used to describe painfully anal classic car people, but the present owners are true custodians in the philanthropic sense. The house is a private museum: perfectly preserved and uninhabited. It was bought to prevent some vile Wall Street player from knocking it down and putting a modern McMansion on the laid back site overlooking Long Island Sound.

The crux of Lloyd Wright's Usonian concept was 'of the land, not on the land.' Houses were carefully placed in the landscape, using huge windows and natural materials to bring the outside in. This house is a perfect example of that philosophy. Blissfully original, right down to the bespoke 1950s light switch panels and Lloyd Wright-designed furniture, there was a sense that the original owner was with us in spirit throughout the time we spent at

his house. We shot the story as if Hoffman had forgotten something on his way to the city, turning around and leaving the car running in the porte-cochere while he popped in back to pick up his briefcase.

If a person leaves a trace of their soul in the space they inhabit, then my day here was as close as one could come to having a conversation with Hoffman. I may be tyre kicker rather than ghost hunter, but history is a favourite topic of mine and my romantic Irish side is not shy when it comes to fanciful conversations with fascinating people from the past.

The ghost of Max Hoffman did not speak volumes on that unforgettable day, but being in his house of almost

two decades confirmed quotes from the height of his influence as entirely authentic. Hoffman adored Porsche's elegance and workmanship, and the same effortless elegance and exceptional presentation enveloped us within the artful stone walls, topped with amber-glassed carved wood panels under handmade copper guttering.

Last year was said to be the 150th anniversary of the birth of Lloyd Wright. Several books were released and the Museum of Modern Art in New York held an exhibition of his archives of drawings and manuals, some of which I saw first hand in the Hoffman house. *The Guardian* also carried an interesting column by Rowan Moore on Lloyd Wright's legacy, which was rather less romantic than my own piece.

"Of all the architects officially designated great, he provokes in me a special allergy. It is not that he was a fantasist, liar and egomaniac who left a trail of emotional destruction in his wake, nor that his buildings leaked and crumbled and went

many times over budget, nor that the chairs he designed fell over and defied basic norms of comfort, nor that he wrote and spoke pure, shining, transcendent, transparent nonsense, nor that he was a hypocrite who preached democracy and freedom but flirted with tyrants such as Mussolini and Stalin. He was all these things, but the really irksome thing about his genius is that it too often feels misdirected into displays of virtuosity for reasons you don't quite know."

Lloyd Wright was undeniably all of these things, but as a cultural icon and a hero to many who despise the drudge of convention, his final flourish could not have found a more fitting recipient than Hoffman: the man who brought Porsche to America and turned the little sports car firm from Stuttgart into a household name. Together, they created something quite special. It was a genuine privilege for Jamie and I to connect with them both in a little house on the east coast of America, one damp and grey day ○

*Hoffman
turned the little
sports car firm
from Stuttgart
into a household
name...*



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



1972 Porsche 911 2.4e MFi Targa

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944 S2 SE COUPE WHITE

£39,500

One of 14 built.

It is understood that only 14 cars were completed, indeed, so rare is this model that its creation was long thought to be a myth. As such there is very little information about the 944 S2 SE. The Porsche Club GB records show that two of the cars were written off in accidents and only six, including the one offered here, are known to exist today. Registered in late 1992 this was one of the last 14 S2 models ever produced.



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No. 3 of 10 built

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Philip Raby sells a 964 to Singer and doesn't feel too guilty about it...

Do you remember the days when nobody wanted Porsche 964s? I do, and I like to kid myself that I had a small part in the car's change of fortunes when, many years ago, I imported a green left-hand drive example from Germany and ran it as a magazine project car. I think it cost me £11,000 and it was a real stunner that created a lot of interest from readers. Today, that'd be a £45,000 Porsche and I sold it to buy, cough, an MG. What is it they say about hindsight?

Since owning that car I've had a soft spot for the 964, I have always championed it as an ideal blend of classic and modern 911. Not that it needs much encouragement these days, the 964 is hot property and in strong demand.

It's always nice to have 964s in stock and we recently had a couple of lovely Carrera 4s. One sold quickly, possibly because it was a striking Cobalt Blue with a slight RS feel to it, with lowered and well set-

up suspension. The other, car on the other hand, hung around, despite having recently having had some £20,000 spent on its mechanicals. It was finished in Linen Silver, a great colour, I thought, but had been kept completely standard, right down to the original (rather high) ride height, so it didn't have the same kerb appeal as the blue car.

Some buyers are snobbish about Carrera 4s, arguing that they want the purity of a Carrera 2. Which is all very well, but these rear-wheel drive cars are like hens' teeth. They rarely come up for sale and, when they do, they command a hefty premium over 4s. I had two enquiries the other week from people looking for 964 Carrera 2s, with one of them saying they'd only consider a non-sunroof car. That's another snob thing – a 964 without a sunroof is a better basis for an RS replica as the real RSs didn't have opening roofs to save weight. In reality, though, a few kilos isn't going to make any real difference to the driving experience.

The majority of UK market 964s were supplied with sunroofs and, besides, I rather like having some fresh air on a nice summer's day.

Around this time, I read an article online suggesting that the supply of good 964s around the world was drying up because Singer was buying them. Singer is the Californian-based company that creates superb (and very expensive) bespoke 911s based on 964s. The article said that the company had upped its production to around 25 cars a year and was buying up 964s as they became available.

I was, then, a little concerned when I had a phone call from Singer's UK representative, enquiring about the Linen Silver 964. I was torn; of course, I wanted to sell the

Porsche, but surely it was too good to be torn apart?

Greg Cranmer from Singer UK popped down to look at the 964, he was a thoroughly pleasant chap. We chatted about the car, and he admitted that all Singer was interested in was if the bodyshell was straight and not damaged or corroded. Of course, our example was good in that respect. He also confided that Singer generally only sources Carrera 4s as the basis for its cars (even though most end up as two-wheel drive), because as Porsche enthusiasts they appreciate just how rare 964 Carrera 2s are these days.

A deal was quickly struck and the 964 is now, as you read this, on its way to California to be reborn as a

I wanted to sell it, but surely it was too good to be torn apart?



Singer. While, in a way, this seems a waste of the previous owner's time and investment in creating a well-sorted Porsche, on the other hand, if I was a 964, then I'd be very pleased to be reincarnated as one of the world's most desirable cars, even if the process takes a full two years to complete.

It seems that the 964's fortunes have well and truly been transformed, which is great news, especially for people who own them, including a chap I know who has around 60 stacked up in a warehouse, but that's another story for another day...○

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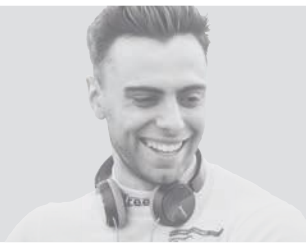
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Single seater ace turned Carrera Cup GB driver, Dino is enjoying his fourth season racing Porsches

Dino gets his racing season off to a great start despite new Carrera Cup GB regulations and a new 911...

The 2018 Porsche Carrera Cup GB season officially kicked-off at Brands Hatch with 22 new cars in action for Rounds 1 and 2. Before

that I had a season launch event at the end of March, and a bunch of test days in my new second-generation 911 with my new team.

Testing was steady but solid. It takes time to get used to new surroundings and Redline Racing are my fourth different team in as many years, each has different ways of operating. Redline has won the championship so many times that everyone in the team is laid back, as a result I put my faith and trust in the mechanics and engineers.

The new second-generation 911 GT3 Cup car feels very similar to last year's first-generation car. Initially I felt the extra horsepower (up 25hp) but after a few days of testing the feeling wore off, the car is a joy to drive – especially on a dry day with brand new slick tyres. We trialled several things during pre-season testing including some

set-up tweaks, qualifying runs and race simulation stints. It was a full and comprehensive programme and it certainly put us in good shape for the 2018 season.

The launch in my hometown of Bristol saw 100 supporters, partners, sponsors and clients get together to look ahead to the new season. I played my cool new promo video (on the biggest screen in Europe!) at the Ashton Gate Stadium sports bar, then I got up on stage for a Q&A with BTCC and Porsche Carrera Cup GB champion, Tim Harvey. Tim and I had a good old natter about racing, my season ahead and my sponsors and partners. It went really well.

Brands Hatch came around shortly afterwards but the biggest concern I had all weekend was the weather. Trying to predict the forecast was hard in very changeable conditions. As a driver, I like knowing what the conditions are going to be in advance, in the end, free practice (FP) and qualifying took place in the dry – I was quickest in both FP sessions, before taking pole on

Saturday. This year we only need one good lap in qualifying for the first race, race two is a reverse grid affair (in the past your best two qualifying laps formed the grids for both races). We still have two sets of Michelin slicks for qualifying, but on a tight short circuit like Brands Hatch Indy it's all about being inch perfect.

I woke on Sunday praying for dry and sunny conditions. Don't get me wrong I love a wet race, but when you're on pole you just want everything to be normal and boring – driving in the wet adds a variable element and risk. If I was starting in fourth place or lower I'd have been doing my best rain dance all night!

I made a good start and led race one. With my head down for 10 laps I built a 10-second lead, so I backed off a bit as I made my way through the back markers, controlling the pace of the race until the end and taking victory by just over three-seconds. Lovely job!

After picking up the winner's trophy on the podium I pulled a single ball out of a hat which

determined where I'd start race two. The top five cars were reversed, so it was fifth on the grid for me, with the chap who finished second in the first race starting fourth, and so on.

Race two was eventful. I made a good start but ran wide and lost a position early on, this year the second race is going to be all about keeping out of trouble and scoring as many points as possible. There was some rain halfway through, along with a few shunts, but I made my way into third spot with some thoughtful and clever moves. The annoying thing about the reverse

I felt the extra horsepower but after a few days of testing the feeling wore off...



grid is that I feel I had the pace to win both races, but I'm prepared to give the concept a chance as I do love a challenge.

I walked away from the weekend with a pole position (worth two championship points this year), race one victory, a podium finish in race two and the overall championship lead. It can be so close at Brands Hatch and things can go terribly wrong very quickly, so we were all delighted with that result. Hopefully with more space to overtake at the next meeting at Donington Park I'll be able to power through for two race wins! ○

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



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DMS M2 (EVO SEPT '15) "MORE POWER DOES MEAN MORE FUN"

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

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

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

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

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RS4/RS5 » 488+ BHP (+DE-LIMIT)
RS3/TTRS » 420+ BHP (+DE-LIMIT)
RS3/TTRS (NEW) » 480+ BHP (+DE-LIMIT)
S3 / GOLF R » 375+ BHP (+DE-LIMIT)
3.0TDI (ALL MODELS) » 315+ BHP
3.0 Bi-TDI (ALL MODELS) » 380+ BHP
Q7/A8 4.2 TDI » 400+ BHP

BMW

M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450BHP
M135i/M235i » 410+BHP
i8 » 415BHP
120i/220i/320i/420i » 275+BHP
116D/216D/316D » 160BHP
118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
335i/435i » 410+BHP
330D/430D/530D/730D » 360BHP
335D/435D/535D » 395+BHP
550i/650i » 555+BHP (+DE-LIMIT)
640D/740D » 395BHP (+DE-LIMIT)
X530D/X630D » 360BHP
X540D/X640D » 395BHP

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C43/E43/GLC43 AMG » 455BHP
C63/63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
SLK 55 AMG » 420BHP
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220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
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RR TDV6 3.0D » 305+ BHP
RR SDV6 3.0D » 350+BHP
DEFENDER 2.2 » 180BHP

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997 GT2 RS » 670+ BHP
997 TURBO/S 3.8 INC PDK » 611 BHP
997 GT3 RS » 480 BHP
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997 CARRERA GTS » 435 BHP
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991 CARRERA S (ALL MODELS) » 500+BHP
991 CARRERA GTS (ALL MODELS) » 540+BHP
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BOXSTER/CAYMAN 718 S » 420+BHP
BOXSTER/CAYMAN 718 » 380+BHP
BOXSTER/CAYMAN 981 GT4 » 430+BHP
BOXSTER/CAYMAN 981 GTS » 375+BHP
BOXSTER/CAYMAN 981 S » 345+BHP
CAYENNE GTS » 450 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP

MACAN TURBO (ALL MODELS) » 480+BHP
MACAN S DIESEL » 318+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

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FERRARI F12 » 780+BHP
FERRARI 599 » 647 BHP
FERRARI 488 » 750+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570S » 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
BENTAYGA W12 » 700+BHP
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Simon has worked across several automotive publications for more than a decade

The record-breaking lap of Spa achieved by the new 919 Hybrid 'Evo' is a stunt typical of Porsche, says Simon...

Despite withdrawing from World Endurance Championship (WEC) competition, Porsche had hinted that we hadn't seen the last of its hybrid racer, the 919. Indeed that was very much the case. On 9th April a modified 'Evo' version of the car set a new track record at Spa-Francorchamps. Works driver Neel Jani lapped the Belgian Grand Prix circuit in 1:41.770 – 0.783 seconds quicker than the time Lewis Hamilton set around the famous Ardennes track in a Mercedes W07 Hybrid F1 car in summer 2017.

In order to lap the circuit faster than an F1 car, the 919 was stripped and updated with new parts, interestingly though the powertrain itself remained untouched yet horsepower was hiked to 729hp – an increase of more than 200hp. Much of what Porsche took off the car was stuff that had been dictated by WEC regulations, which even included the amount of fuel and hybrid energy it was allowed to use from its two recovery systems. In 2017 at the WEC championship round at Spa, the 919 Hybrid could use 6.37 megajoules, Jani enjoyed 8.49 megajoules in the Evo car. It also ran unique Michelin tyres – matched perfect and staggered special, presumably.

The headline for most people was the fact that the car was 'faster than F1', but there was perhaps an even more staggering statistic here. Slimmed down and freed from the regulations under which it once raced, this tweaked 919 was 12 seconds faster than the pole

position time it set a year previously at Spa – 12 seconds! Jani drove the car for three days in preparation for the lap, he was quoted as saying it was the fastest car he'd ever driven – no doubt.

For me this attempt kicks up two interesting talking points. On the one hand is the idea of an unlimited championship series whereby cars like the Evo could compete – a kind of 'anything goes' racing category. It's a fantasy concept, obviously, and in this day and age it would be ruined by big manufacturers throwing vast sums of money at their cars in a bid to win, destroying the chance of us seeing any close racing – a situation

we are currently witnessing in F1. It's the reason those WEC regulations are designed to hold Prototype cars like the 919 back somewhat. But the notion is still daydreaming gold, isn't it?

The second and more divisive point raised here is the question of why this attempt happened at all. The cynics out there will identify this as merely being a pointless PR exercise, and while it was undoubtedly engineered to gain coverage for Porsche in print and online media (in which it was highly successful) I think that's a harsh opinion. Mainly it's a viewpoint that doesn't account for the fact that, at its heart, Porsche is run by a bunch of real racers – that's one of the things that makes it stand-out from other car companies. Everyone who works for Porsche, and especially those from Porsche Motorsport, have petrol running through their veins – they love cars and they love challenging themselves to build the fastest vehicles possible. They are passionate car enthusiasts, and

it's that passion which drives them, and therefore drives Porsche as a company, to tackle extracurricular activities such as creating this Evo and seeing how fast it might go around Spa.

Porsche has a history of undertaking slightly wild and wacky things like this, and I think that's great. Remember the 911 R taking five endurance world records at Monza in 1967? Or Jean Claude Rude slipstreaming a modified 935 in an effort to clinch the World Speed Record for Cyclists in 1979? What about Al Holbert setting a speed record of 170mph in a 928 at Bonneville in 1986? Those cynics I mentioned, and I've seen plenty of them berating this 919 Evo achievement, would do well to consider that there's a possible pattern here – a pattern formed by Porsche's people who are first and foremost car nuts and utter speed freaks. The Spa record wasn't the first speed-related stunt from Porsche, and I very much doubt it will be the last... ○

Porsche is run by a bunch of real racers...



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



Rural



Outlaw

Without allowing the shackles of originality to stifle its creativity, Canford Classics has beautifully restored this 1973 911S – a classic Porsche with a twist...

Story: Simon Jackson Photography: Gus Gregory



Alan Drayson's love affair with the Porsche marque began when he was just 17. While studying for his A-levels, a young Alan restored a 1967 912 over a two-year period, financing the project by working part-time in a bar. His career path was largely sealed there and then, for as soon as the 912 was up and running the sensation of driving a classic Porsche utterly captivated him. With his PhD completed, in 2007 Alan faced what was probably always inevitable, moving into the business of Porsche restoration full-time – Canford Classics was born.

Since those early days Alan has assembled a team of equally passionate Porsche people around him at Canford Classic's Dorset HQ, and his personal collection of cars badged with his favourite crest has grown in unison. The keys to a 964, 991, and several pre-'73 911s are currently in his possession, as he puts it: "I've always got something tucked away." What you see here is the latest in a long line of 911s which Alan can call his own, which marks this vehicle out as one of the independent Porsche specialist's most interesting builds.

"It came out of Oregon about nine or ten years ago – it's been sat in my barn with the few others I have tucked away," Alan explained. "It was American-spec, it didn't have its engine, it had been painted Viper Green, but it was a really good car."

Alan is pretty tight-lipped about his 'secret' Porsche storage facility, but this is not the first classic 911 we've seen pulled from it and transformed beyond all recognition. As to what remains inside we are not privy, and besides, it would spoil any future surprises.

"It was rolling as a complete car, it was tatty, but the shell itself was phenomenal," Alan recalled, "It's probably one the least welded shells we've done. It already had the flared rear arches, someone had already put those on to allow it to run seven-inch wide wheels on the back, but bar that it was untouched."

Being Alan's own vehicle this 911's fate, unlike those restoration projects he deals with on a daily basis, was not being dictated to him by a customer, it was something of a clean sheet and the direction it might take was therefore totally unrestricted.

"Initially I planned to keep it looking ratty, I was going to fit an engine into it and we were going to turn it into the 'Rural Outlaw'," Alan laughed. "We did it all as well! We put red Carrera stickers down the side of it, and painted the bumpers red too – it looked like a John Deere tractor! It did make us laugh."

Smiling Alan and the team might have been, but the expressions on their faces likely changed somewhat as they began to strip it down properly in preparation for fitting an engine and gearbox. The smiles on their faces were not wiped off from uncovering a nightmare underneath this car's skin though, rather the opposite – so good was this 1973 shell that it was an utter breath of fresh air. Almost too good to mess around with for fun, so the decision to restore it properly came quickly. It was also a chance for Alan's creativity to come into play.

"I always wanted to do something a little bit classic, a little bit different, and because this was my car we had a different remit to other restoration cars we've done, where the focus is down to the customer, usually on originality,"

he said. "This car was originally Metallic Silver, so I wanted to paint it that colour again, but originally it had a black interior and I'd always wanted to do a red interior on a silver car – because it was mine, I could. I wanted a really rich Oxblood red, rather than a bright red – something which didn't glare red – a classic red."

A plan began to formulate in Alan's mind, one that would see this car remain classic, yet which would also mix in a few contemporary and custom touches. This would be a 911 that looked every inch a Canford Classics restoration, but also one that stood out from all others before it. However, while originality wasn't the most important factor here, it was still a major consideration:

"With all these cars originality is paramount, but as this one didn't have its original engine it was a chance to be a little bit more free," Alan recalled. "I sourced a correct engine, so whilst it isn't its original engine it is the correct engine for its year. It's as close as you can get it."

While the mechanicals of the car were in the works, the body began to take shape too, with any American-specification identifiers removed: "It had air-conditioning originally, so all we actually did was to weld up the hole at the front for the condenser, then we stripped the whole shell down to bare metal, then it was just standard restoration stuff."

Alan's matter of fact summary of the 'standard restoration stuff' should not be taken lightly, for rest assured this is yet another comprehensive restoration from the crew in Blandford Forum, one in possession of a large amount of original metal at that.



"Initially I planned to keep it looking ratty – we were going to turn it into the 'Rural Outlaw'"

"It's all steel bodied bar the front and rear bumpers; not only that but all the steel parts are original; original bonnet, wings, tail, doors – and that's nice," Alan said. "Having original steel panels is not 100 percent important on a restoration car, but it's a 'nice to have', and it's rare. That's why I've always been quite fond of this particular car."

With one of the best shells the team had worked on in a while taking shape before them, attentions turned to the drivetrain.

"All the machining was done; it's all detailed properly in terms of the cases, the gearbox has been stripped and rebuilt and chromated," Alan reeled off. "It's had all new tyres, bushes, CV joints, the steering has all been rebuilt, and 3.2 Carrera brakes all the way around. That was really because I had a set of 3.2 brakes so why not fit them? Why not use them. It's a case of plucking out what works and fitting it."

"It has a rebuilt gearbox, we put seven- and eight-inch Fuchs wheels on it like a '73 RS would've had with a twin finish, and we built the engine to a 2.7 RS spec."

The engine is arguably this car's strongest asset in that its specification has been dutifully

considered by Alan, and its end result is an impressive unit.

"Its got RS barrels and pistons in it, and I kept 911E cams – so it's an E cam 2.7 – which is why when you drive it there's loads of low-end torque, and it's on carbs," Alan smiled. "What we've got is a really nice performing engine throughout the rev range. In the real world it's exactly what you want, you get that zippiness without the peaky nature, but it's got loads of brute force because it's 2.7-litres."

Alan's ethos with this engine makes total sense to us, and it fits with our understanding that the majority of classic 911 enthusiasts are using their cars not for fast road blasts or track days, but more gentle 'real world' motoring.

"This has been more about building an engine for its drivability. Because realistically what is that car going to do? Drive to Goodwood, the occasional weekend away – it should have a useable engine," Alan stated.

With the interior a clear focus for Alan, this car's inners have been treated to a full reworking, and not being a stickler for originality has given birth to an especially notable cabin.

"Inside it's a nice place to be. We fitted a

wood rimmed steering wheel and restored the dash, rebuilt the gauges, fitted new door pockets – all the tactile points are cool. It has new seatbelts, new floorboards, new tailored carpets and fresh headlining – all made in-house. So when you get in it there's the feeling of a modern, new car," Alan explained. "It's quite minimalist inside and out – but we did a few little touches, like the rechromed door handles, just to make it jump-out a little bit."

Best we 'jump in' to see if this car represents Alan's vision effectively. Suffice to say the red interior is not the only impressive element to this build, though as I've come to expect from Canford Classic restorations, the inners on this 911 do feel very special. Each and every touch point feels fresh, from the wood rimmed steering wheel to the supple leather on the seats. The engine bursts into life with a twist of the key and moves off as if it were four years of age, not 45. This initially feels like a 911 that is very easy to drive, and that sense is only amplified as our speed grows. Alan's use of those 911E camshafts and RS parts has made this – now 2.7-litre – engine so very tractable. It is full of torque right where you need it in a classic 911 like this in a real world



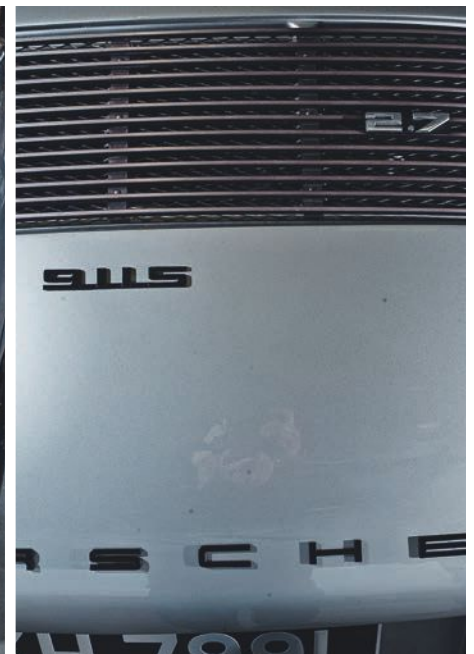
situation – not at the top of the rev range but in the low- to mid-range, that makes it highly useable on A- and B-roads, it means you're not ringing its neck in order to simply keep up with the flow of modern traffic. The rebuilt gearbox switches through the gears with ease – there's no baulking here – the fully rebuilt steering and fresh Bilstein suspension are communicative and smooth, while those 3.2 Carrera brakes provide an added level of safety and confidence on the middle pedal that is unexpected from a 911 of this era. This is one of the most useable and pleasant classic 911s I've driven for some time.

Back at the Old Hay Barn, Canford Classics' suitably period premises, Alan and I discuss this car's virtues again, and the fact that in it affording him a freer hand, he has built the type of classic 911 most owners would very much enjoy driving – perhaps despite their apprehensions about moving slightly away from maximum originality.

"When you're constantly rebuilding these cars and your head is permanently in 'originality' mode, it's nice to do something like this with some freedom. I think what we've created is still very Porsche to the bone,"



This is one of the most useable and pleasant classic 911s I've driven for some time





Sticking to Stuttgart's plan has its place, so too does a little experimentation...

he commented. "It's a slightly modern take on a older car, but it still is an old car – I've really enjoyed doing it."

What does and doesn't constitute an 'original' classic Porsche is arguably something the Porsche world has become a little too hung-up on. While sticking to Stuttgart's plan very much has its place, so too does a little tasteful and gentle experimentation from time-to-time. Something this car demonstrates.

"For this kind of car, for me originality doesn't matter. It's hard because in this world you end up saying 'well, it's not matching numbers therefore it's not original', and that's become paramount to these cars – but it's still

a 1973 car with a 1973 engine, and it's still a rare 911 and it's nearly all original steel – so it's pretty original really!" Alan summarised.

The nature of running a Porsche business for a living means that this car will shortly be sold, the proceeds from its sale will be put back into the business through further investment in specialist equipment, the next planned purchase is a test bench for MFI pumps. Alan is not a fan of outsourcing jobs, so the few undertakings he cannot currently complete in-house are being addressed to enable Canford Classics to offer an even more comprehensive restoration solution in future. This 911 is likely to sell for somewhere

around £100,000 to £110,000, which when you consider its specification is not the vast sum it might first seem. There are a plethora of expensive bits to be found here – those RS engine parts, seven- and eight-inch Fuchs wheels, a £6,000 to £7,000 bespoke interior, £1,000 worth of rebuilt gauges... the list goes on. But we should also consider this: early 1970s 911s of this calibre, with shells this straight, untouched and most importantly unravaged by rust, are now not just few and far between, even in Porsche circles they are virtually unheard of. What we might all do when their like dries-up completely simply does not bare thinking about ○



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LHD, Black interior.



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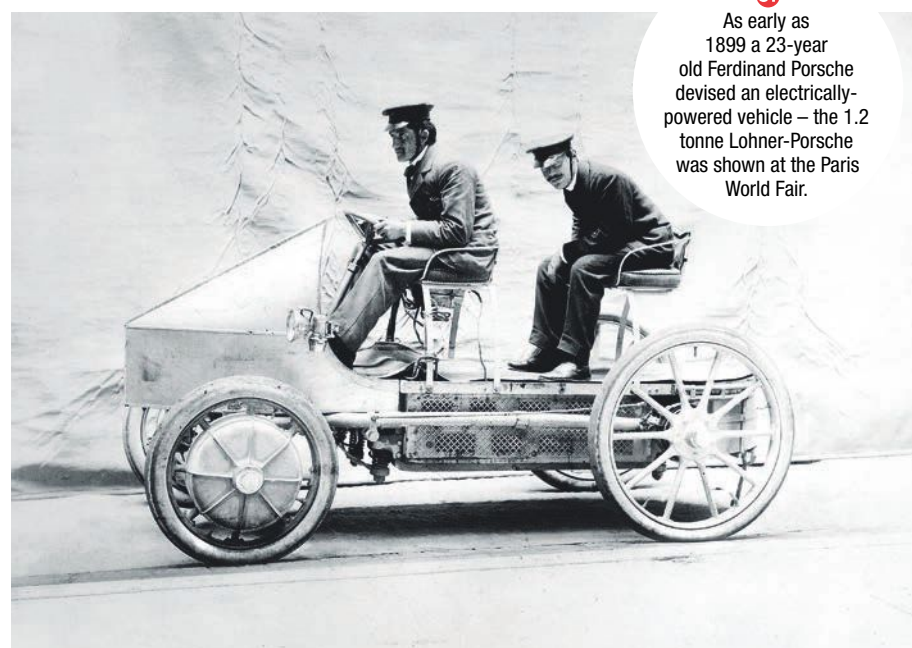
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We celebrate the 200th issue of *GT Porsche* with 200 Porsche facts – time to test your knowledge!



Established since the year 2000, you have in your hands the 200th issue of *GT Porsche*. To celebrate this milestone we (perhaps foolishly!) decided it would be fun to collate 200 Porsche related facts. Some you will likely already know, some we hope you might not, but suffice to say a company such as Porsche with its rich and diverse history is always able to surprise even the most hardcore fans – us included. We hope you enjoy testing your knowledge, and we thank you for your support over the last 200 issues – here's to plenty more! Don't forget to answer the question on page 52 to be in with a chance of winning £200 off your next insurance bill courtesy of RH Specialist Insurance.



GT As early as 1899 a 23-year old Ferdinand Porsche devised an electrically-powered vehicle – the 1.2 tonne Lohner-Porsche was shown at the Paris World Fair.

GT 'Butzi' Porsche was expelled from design school after one term – he would go onto to design the Porsche 911.



- GT** Ferry Porsche gave his sister, Louise Piëch, the very first 911 Turbo ('Turbo No1') was a present for her 70th birthday.
- GT** The development of the 986 Boxster was first initiated as early as 1991.
- GT** In January 1934 Ferdinand Porsche presented his concept for the VW Beetle, the prototype was built at his private home.
- GT** The first series-production Porsche, the 356, debuted at the 1949 Geneva Motor Show.
- GT** Actor James Dean was killed at the wheel of a 550 Spyder in September 1955. To this day there is a formal memorial to the actor near the site of his accident off Highway 101 in California.
- GT** The first 82 911s were built under a different name, the 901. It was renamed after Peugeot protested the use a three digit number combination with a zero in the middle.
- GT** Porsche's use of 900 numbers can be attributed to Volkswagen. During the 1960s Porsche was aligning itself with VW, 900s were the only series of numbers free at VW – the 901 was born.

GT In 1951 the 356 SL claimed its first Le Mans class victory (right).

GT In 1971 a 917 won Le Mans at an average speed of 222km/h – the record stood for 39 years.

GT The 2.7 RS was the first car to use the 'Carrera' name since the 356.

GT When new the 930 was the fastest sports car available to buy in Germany – 0-62mph took 5.5 seconds.



GT Porsche has won Le Mans outright 19 times.

GT The Targa name was derived from the famous Sicilian race, the Targa Florio, but the word 'Targa' comes from 'targe' meaning 'shield' in Middle English, which in turn comes from Old French.

GT In 2017 a standard Cayenne S Diesel towing a 285-tonne Airbus A380 set a new Guinness World Record (below).



GT The largest engine in Porsche's racing history was 16-cylinders and 6.5-litres in capacity, it produced in the region of 750hp and was designed for the 917 PA Spyder racer.

GT At its first appearance at Silverstone, the 935 'Moby Dick' 911 won the six-hour race with a lead of seven laps over the next placed car.

GT In 1983 nine Porsche 956s managed to be among the top ten finishers at Le Mans, just one disrupted the flow – a BMW Sauber took 9th place.

GT Hans-Joachim Stuck's average speed of 156.47mph set at Le Mans in 1985 was a record only beaten in 2017 by a speed of 156.52mph.

GT 356 bodies and interiors were made by Reutter Carrosserie Werke, when Porsche bought part of the company the rest became Recaro, the seat manufacturer you know today.

GT Motorbike manufacturer Harley Davidson's V-Rod features a 60-degree double overhead cam engine developed by Porsche.

GT Porsche has clinched more than 30,000 races victories.

GT Porsche manufactured more than 125,000 tractors in the 1950s and 1960s.

GT 1.5 million honey bees live on 40 hectares of untouched land around Porsche's Leipzig factory.

GT The 914 was known internally at Zuffenhausen by the nickname the "Fourtenner".

GT 70 percent of all Porsche vehicles ever built are still on the road today.

GT 27 wild horses live on the land around Porsche's Leipzig factory, yes, along with the bees...

GT The 987 Cayman shares 51 percent of its parts with the 997 generation 911.

GT Short wheelbase 911s are 57mm shorter than later long wheelbase cars.

GT In 1967 a 911R completed 25,000 kilometres non-stop, one of several world record it achieved at Monza (below).



GT Each 919 Hybrid would send 14 gigabytes of data from car to pits during the 24-Hours of Le Mans.

GT In 1978 the 928 won the European 'Car of the Year' title – the only sports car to do so.

GT 424,401 air-cooled six-cylinder 911s were built in total.

GT On average 50 911s per day have been built since the model's inception.

GT The second-generation 991 GT2 RS is the fastest and most powerful road-going 911 yet built.

GT It cost Porsche \$720,000 to build each 959 making it a loss-leading vehicle.

GT Tim Harvey has the most number of Carrera Cup GB wins (37) and podiums (107) of any driver.

GT A Mercedes G-Wagon powered by a Porsche 928 V8 chased a 959 home for second place in the 1985 Paris-Dakar rally.

GT In 1957 Porsche designed the Type 702 engine for use in a helicopter called the Gyrodyne, it was tested by US Marines.

GT Porsche developed an aeroplane based on a Cessna in the late 1980s, it was planned to be the official Porsche factory plane.



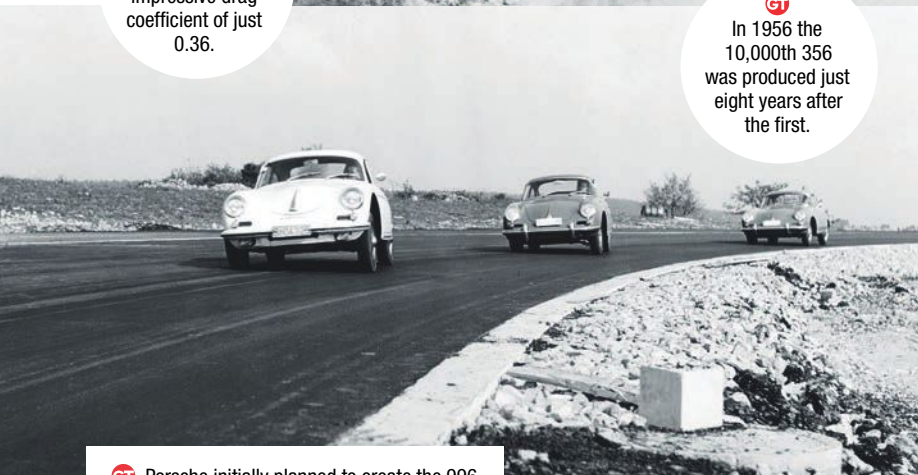
GT Due to wartime bombing raids in Stuttgart, in 1944 Porsche moved its offices to Austria, returning to Zuffenhausen in 1949.

GT The first Porsche 356 ran a 1.1-litre VW Beetle engine producing 40hp.



GT The original 356 had an impressive drag coefficient of just 0.36.

GT In 1956 the 10,000th 356 was produced just eight years after the first.



GT Porsche initially planned to create the 996 entirely from aluminium but costs prohibited it.



- GT** Legendary Porsche engineer Hans Mezger worked for Porsche for his entire professional career – 37 years.
- GT** Porsche almost launched a Panamera-style vehicle, the four-door 989, in the early 1990s.
- GT** Farmer Robert Schule was Porsche's first full-time employee at its Weissach development centre in the 1960s. It was formerly heathland and Schule was responsible for weeding.
- GT** Scania and Porsche Engineering have been working on the development of new truck cabins since 2010.
- GT** At the unveiling of the original 911 at the 1963 Frankfurt Motor Show, Ferry Porsche said he was pleased to have created a car that was: "finally big enough to carry a set of golf clubs"
- GT** A sheikh from Qatar ordered seven 959s and asked Porsche Exclusive to paint them gold with 24-carat exhaust pipes.
- GT** The Carrera GT saw Porsche register 70 new patents and develop several new vehicle construction processes.
- GT** The lap record for the Targa Florio, set by Leo Kinnunen in 1970 in a 908 was 33 minutes, 36 seconds.
- GT** Both the engine and transaxle for the 924 came from the Audi 100.
- GT** A 928 was used by Al Holbert to achieve a land speed record in August 1986 at the Bonneville Salt Flats.
- GT** The 991 GT3's lap record at the Nurburgring was 12.3 seconds faster than the previous generation model.
- GT** Porsche's first Speedster, built in 1983, was nicknamed internally the 'Bott-Speedster' on account of Helmuth Bott's obsession with open-top motoring.
- GT** In order to tackle speeding motorists, the Dutch police used a dozen 356Bs to patrol its motorway network.
- GT** In 1982 Frank Williams turned down the option to use Porsche's TAG V6 Turbo engine in his F1 cars, instead opting for Honda power.
- GT** For his 75th birthday, Ferry Porsche was gifted a unique 928-4, a four-seater 928 lengthened by 9.8-inches.
- GT** Jacky Ickx convinced Porsche to build him a pair of engines for his offshore power boat. In 1987 two turbocharged 928 V8s were created for him but the project never got past the testing stage.
- GT** F1 champion Mika Häkkinen drove a 964 during a guest appearance in the 1993 Pirelli Supercup series.
- GT** The 964 Turbo 3.6 used in the 1995 film *Bad Boys* belonged to the film's director, Michael Bay. There wasn't enough budget to rent a car and Porsche did not want to support the film by supplying one for filming.
- GT** Porsche's V8 engine powering its CART Indycars ran 730hp for the 1989 season.
- GT** 'Project Gamma' saw Porsche assisting Lada in the development of the Samara. Porsche identified 467 points for improvement on the first prototype sent from Russia in 1980.
- GT** There are 34 Porsche Centres across the UK.
- GT** From the 1990s until today, Porsche has been selling branded bicycles.
- GT** Porsche almost went bust in 1992, before the 996 and 986 Boxster arrived to rejuvenate the company finances.
- GT** The genesis of the 986 Boxster was the Type 984 prototype – known by the working title of the 'Porsche Junior'.
- GT** The steering wheel on the 986 was carried over from the 993.
- GT** *Porsche Challenge* was a racing game for the PlayStation 1, game designers to worked with Porsche employees to model 986 Boxster accurately – it was the only car in the game.

- GT** The word 'Stuttgart' comes from 'Stuot garten' meaning 'stud garden' or 'stud farm' – the area is famous for breeding horses.
- GT** Porsche's US importer, Max Hoffman, thought the brand needed a proper badge, in 1952 Ferry Porsche sketched the design we know today.
- GT** Porsche's Weissach Development Centre opened in 1971, its test track in Böblingen has been in use since 1962.
- GT** Oliver Blume, Chairman of the Executive Board of Porsche since 2015, began his career as an International Trainee with Audi.
- GT** The first Porsche Tennis Grand Prix was played in 1978, it is Europe's oldest women's indoor tennis tournament.
- GT** Porsche built 255,683 vehicles in 2017, 33,820 were 911s.
- GT** The 964 Carrera 4 of 1988 was Porsche's first series-production sports car with all-wheel drive.
- GT** The 928's polyurethane bumpers integrated into its body (a novelty at the time), easily passed new tests outlawing dents at impacts of up to 8kmh.
- GT** The oldest 911 currently owned by Porsche, 901 No.57, was built in October 1964.
- GT** Richard Attwood, Porsche's first ever overall winner at Le Mans (1970), is now 78-years-old but still regularly tutors unsuspecting punters at the Porsche Experience Centre at Silverstone.
- GT** Stefan Roser drove the RUF CTR at the Nürburgring in the famous Faszination video. Roser spun off during a practice run at the 1995 Goodwood Festival of Speed – the CTR sustained only minor damage luckily.
- GT** Ferdinand Porsche was born in the North Bohemian town of Maffersdorf, now the Czech district of Vratislavice – today car maker Skoda owns his childhood home.
- GT** The first ledger from the Porsche design office dates from 1930, it is stored in a fireproof room in the archive of the Porsche Museum.



GT Porsche has made more than one million 911s, the 'one-millionth' car (above) was built in 2017.

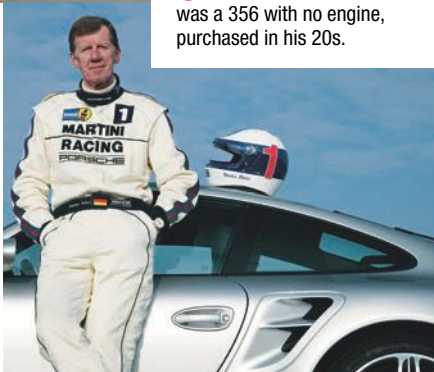


GT Janis Joplin's famous psychedelic 356 Cabriolet was stolen one year after she bought it and resprayed grey before being restored.



GT The engine found in the 996 Turbo was derived from Porsche's Le Mans hero, the 911 GT1.

- GT** American driver Dan Gurney clinched the first, and only, Formula One victory for Porsche as a constructor in July 1962.
- GT** Porsche built nearly 400,000 transaxle vehicles, the last rolled off the production line in 1995.
- GT** In 2013 the 918 Spyder lapped the North Loop of the Nürburgring with a time of 6:57 minutes – faster than any other street-legal car ever before.
- GT** In the 1991 Fiscal Year Porsche sold 23,000 vehicles – five years previously it sold more than double that figure.
- GT** The 959 will reach 62mph in 3.7 seconds – not bad for a car from 1985.
- GT** When the first Porsche body built in Zuffenhausen was completed and presented to Professor Ferdinand Porsche for inspection he said: "The car needs to go back into the workshop, the body's wrong; it's not symmetrical!" – it was centred 20 millimetres too far to the right.



GT Walter Röhrl's first Porsche was a 356 with no engine, purchased in his 20s.

- GT** For the 2000 Model Year, the 986 Boxster received a 'fly by wire' throttle.
- GT** When the Porsche Club of America first met in Washington, DC on September 13 1955, 12 owners turned up. Today PCA is the largest single brand club in the world.
- GT** In 1987 Gerhard Plattner drove a 944 S the distance from the Earth to the moon within one year: 238,900 miles.
- GT** Fuchs alloy wheels first appeared in 1966 on the 911S, then later also on the 914 and 944. In 1992 their design patent expired, allowing copies to be sold.
- GT** The Porsche single seater created for the 1980 Indianapolis 500 used the V6 turbo engine from the legendary 935/78 Moby Dick – it was the only 911 engine rated for 9,000rpm.
- GT** The Porsche Museum's 5,600 square metres of exhibition space can accommodate over 80 vehicles on display.
- GT** Engine construction in Zuffenhausen started in 1950: a whole engine – to start with for the 356 – was always fully assembled by a single employee from start to finish.
- GT** The files of the Porsche Archive cover 2,000 metres of shelf space, including bookshelves, display cases, steel cabinets, and safes.
- GT** The 917/20, the 'Pink Pig', received its nickname after designer Anatole Lapine decided to paint its bodywork pink and label each part according to butcher-style cuts of meat.
- GT** Porsche's latest ceramic brakes, the Porsche Surface Coated Brake (PSCB), can operate effectively even at temperatures above 600 degrees Celsius.
- GT** In honour of the 70-year anniversary of the 356, around 23,000 employees at Porsche AG have received a bonus of up to 9,656 Euro in 2018, Porsche often gives such bonuses.
- GT** There are 21-members of the Supervisory Board of Porsche AG, Dr. Wolfgang Porsche has been Chairman since 2007.
- GT** Hans Herrmann won more than 80 overall and best of class victories during his motorsport career, most of them for Porsche.
- GT** Porsche Classic has begun supplying 3D printed parts which are no longer available for older Porsche vehicles.
- GT** By 2022, Porsche plans to have invested more than six billion Euros in electromobility, focusing on both plug-in hybrids and purely electric vehicles.
- GT** Porsche has a 'Porsche Studio' in Beirut, when it opened this year it was the third such site in the world.
- GT** From his design studio in Stuttgart, Professor Ferdinand Alexander Porsche, presented his first self-designed watch in 1973.

GT

The 987 Boxster Spyder has a limited top speed of 124mph with its roof in situ, 166mph without it.



GT In the early 1980s, Porsche worked with aircraft manufacturer Airbus in designing the cockpit layout of future aircraft. Monitors were incorporated for the first time instead of conventional analog instruments (below).



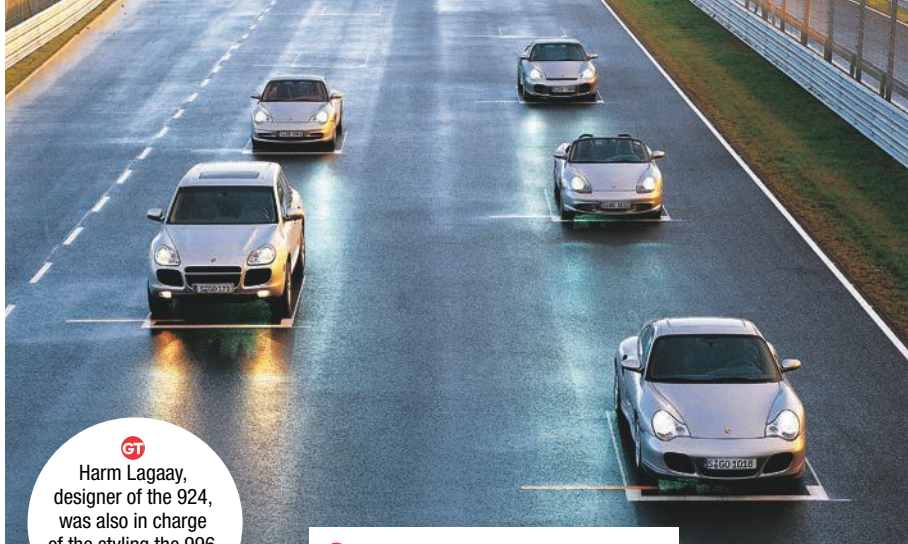
GT

Once the home of NSU, Audi's Neckarsulm plant built the 924 under contract.



GT The Cayman GT4's six-cylinder 911 Carrera S engine was specially tuned with different valve timing and given its own injection system.

- GT Porsche has been running training programmes for 75 years, during that time more than 4,800 young women and men have learned a trade.
- GT Porsche Design is now a wholly owned subsidiary of Porsche following the acquisition of 35 percent of the shares in the outfit recently (Porsche already owned 65 percent).
- GT Porsche Classic offers a comprehensive range of genuine parts, which numbers more than 52,000 items.
- GT Porsche spent 60 million dollars building its Los Angeles Experience Centre.
- GT The roof of a 987 Boxster can be raised or lowered in 12 seconds.
- GT Gerry Judah, a London-based artist, came up with the idea of mounting three 911s on top of streamlined steel pillars that extended 24 meters up in the air, first created for the Goodwood Festival of Speed in 2013.
- GT By 2020, Porsche will have assisted in the creation of thousands of electric vehicle charging points enabling fast, flexible charging.
- GT The Nardò Technical Center has been an automotive industry proving ground for more than 40 years – it was acquired by Porsche in 2012.
- GT A trio of Panamera Sport Turismo moved £10,000,000 of gold bars through London in 2018.
- GT The Sonderwunsch-program (meaning 'Special Wishes' department) became Porsche Exclusive in 1986, it is now Porsche Exclusive Manufaktur.
- GT Porsche was the world's first vehicle manufacturer to offer lightweight wheels with braided carbon fibre – available as an option for the 911 Turbo S Exclusive Series of 2017.
- GT In 1939, the Type 64 was developed, the forerunner of all Porsche sports cars. A version of it, the 356, went into production in 1948.
- GT The popular Mezger engine was named after Hans Mezger, Porsche's famed designer.
- GT The Porsche 911 GT3 RS set that became available from LEGO Technic in 2016 comprises 2,700 parts.
- GT After production of the 968 ended in the mid-1990s, Porsche did not produce a four-cylinder engine for two decades, until the arrival of the 718 cars in 2016.
- GT In 1983, the 911 SC Cabriolet made its debut. Its innovative convertible top had a conventional folding system, 50 percent of the car was made of pressed sheet steel sections.
- GT More than 800 instruction manuals, guarantee certificates and maintenance booklets for classic Porsche are available via Porsche Classic.
- GT The four-cylinder 912 was only produced between 1965 and 1969.
- GT Porsche launched its PDK twin-clutch gearbox in the second-generation 997 Carrera in 2008, replacing the Tiptronic automatic gearbox.
- GT In 1933, for Auto Union, Porsche developed a Grand Prix race car with a 16-cylinder engine.
- GT In 1984 the 911 Carrera 4x4 won the Paris-Dakar rally in style.
- GT Ferry Porsche passed away on 27 March 1988 at the age of 88.
- GT Only 14 968 Turbo S were built, with just four race versions (called the Turbo RS).
- GT Porsche GB has been in Reading since 1977, and in its current location at Calcot since 1985.
- GT From March 1966 911s were fitted with Weber IDA or IDS carbs over their forebears – Solex carbs.
- GT In 1995 the 911 Turbo became the world's lowest-emission production car via the introduction of Emission Control System OBD II.
- GT The 919 Hybrid celebrated a hat-trick of Le Mans victories in 2017.
- GT Porsche was the first manufacturer to fit ABS brakes as standard on all models.
- GT From 1976 onwards 911s featured fully zinc coated steel bodyshells.
- GT In 1991 Porsche became the first car maker in Germany to equip all production models with an airbag for both driver and front passenger as standard issue.



GT

Harm Lagaay, designer of the 924, was also in charge of the styling the 996 alongside Pinky Lai.

GT Mark Webber drove a 919 Hybrid through London on 'live' public roads to the South Bank in 2016 (below).



GT The Carrera GT was built at Porsche's Leipzig factory, a total of 1,270 vehicles were made.



- GT With the 956/962, Porsche won five Team, Constructor and Driver World Championships between 1982 and 1989.
- GT Ferdinand Alexander Porsche is born on December 11 1935 in Stuttgart as the eldest son of Ferry Porsche.
- GT In 2015 Porsche revealed a new generation of 911 Carrera featuring a bi-turbo-charged engine, unlike its normally-aspirated forbears.
- GT Porsche Engineering created the 'Boxster E' in 2011 – a purely electric vehicle with two electric motors.
- GT 1,000 staff work for Porsche Engineering on customer projects every day.
- GT During WWII somewhere between 50 and 300 people were forced to work for Porsche – it has paid reparations since the 1990s.
- GT Porsche became a public company in 1972.
- GT The 911 was the first production sports car to feature exhaust turbocharging.
- GT In 1971, Louise Piëch and her brother, Professor Ferry Porsche, declared the withdrawal of all family members from operational functions.

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Q: What colour did Porsche paint the one-millionth 911 to roll from its production line?

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- GT Launched in 1991, the Mercedes 500E was a collaborative project with Porsche.
- GT In 1985 Porsche took over sales of the SEAT brand.
- GT On 1 March 2011, Porsche Holding Salzburg (PHS) became a 100 percent subsidiary of Volkswagen AG.
- GT The Porsche Consulting management consultancy was founded in 1994.
- GT Only 20 911 Rs were built in 1967.
- GT The Sportomatic gearbox is not a true automatic, it is a clutchless manual system based on the Type 905 gearbox.
- GT Today's Mr 'Rennsport' Andreas Preuninger, had a 2.7 RS poster on his bedroom wall.
- GT Built by Bosch, Porsche's MFI fuel pump first appeared on a road-going car on the 1969 2.0-litre 911S.
- GT The original 1965 911 2.0 weighed 1080kg.
- GT Production of the 981 Cayman took place entirely at the former Karmann factory (now VW) in Osnabruck.
- GT You can search online for Porsche recalls due for your vehicle made from 1999 until today.
- GT The 964 Carrera RS was only manufactured in 1992.
- GT The 997 Cabriolet weighs approximately 85kgs more than its coupé equivalent.
- GT In September 1961, 30 356 owners attended the Porsche Club GB's founding meeting which took place in Worcestershire.
- GT The 924 has a weight distribution of 53% front to 47% rear.
- GT The 3.2 Carrera was produced for a six-year period.
- GT 410 manual and 1845 auto 928 S/S2s were sold in the UK making them the most common versions.
- GT The site of the Porsche Experience Centre at Silverstone is a former WRC special stage.
- GT Porsche has fitted side impact bars to its range of cars since 1985.
- GT There are 22 different model variants of of 997.
- GT The 911 Cup is the world's best-selling racing car.
- GT Dr. Ferdinand Porsche studied mechanical engineering in Vienna.
- GT Porsche sold just 97 cars in Japan in 1970.
- GT 22,984 was the number of shifts (up and down) of the winning 919 Hybrid's gearbox during the 2016 24-Hours of Le Mans.
- GT The first Porsche-badged car (a 356 Convertible) sold was bought by Jolanda Tschudi of Switzerland.
- GT The standard issue gear knob in the Carrera GT is made of birch and ash, a tribute to the balsa wood item used in the 917.
- GT The new GT2 RS is the most powerful Porsche ever built (700hp).
- GT The 997 Speedster has a windscreen 70 millimetres lower than its fellow models.
- GT You can collect your new Porsche from the factories at Zuffenhausen or Leipzig.
- GT The first Porsche was sold in the UK in 1954 by Archibald Frazer Nash (AFN) from premises at Falcon Works, London Road in Isleworth Middlesex.
- GT Weissach, the birthplace of all Porsche models, is home to 7,500 residents.
- GT The 991 comprised 90 percent new components compared with the 997 before it.
- GT Porsche revived the Carrera T model name in 2017, first seen in 1967.
- GT Launched in 2001, the 996 GT2 was equipped with the PCCB Porsche Ceramic Composite Brakes as standard.
- GT The one-millionth Porsche rolled off the assembly line in July 1996. It was a 993 police car – a gift for the Stuttgart force.
- GT The 956 was the first Porsche racer with a monocoque chassis.
- GT Porsche will enter Formula E in 2019 – the world's leading electric vehicle racing series.
- GT In 2016 Porsche posted a YouTube video explaining how to pronounce its name – "PORSH-a".
- GT You can purchase a Porsche Approved Warranty for the 993.
- GT Via the 'Gett' app, you can order a Porsche 'taxi' on demand in Central London.
- GT Porsche Tequipment has been established for 20 years, offering genuine Porsche accessories.
- GT Werk 1, the oldest Porsche building, is located on a street now known as Porschestrasse.

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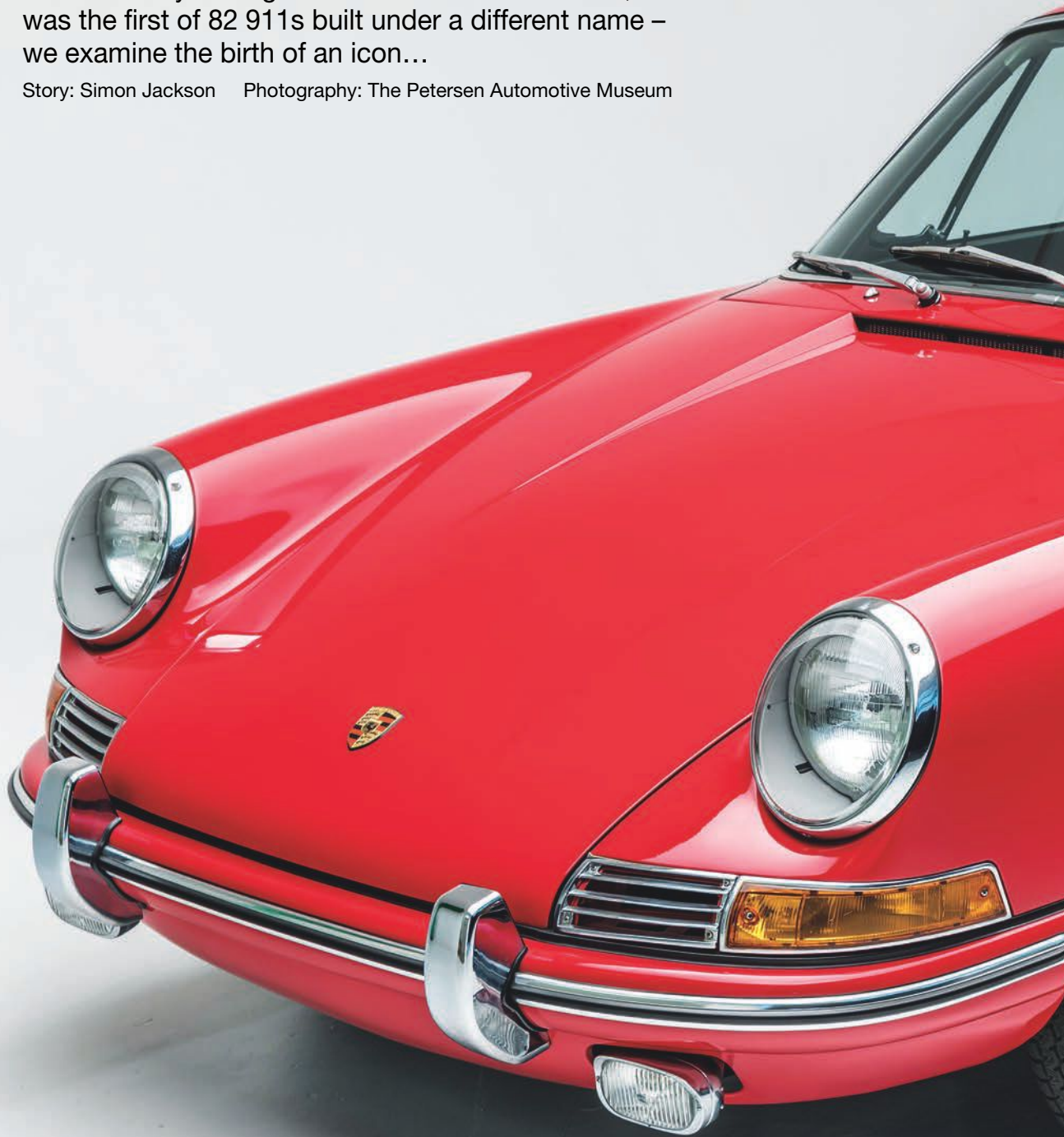
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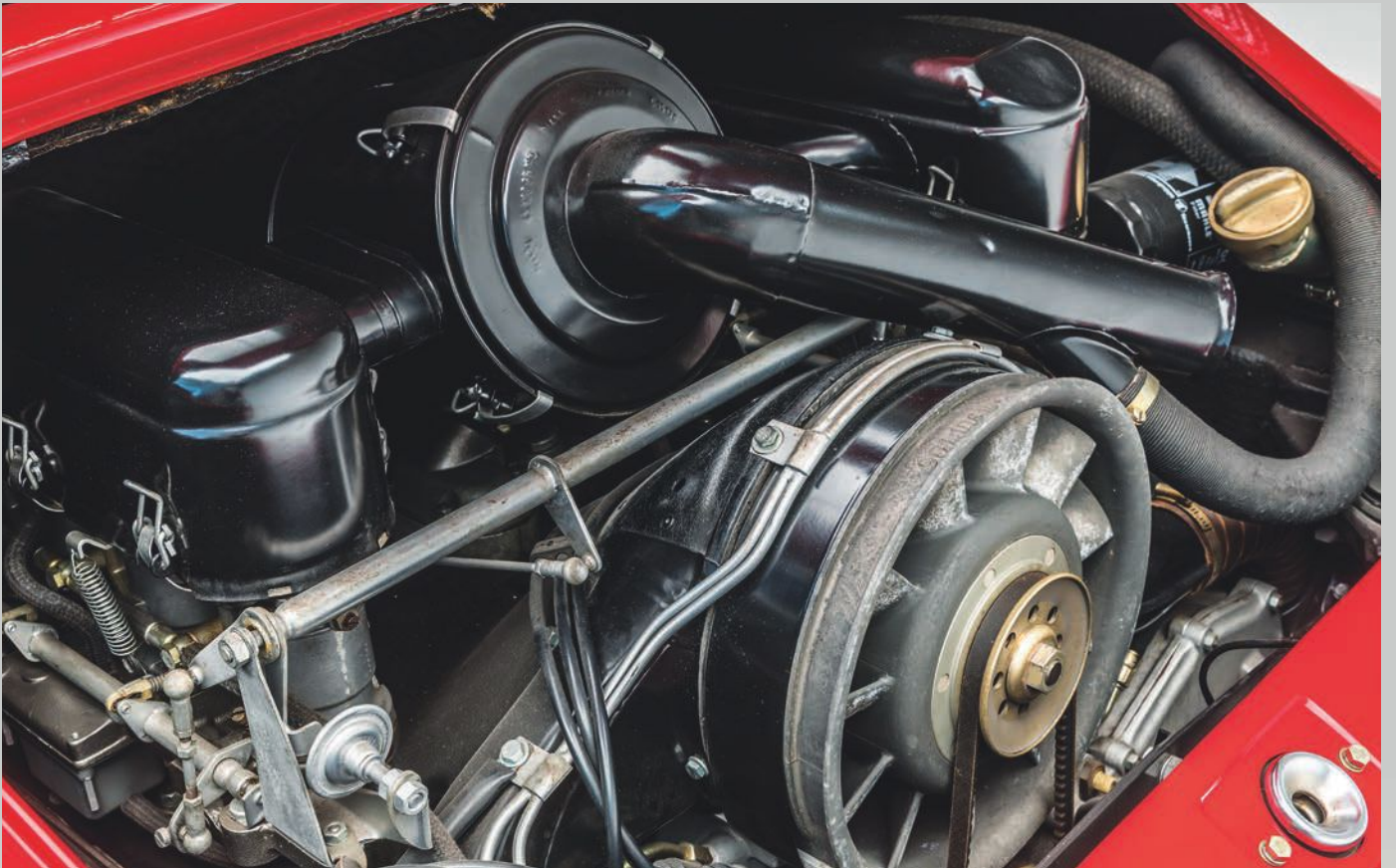
In The **Beginning**

Debuted 55-years ago at the Frankfurt Auto Show, the 901 was the first of 82 911s built under a different name – we examine the birth of an icon...

Story: Simon Jackson Photography: The Petersen Automotive Museum







There is a quote attributed to Ferry Porsche's son, Ferdinand Alexander 'Butzi' Porsche, which was uttered in the early 1960s. It is as relevant to Porsche designs today as it was then: "Must you build a new Porsche just like the old one?" 'Butzi' quizzed, "It should be a new Porsche of course, as good or better than the old, and in the same pattern, but not necessarily with the same form."

He was, at the time, considering a car design which would have a lasting magnitude even he could not have foreseen – a design that would become the Porsche 911. With an ageing 356 on its hands, Porsche not only desperately needed a new vehicle, it needed one with a fresh yet familiar form. In the early 1950s Porsche had begun experimenting with a new direction with a car that Ferry decried must be fit to carry four passengers and their luggage. The T-5 and T-6 design studies which emerged late into that decade were loosely based upon 356 underpinnings. The T-7 body, part of the Type 695 project, took things far further in outwardly offering an entirely new style. The design would play a highly important part in forming the basis of the 901, the genesis of the 911 that we know today, and therefore an enduring automotive icon.

Butzi was the chief stylist on the T-7, and

though his father certainly had his say on the car's aesthetics and its mission statement, it was Ferdinand who was in charge of a project that started out properly in the late 1950s. Manipulating a design study that had come before, a four-seater chassis longer than anything that existed within Porsche at the time, the T-7 retained the Porsche family 'face' but lost some of the firm's trademark lines. Working first in miniature then progressing to full size clay models, the team were eventually permitted to work-up a T-7 prototype, sat atop a Type 695 chassis, which retained that 356's rear suspension assembly. Though there was experimentation with the pushrod engines of old, power was eventually supplied by an evolution of the new 2.0-litre six-cylinder engine, termed Type 745. Its primary purpose was to fulfil Ferry Porsche's desire for this new car to produce at least 130hp, and after making several changes to it, including boring it out to 2,195cc, that's exactly what it made on the dyno. In 1962, with a functional car so powered, the path of this future Porsche looked set, except it very much wasn't.

With the departure of technical director Klaus von Rücker, and the arrival of Hans Tomala, came a review of all engineering works at Porsche. But it was not just Tomala's new broom that would determine the firm's

future course, but a change of heart from Ferry Porsche too. The idea that the new Porsche should seat four was revoked, and so it was very much back to the drawing board with the Type 695 at Zuffenhausen. Those who felt the new underpinnings should, like the 695, be a great deal longer than the 356 met with Ferry's wrath, and so ultimately the 901, as it would become termed, was gifted a wheelbase a little over 11 centimetres longer than that of the 356. Importantly the front end of the T-7 was deemed a successful design and so it was retained, albeit adapted for the new, shorter, wheelbase. History records that it was Erwin Komenda, the man responsible for the VW Beetle, who first sketched the sloping roofline of the car, now officially known as the 901, a design that was later evolved further by Ferry and Butzi.

With the 'new' underpinnings, some of which descended from the 356, and fresh body came an altogether new engine. Only roughly similar to the Type 745 in its overall silhouette, this new 2.0-litre overhead cam flat-six was developed by two very famous names at Porsche; Hans Mezger and Ferdinand Piëch. Erwin Komenda was responsible for the engineering detail behind the frame and body for the 901, though it was a departure from the overall shape of the 356, it made

The path of this future Porsche looked set, except it very much wasn't...





The jump to 900 numbers can be attributed to Volkswagen...

gains in a few key areas – not least of which was overall space. Room for luggage was up significantly, down was the 901's drag coefficient in comparison with the 356. A new rack and pinion steering system was fitted, a relative newcomer to the automotive world at the time. Another interesting advent was the 901's ventilation system, not only did it cleverly direct air into the cabin, but something like early climate control, it also utilised a fuel-powered heating system which was activated automatically by a drop in cabin temperature. On each corner of the car came brakes lifted directly from the 356C, concealed by 15-inch steel wheels from the same source. The design of the suspension at the rear went

though a raft of changes but it ended up being a semi-trailing arm setup, up front came a MacPherson strut with a lower wishbone and longitudinal torsion bar. Rubbing bushes used throughout eliminated the need for the servicing of chassis components, an on-trend prospect at the time within the industry.

The 901's production was initially set for January 1964, but the investment the project required to bring it to market, around DM 15 million, was significant. That Porsche's Grand Prix racing results in 1962 were less than sparkling contributed to the demise of its participation in the sport in 1963, but moreover Porsche simply needed to use that money to build 901. When and where

the car would make its public debut was partly unclear due to delays in its planned production schedule, but come the Frankfurt show in September of 1963, a 901 was revealed for the first time. With a last dash to build the final 904s though, pre-production 901s only began being assembled in March of 1964, series production of the 901 began in September 1964, the result was customers who had placed orders in 1963 waiting a full year to receive their cars while Porsche played with the final design. However, a potentially far more important issue would raise its head in the meantime – the French.

Following the Frankfurt reveal came the presentation of the vehicle at the Paris Motor



Show in October 1964. After this Porsche received word from Peugeot that it would protest the use of the 901 designation. Established since the late 1920s, Peugeot had always used a three digit number combination with a zero in the middle to denote its models. In France Peugeot had trademark rights to use this combination exclusively, and so the bottom line was that it would block Porsche from selling a '901' in its domestic market. That it had not protested the use of the 904 designation was perhaps odd, arguably it saw more of a threat in the 901, regardless Porsche conceded and the '901' became the '911'. Porsche retained the 901 as a Type number for the car's parts, in particular its engine, and

struck a deal with Peugeot that it could leave the 904 so titled, in doing so it continued to use a zero in the middle of the designation for its competition cars going forward. But how did this new car come to be afforded a 900 series designation in the first instance?

Today a newcomer to the brand might think that Porsche's current Type numbers are anything but straight-forward, that is nothing new. The 901 was not, as some might believe, so called for being the 901st project undertaken by the brand's design department. We can look all the way back to Porsche's first creations for the beginnings of this hectic numbering system, even its first customer creation was titled 'No7' so as to suggest a

more established body of work lay behind it than that which actually existed at the time. Those designs created during the war years used 200 and 400 designations, when the firm returned to Stuttgart from Austria 500 numbers were allocated – but in each instance just a handful of each were utilised and rarely in chronological order. The jump to 900 numbers can be attributed to Volkswagen. During the early part of the 1960s Porsche was already aligning itself with VW, and joint ventures were on the horizon. VW used various digits for its sales, service and parts elements of its business, the only series of numbers free were those in the 900s. So the 901 – subsequently the 911 – was born. The



name for Porsche's most iconic model was therefore not determined by itself, but by a combination of Volkswagen and Peugeot...

However, regardless of its name, the new car received largely positive feedback from the first press to experience it, and sales got off to a flying start. So much so that Porsche could not initially keep up with demand. At the time while Porsche physically built many of the specialist parts required for the 901/911, its main workload was concerned with building engines and assembling the final vehicle as a whole. For the supply of everything else it relied upon external suppliers, much the same as it does today for certain aspects of vehicle production. German firm Reutter, also located in Zuffenhausen, was perhaps the most important supplier of all, it was tasked with the creation of 901 bodies, no light undertaking in that it demanded significant investment in new tooling. Though the relationship between the two firms had

developed over the years in harmony, the idea of ploughing vast amounts of money into specific tooling in order to build the 901 left Reutter more than a little nervous, and that dumped a problem in the lap of Porsche. In 1963 Reutter's management board came to the conclusion that a buyer for the coach building side of its business, Karosseriewerk Reutter, should be found, and it turned to Porsche as an obvious option. Interestingly the other side of the Reutter business was retained, it became seat manufacturer Recaro GmbH. However, the Reutter deal for Porsche was a massive one, requiring it to raise huge capital, money the company could barely find. To illustrate the enormity of the deal, Porsche's entire staff at the time amounted to no more than 1,400 people, Karosseriewerk Reutter's employees numbered 1,000. It would effectively be acquiring a company equal in size to its own, a gamble that had the 911 not been the success we now know it was, would undoubtedly

have killed Porsche, at the time not yet many decades old. Ferry Porsche was concerned but eventually conceded and Reutter was purchased by Porsche. Surely this sorted the issue of body supply? Though in absorbing Reutter the supply of bodies was secure going forward, it did nothing to increase production capacity. To help, Porsche turned to Karmann, the only company available to it that could live with its demands on quality. This enabled the introduction of the four-cylinder 912 – a story for another day.

Prior to the change of designation from 901 to 911, 82 units of the 901 were produced by Porsche, and so today surviving cars are rare vehicles indeed. The 1964 901 you see in our pictures was gifted to The Petersen Automotive Museum Collection by James G. and Rachel E. Stull, and at the time of writing it is currently part of a special exhibition called The Porsche Effect, open until January 2019, chronicling the history of the Porsche marque ○



THE PORSCHE EFFECT

The Petersen Automotive Museum in California is hosting 'The Porsche Effect' exhibition until 2019, of which this vehicle is part. For more information visit www.petersen.org/porscheeffect



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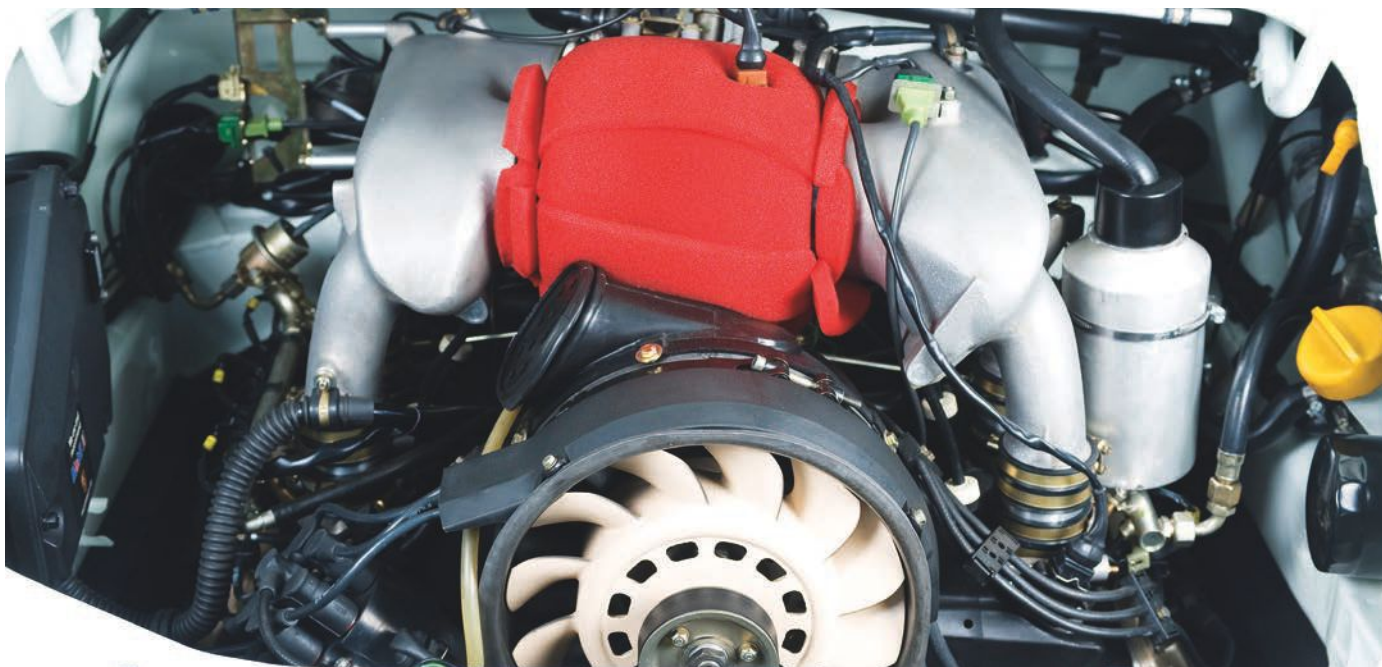
Right Move

For many, the 964 Carrera RSR 3.8 represents the ultimate evolution of the classic 911 shape. In Australia we discover the story behind the only right hand-drive example ever built.

Story & Photography: Nik Bruce







It's late summer, 1993. Sitting in his office at Weissach, an exasperated Jürgen Barth puts down the phone after yet another fruitless long-distance telephone call to Australia. In front of him sits the source of his frustrations – an order form for a right hand-drive 964 Carrera RSR 3.8, which is causing him no end of problems.

When Porsche announced the 3.8 RSR just a few months prior, it was made clear that its new racer would be made available to customers in left hand-drive only. Yet, somehow, Barth has found himself confronted with a request to build one in right hand-drive

from a very insistent amateur racer by the name of Geoff Morgan.

In theory, building a right-hook RSR was perfectly feasible. In fact, Weissach had already agreed to build a RHD version of the road-going 964 3.8 RS for another Australian customer, with a second example going to the UK and another destined for Hong Kong.

So while Porsche could certainly build the car, the technical difficulties involved in adapting it to RHD meant that compromises would have to be made on its final specification – namely the 32-gallon long range tank and the unassisted steering, both of

which had been designed around a left hand-drive car. Trouble was, Morgan didn't want to compromise. He wanted his RSR delivered in full Le Mans endurance trim and he wasn't about to take no for an answer – much to Barth's dismay.

Unsurprisingly, with so many calls going back and forth between Weissach and Sydney, the pair quickly struck up what Morgan laughingly describes as a 'love/hate relationship' during the arduous process of building the RSR. But while Barth recounts the tale with an impressive degree of professional stoicism, "It was certainly a challenge for us





to make a right hand-drive RSR, but the most important thing for us at the time was to put the customer first," Morgan is far less reserved in his account of the story.

"Poor old Jürgen!" laughs Geoff. "It was very tough for him. Not long after I put the order in he rang me up and said, 'We can't do it, it's too hard.' But I said, 'No, you accepted my order, I want the car built to my specifications.' He later told me that it was one of the worst experiences he'd ever had while working for Porsche. He almost lost his job because of it, but they said they'd do it, so I didn't give in. Funnily enough, we ended up becoming fairly good friends."

Prior to ordering the 964, Morgan had been racing in the local Porsche Cup series for a few seasons with a replica 2.8 RSR. It was during this time that he got to know Porsche Australia's then CEO, Nicolas Leutwiler, who also happened to be a keen racer. With his recruitment firm Morgan & Banks doing rather nicely, Geoff started to think seriously about buying another race car and discussed the possibility of purchasing the newly launched 3.8 RSR with Leutwiler, who subsequently put him in touch with Porsche AG's Director of Customer Motorsports, Jürgen Barth. The rest,

as they say, became an intriguing footnote in Porsche's history.

In all, Porsche would build just 49 RSRs. While it's \$160,450 price tag may have raised eyebrows, those lucky few were getting one hell of a car for their money. Starting with a wide-body Turbo shell, each RSR was hand-built at Weissach where it was seam welded and fitted with lightweight aluminium doors and front lid, while a composite tail, complete with an adjustable wing, was installed at the rear. By specifying lightweight glass and stripping the interior, Weissach managed to pare the RSR's weight down to an incredible 1,120kgs.

Power came from the specially developed M64/04 3,746cc flat-six, which was capable of developing 375hp unrestricted, giving the RSR a top-speed of 164mph and a 0-60mph time of just 3.7-seconds with 'Le Mans' gearing fitted to its five-speed 'box. The Bilstein-equipped chassis was fully adjustable and finished with a set of massive Italian-made Speedline wheels measuring 9.5- and 11.4x18-inch front and rear, while the 12.6- and 11.8-inch brakes – sourced from the Turbo S and Carrera RS respectively – provided the racer with ferocious stopping power.

Just as it had done some 20 years earlier with the legendary 2.8 RSR, Weissach had produced a turn-key racer that was capable of winning straight out of the box – indeed, the 3.8 RSR would go on to become one of Porsche's most successful GTs of all time. Needless to say, Geoff could hardly wait to get his hands his new toy.

After months of wrangling, Morgan's RSR (chassis #PS496092) was completed on December 23, 1993. A month later, he took delivery of what would be the only right hand-drive 964 RSR ever made.

Although it arrived fitted with a 20-gallon Carrera RS fuel tank, Barth had kept his promise and had a 32-gallon endurance tank specially made in England, which was delivered some 18 months later. Ironically, after all the trouble he went to have the long-range tank made, Morgan never actually got round to having it installed. As the story goes, Morgan did end up having to compromise on the RSR's steering. Unable to find a way to adapt the un-servoed system to a RHD car, Weissach had little option but to equip the RSR with power steering instead.

While it might not have been exactly what Morgan had asked for, the addition of power

He wanted his RSR in full Le Mans trim and wasn't about to take no for an answer...



steering did nothing to diminish the RSR's performance, or its appeal. Indeed, not only was the 3.8 the car of Morgan's dreams, it was also one of the most potent race cars in the country. All he had to do was get it on the grid and the Porsche Cup would be his for the taking, right? Not quite...

"It turned out to be completely useless for sprinting on Australian tracks," laughs Geoff. "It was a fantastic car. Everything was beautifully weighted – the gearbox, the steering, the brakes. It was really fast too, but it was a Le Mans-spec car and the gearing was just too long."

After taking a year to dial the car in and adapt it to run without ABS, as per Cup rules, Morgan and the RSR – now resplendent in an eye-catching multi-coloured paint scheme – lined up for the first round of the 1995 Porsche Cup at Phillip Island alongside the previous years' champion, Wayne Park, in his 3.0 RSR replica, with a mixed bag of 911s, 930s and 968s behind them.

Despite a getting a poor start, Morgan made his way up through the field and engaged Park in a thrilling duel that went right down to the line. Unfortunately for Morgan, Park would get the better of him that day, but the opening

round would mark the start of a season-long battle between the two.

Park would continue to hold a slight advantage over Morgan until a crash in Round 7 at Calder Park cost him vital points. Taking full advantage of his rival's misfortune, Geoff won both races to take a 12-point lead, which was enough to give him the championship.

Morgan would go on to win the Porsche Cup the following year, again narrowly beating Park after a close season. Looking to maintain an advantage over his rival for the 1997 season, Geoff decided to replace the 964 RSR with a 993, which – ironically enough – was left hand-drive. "It turns out I actually prefer to race left hand-drive," he chuckles wryly.

The need to free-up some funds to build the 993 saw Morgan sell the RSR on to his good friend Chris Stannard, who had just won the Porsche Cup C Class driving a 2.7 RS replica. "I'd decided to go up a class," says Chris. "Geoff had put the car up for sale and I knew that it had been well looked after, so it made sense to buy it.

"It was a hard car to drive. You had to push at 100 percent to get the best out of it and make it work, I don't think my 100 percent necessarily equated to the car's 100 percent!"

While he might not have enjoyed the same level of success in the RSR as his mate, Chris enjoyed a few good seasons with the car until an on-track incident made him reconsider using it in competition.

"When I bought the RSR, I wasn't actually thinking along that it would be something to keep in the long term," says Chris. "But I got pushed off the track one year by some old banger of a 911 and that's when I realised that the car was fairly valuable, so I decided to build a 993 GT2 replica to race instead."

After chopping and changing between the GT2 and the RSR for a few years, Chris decided to retire the 964 from competition, feeling that it was just too risky to continue racing such a unique car. Unfortunately, it wasn't long after that he lost the precious RSR during a divorce.

"That was pretty heartbreaking," reflects Chris. "I didn't end up having anything to do with the sale, I just handed it over to the people and said, 'You deal with it'. It ended up going to a gentleman in Western Australia."

Just what happened to the RSR after the sale is somewhat hazy. According to Chris, somewhere along the line someone made a misguided attempt at converting it into a road



car before selling it on again. After changing hands a few times, the RSR was eventually bought by Don Tryhorn – a well-known Melbourne Porsche enthusiast – sometime around 2003. According to Chris, Don raced the RSR for a few years before he passed away at the end of 2007. It wasn't long after that Don's family reached out to Chris to see if he'd like to buy the car back. Having lived with the regret of selling it for so many years, Chris naturally jumped at the chance, but his excitement soon faded when he discovered just how badly the car had deteriorated since he last saw it.

"It needed a lot of work," sighs Chris. "It had taken a hit on one of the rear corners, which had twisted the chassis, so the spoiler didn't fit properly. The car was still in its original white paint scheme when we got it, but there were about three different hues of it around the car. Inside was pretty average too, but mechanically it was fine."

Knowing that he'd never be happy until it was restored back to its original condition, Chris had the RSR stripped down and completely rebuilt over the next four years. The chassis was straightened on a jig before it was taken back to bare metal and resprayed





in its original Grand Prix White. Similarly, the engine was treated to a full rebuild, while the RSR's original five-speed gearbox was rebuilt with its original ratios, returned to the car after a previous owner had swapped it with a six-speed gearbox.

Aside from having a bit of trouble finding a few genuine parts, restoring the RSR turned out to be a fairly straightforward, albeit expensive, affair. It had been over a decade since Chris was forced to part company with the RSR, but with the restoration finally completed in June 2012 it was time to give the old girl a shakedown at Sydney's Eastern Creek circuit. For Chris, it would be a day worth waiting for.

"It was fantastic to get back in the RSR after all those years," beams Chris. "It was almost like I'd never been out of it."

Given its meteoric rise in value during the last few years, you would probably have forgiven Chris if he had opted to tuck the RSR

away after its restoration. But in truth, nothing could be further from his mind which is great to hear. "It would be a shame just to put it away," he says. "It would really break my heart to have it just sitting around."

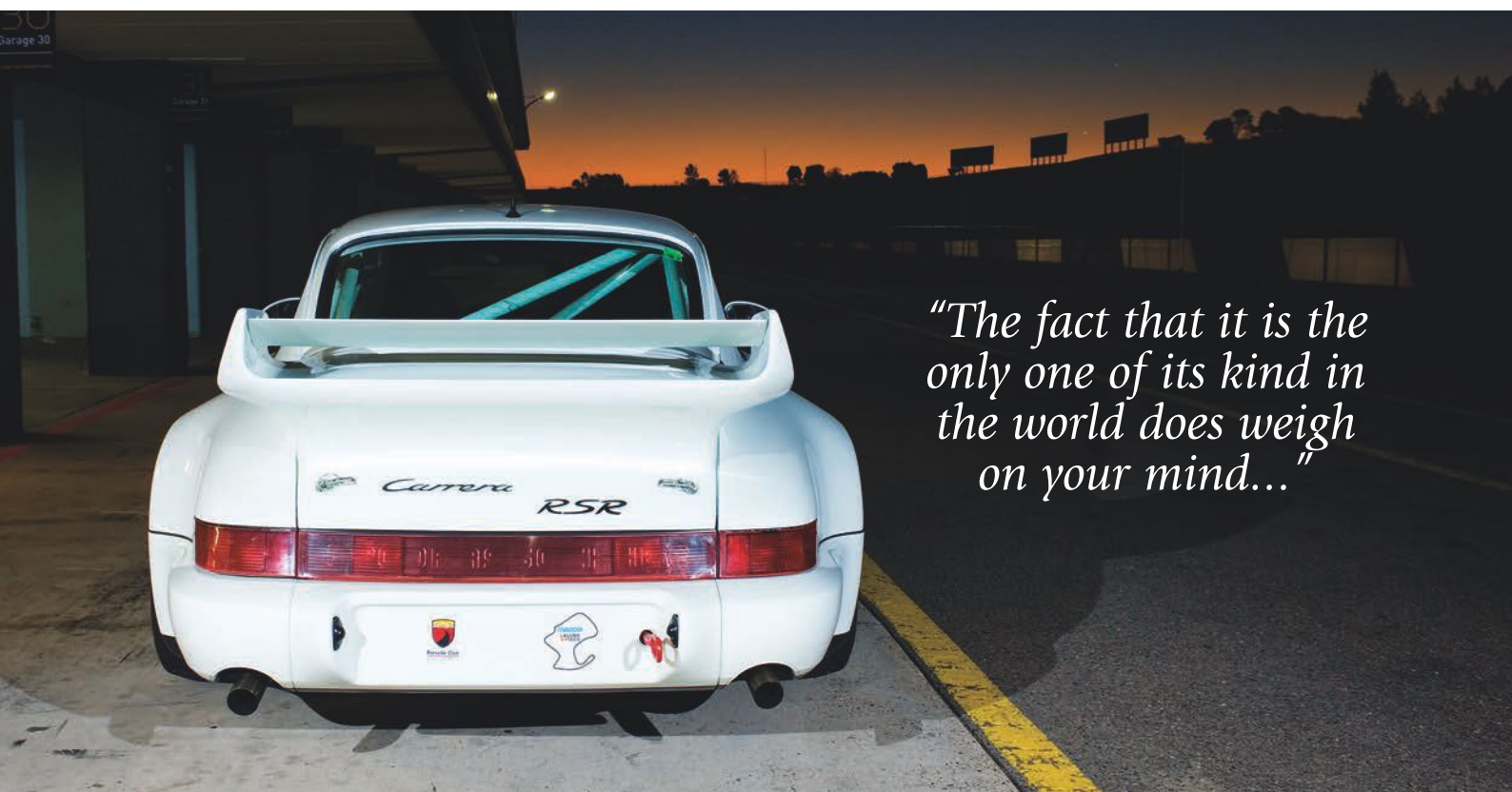
Indeed, since getting it back on track, Chris has entered the RSR in numerous regularity and historic events, including the Rennsport Reunion at Laguna Seca. However, despite having few qualms about giving the RSR a proper run, the burden of responsibility does give him pause for thought.

"The fact that it is the only one of its kind in the world does weigh on your mind," says Chris. "But it's not just that, all you have to do is have a small shunt and there goes \$20,000. As time has gone on I've found myself thinking longer and harder about whether I really want to risk it, but right now I'm happy doing regularity events. You're not going flat chat, but you can still peddle it along at a reasonable pace, which is perfect for the car."

Having recently seen another unique 964 RSR fetch \$2.25m at a Sotheby's auction earlier in the year, you can imagine that Chris might be tempted to test the market with his rare RSR. But while he acknowledges that day may come, for now he's happy to hang on to the car and continue to enjoy it.

"I don't ever really want to sell it," he says. "When I give up driving I might have to reconsider things, but it would largely depend on whether or not my son would want to take it on."

Aside from the fact that selling the car would be like parting with an old friend, you can understand why Chris would want to keep the RSR – there's simply nothing that could replace it both for its driving experience, and the sentimental value it has clearly developed for him. If, like Chris, you're an old-school enthusiast who prefers their 911s rare, air-cooled and visceral, then the 964 RSR really has to be your sort of ultimate Porsche, right?



"The fact that it is the only one of its kind in the world does weigh on your mind..."



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LESS OR



MORE?

You can buy a standard 997 Carrera for the same or less than a 996 Carrera 4S, which makes for a tricky dilemma. Is the older, rarer 996 worth having over the newer common or garden 997?

Story: Philip Raby Photography: Antony Fraser





I'm in a quandary with these two Porsches; a 997 Carrera and a 996 Carrera 4S. You see, I've long argued that less is more in 911 terms and so I love the bog-standard 3.6-litre 997 Carrera; especially the lovely Atlas Grey example you see here, as it's super-basic with standard 18-inch wheels and not too many distracting options. It's a pure, unadulterated 911, which is just how I like them. However, I am also a big fan of the 996 Carrera 4S with its fat Turbo bodysheet and that oh-so-gorgeous full-width rear reflector. But with the extra bulk plus four-wheel drive, it's some way from the original 911 concept. And just to confuse things further, the Carrera 4S is today worth more than the more modern 997, which for anyone with a budget of around £25,000 to £30,000, is rather hard to comprehend.

To get some clarity, let's start off by looking back at the first 996, launched some 20 years ago. That was the first all-new 911 since the original of 1963 and it gave Porsche's designers the chance to start afresh. Out went the flared arches, spoilers and intakes which the 911 had collected over the years, and in came a fresh, pure shape that was positively futuristic and transcended the trends of the day. The problem with it, though, was that some people wanted a car with more drama and so the 996 got slated for looking bland, which I think was unfair as I like its simplicity of line. Then came the 996 Turbo with its wider rear arches, big intakes, and extendable rear wing, and all of a sudden, the 996 was considered a butch and good looking.

Porsche soon realised that, actually, some buyers liked adornments on their 911s, so they took it one stage further with the Carrera 4S, launched in 2002. Under the skin, this was a standard Carrera 4 with the Turbo wide rear arches and front intakes (but not the Turbo's side intakes or rear wing), plus a full-width

rear reflector. This last item was the Carrera 4S's *pièce de résistance*. A reflector between the back lights had been a 911 trademark since the mid 1970s but had been dropped with the original 996. It added serious gravitas to the wide rear of the Carrera 4S and was a welcome return of a well-loved design signature. For me, the 996 Carrera 4S has one of the best looking backsides of any 911 ever. In fact, I'd push the boat out and say that it looks even better in Cabriolet form.

The Carrera 4S also has similar suspension and brakes to the 996 Turbo, and sits 10mm lower than the standard car, plus it had a high standard specification from the factory. With a lower purchase price and running costs, it made an attractive alternative to a Turbo for anyone who didn't need supercar performance (and, let's face it, the 4S is no sluggard). Today, it's a rarer car than a 996 Turbo and still more affordable; and very sought after. If ever there was a modern classic 911, the 996 Carrera 4S is surely it.

But does the 4S offer a classic 911 driving experience, or does the four-wheel drive and extra width distract from the purity? The weird thing about it, is just how different it feels to a standard 996 of the same age. I've never been able to put my finger on why, but just sitting in the cockpit, I can tell there's something special about the 4S. That's confirmed when I start driving the car; it just feels more solid and, it has to be said, heavier than a normal 996. That firmed up Turbo suspension is the only accountable difference, and it's remarkable how it transforms the car.

The ride remains reasonably compliant thanks in part to the (small by today's standards) 18-inch wheels, while the handling really inspires confidence. The four-wheel drive, I'm pleased to say, isn't intrusive; in fact I'm hardly aware of it. The car is remarkably

planted through the corners, and the steering is light and precise in only the way a 911's can be. There's a hint of understeer when pushing hard around corners, but that's no bad thing on a road car, and playing with the throttle helps to shape the bends.

That throttle gives me a respectable 320hp to toy with, but I do have to make a conscientious effort to get the revs up to make the engine play ball; it's not the most willing playmate. It's worth doing so, though, as the engine really comes alive and sings at high revs, making the Carrera 4S a lot of fun.

On the other hand, if I'm lazy and leave the transmission in a high gear, the wide-bodied 996 becomes an effortless and comfortable GT cruiser. I could drive this Porsche all day and not be tired. The seats, as with most 911s, are supremely supportive and comfortable, and the well-equipped, leather-clad cockpit wants for nothing. I don't hold with the notion that the 996 interior is dated – far from it, to me it looks fantastic and is a great place to spend any amount of time.

Today, though, I don't have time for a long journey, so I pull up next to the 997 and eye up the two Porsches. There's no doubt, that the Carrera 4S has a real supercar-like sense of drama, with that wonderful rear end and those massive front intakes. Like with many people, the once-controversial 996's front lights have grown on me over time, and I'm perfectly comfortable with them. It's one of those cars that demands a second – or third – admiring glance back at as you walk away from it. Dare I use the word ostentatious about the C4S?

In comparison, the 997 Carrera looks surprisingly understated and, well, a little bit ordinary. I don't mean that in a derogatory way, though – there's a strong argument for 911s not being showy. It's as pretty and petite as the 4S is macho and bulky. The more



*I could drive this Porsche all day
and not be tired...*





It's the engine that's instrumental in transforming the car's characteristics

traditional headlamps will no doubt please a lot of people, while if I'm being picky, the rear end sits a little bit high, but there's really not a lot to fault about the 997's lines.

Inside, the 997 dashboard and door panels marked a return to a more traditional 911 appearance, with more angular lines. I'm not sure it works – how many 997 buyers knew what older 911s looked like inside? Personally, I like the more curvaceous 996 cockpit. That said, the 997 has a well-appointed interior and is just as comfortable and functional as that

found in the cabin of the 996.

Driving the 997 on the same roads around Goodwood that I took the Carrera 4S on, I'm immediately surprised at how different it feels. The 3.6-litre engine only develops 5hp more than the 996's but it feels so much livelier, responsive and more eager to rev, thanks mainly to different intake and exhaust systems, and a remapped ECU. The car feels lighter, too, which it is, to the tune of 100kg, but I think it's that engine that's instrumental in transforming the car's characteristics. The

difference is surprisingly noticeable.

It's not just the engine, though. The gear change is faster, too, despite being essentially the same 'box. The suspension is sharper, and the steering quicker and even more precise. As I mentioned, this 997 is unusual as it has the standard 18-inch wheels, rather than 19s, and these are by far the better choice, they retain a decent ride and don't suffer from excessive road noise. The suspension remains sensibly complaint for road use, but combined with the sublime steering, this is a car that





dances through the bends, responding to the slightest inputs from throttle and steering wheel, with the narrower rear end making the car feel noticeably smaller and, therefore, more nimble than the 4S. There's still that hint of understeer but, when it comes to the driving experience, the 997 is the high definition version of the two cars. It's a pure, unadulterated 911 sports car and has me grinning inanely, it's that much fun.

That said, the 997 is by no means a no-compromise racing machine. It remains also a very competent and relaxed cruiser when you want it to be. The interior is as comfortable and just as leather-clad as the 996's, and I'd be happy taking either on a cross-continent tour.

I'm not too surprised that the 997 is the silly grin car for me. I've always loved simple and pure 911s, and this vanilla Carrera is just that. The 997 is an evolution of the 996, so it's inevitable that Porsche honed the car's characteristics in every way to ensure a better driving experience. That's not to say that the 996 Carrera 4S disappoints in that department – far from it. I said that the 997 gives a high definition experience, but remember that people joke that, in television terms at least, HD stands for 'hardly different'. The 4S is a more fun car than I expected, but the 997 has the edge.

Where the 996 Carrera 4S does win, however, is in terms of pure road presence. You feel a real sense of occasion whenever you look at it or drive it – there's something very special about it, in a way that, somehow, the 997 Carrera lacks.

Having driven both 911s, I'm still in a quandary. People often talk about cars having





'souls'. Well, both these Porsches do, but in different ways. The 997 has the edge when it comes to driving character, while the 996 boasts the looks and presence. I am sure I could, if I wanted, make some analogy about beautiful and exciting women, but I'll spare you that embarrassment.

Of course, it's not all about emotions, what about the finances? You can buy a good example of either Porsche for around £25,000 to £30,000 plus. Either would, in my book, be a great buy and you'd get a lot of pleasure from it. However, the 997 is the more common car on the used market, while the 996 Carrera 4S has rarity on its side. I'd go further and say that the 4S could go on to be the better investment, as the words 'future classic' are often used to describe this stunning looking 996. However, there's a part of me that thinks that the 3.6-litre 997 Carrera will, one

day, also be labelled as a classic. As good as today's 991 is, it's lost some of the 911's DNA, so it could be argued that the humble 997 was the last real 911, with bags of character and a body shape that everyone loves. Furthermore, the standard 997 Carrera is rarer than the Carrera S and remains the purist's choice, so demand could be high for decent examples in the future.

All of which doesn't bring me any closer to making a choice. My heart says 997 Carrera for the fun factor, while my, er, heart also says 996 Carrera 4S for its looks. My head doesn't seem to have a say in the matter! It wouldn't be fair to you if I didn't make a choice, though. So, looking at the two Porsches in front of me, their engines ticking as they cool, I surprise myself and jump into the 996 Carrera 4S for my final drive. Tomorrow, though, I may make a different decision... ○





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(58 - 2008) Basalt black with black leather£38,000



PORSCHE 911 (1997) "4S" 3.8
(08 - 2008) Basalt Black with black leather£37,000



Porsche 911 (1997) "4S" TIP 3.8
(57 - 2007) Midnight blue with ocean blue leather£36,000



Porsche 911 (1997) "2S" 3.8 TIP
(07 - 2007) Silver with black leather£34,000



PORSCHE 911 (1997) "4S"
(08 - 2008) Lapis blue with Ocean blue leather£34,000



PORSCHE 911 (1997) "2S" 3.8
(57 - 2008) Atlas grey with black leather.....£34,000



PORSCHE 911 (1997) "4S" 3.8 TIP
(06 - 2006) Basalt black with black leather£34,000



PORSCHE 911 (1997) "2S" 3.8
(57 - 2007) Midnight blue with black leather£34,000



PORSCHE 911 (1997) "4S" CAB 3.8
(07 - 2007) Silver with black leather£34,000



PORSCHE 911 (1997) "4S" 3.8 TIP
(56 - 2006) Silver with ocean blue leather£33,000



PORSCHE 911 (1997) "4S" 3.8 CAB TIP
(07 - 2007) Lapis blue with stone grey leather£33,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(07 - 2007) Basalt black with black leather£33,000



PORSCHE 911 (1997) "2S" 3.8
(07 - 2007) Atlas grey with black leather£33,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(57 - 2007) Silver with black leather£33,000



PORSCHE 911 (1997) "2S" 3.8 TIP CAB
(07-2007) Basalt black with black leather£33,000



PORSCHE 911 (1997) "2S" 3.8 TIP CAB
(55-2005) Atlas grey with black leather£30,000



PORSCHE 911 (1997) "2S" 3.8 CAB
(05-2005) Silver with ocean blue leather£31,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(55-2006) Silver with black leather£30,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(56-2006) Silver with ocean blue leather£30,000



PORSCHE 911 (1997) "2S" TIP
(06-2006) Basalt black with black leather£30,000



PORSCHE 911 (1997) "2S" 3.8
(06-2006) Silver with black leather£30,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(56-2006) Slate grey with black leather£30,000



PORSCHE 911 (1997) "2S" 3.8 CAB
(06 - 2006) Atlas grey with black/grey leather£30,000



PORSCHE 911 (1997) "2S" 3.8 TIP
(56-2006) Slate grey with black leather£29,000



PORSCHE 911 (1993) C4 3.6
(N-1996) Midnight Blue with grey leather£50,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(58-2008) Basalt black with black leather£23,000

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PORSCHE WANTED (2003 TO 2014)



History Repeating

Forty years after developing the 924 for rallying, Porsche's own Jürgen Barth and Roland Kussmaul entered the Rallye Monte Carlo Historique driving a faithful replica. Here's how it came about...

Story: Robb Pritchard

Photography: Robb Pritchard, Jürgen Barth, Monte Carlo Historique Official





Following on from the successful 912 and 914 models Porsche's 'entry-level' 924 was, nevertheless, much maligned by many true Porsche aficionados for having too many VW and Audi parts to be a 'real' Porsche. But there are a few people who think it was a great car. Two of them are Jürgen Barth and Roland Kussmaul.

For three years at the end of the '70s and early '80s Jürgen himself took on the development of the competition specification 924 T. Privately, if not secretly, as the project had the go-ahead from directors Mr Bott and Prof. Fuhrmann as well as Porsche's motorsport director of the time, Peter Falk, he bought four prototype Turbo cars. Two were to be the rally cars and the other ones they used as test cars which he and Roland drove on the 400km daily round trip between the office in Stuttgart and the workshop.

Unfortunately though by the time it came to enter the 1979 Monte Carlo rally the competition car had to be de-specced because there weren't the required 1,000 road cars for it to be homologated with the Turbo. To enter they had to put normal engines in and the rally plate was put on the bonnet at 90 degrees from normal to cover the air scoop aperture. Even lacking around 50 horsepower he and co-driver Roland Kussmaul still finished 20th overall and 4th in the top GT4 class which was considered a great success.

The development program through 1979 included some huge events such as the Safari Rally in Kenya, which he nearly completed. Half way through he noticed that the rear arches were a bit wider than they should be and, pulling into a service station, found that the rear suspension mounts had failed. Undaunted he bought a hood off an old truck and with his sunglasses welded new supports in... Unfortunately just 300kms from the end of the 6,000km event a component in the transaxle failed. Just three weeks later an upgraded part was included in all the production cars.

The other event was the crazy Repco Rally,

a two week, 20,000km blast on dirt tracks around Australia where they won their class, in the process giving the normally aspirated 924 its first competitive win. Jürgen points out how easy the car was to drive as he won despite driving with a broken hand sustained in a roll earlier in the event.

For 1980 the car was considered well developed and reliable and was ready to enter the Monte Carlo again, this time as a proper Turbo car had been built in the sports department in Zuffenhausen with a semi-works effort behind it. "That was chassis 001, a real predecessor of the Carrera GT. It was a fantastic car to drive. It handled so easily," Jürgen says. They finished in almost the same position as the year before, 19th overall and 5th in class GT4.

The final year, 1981, wasn't so successful as they retired with a driveshaft failure on the last night at the start of the Col de Turini. Although the result wasn't what they were hoping for, the car is known as the one that JVC managed to take the first ever in-car footage with.

After the '81 Monte chassis 001 was never used in competition again and so the white Boss livery wasn't seen on a rally stage... until Swiss classic rallying enthusiast Franco Lupi decided to make a replica.

"There are plenty of 911s in the classic rallying world and there are dozens of companies selling just about everything you could need for a competition build," Franco says. "But I wanted to stand-out and have something unusual." Making a copy of such a rare car proved a lot harder than he anticipated though. Stripping a road car shell down to weld the seams and add reinforcing plates to the suspension mounts was the easy part.

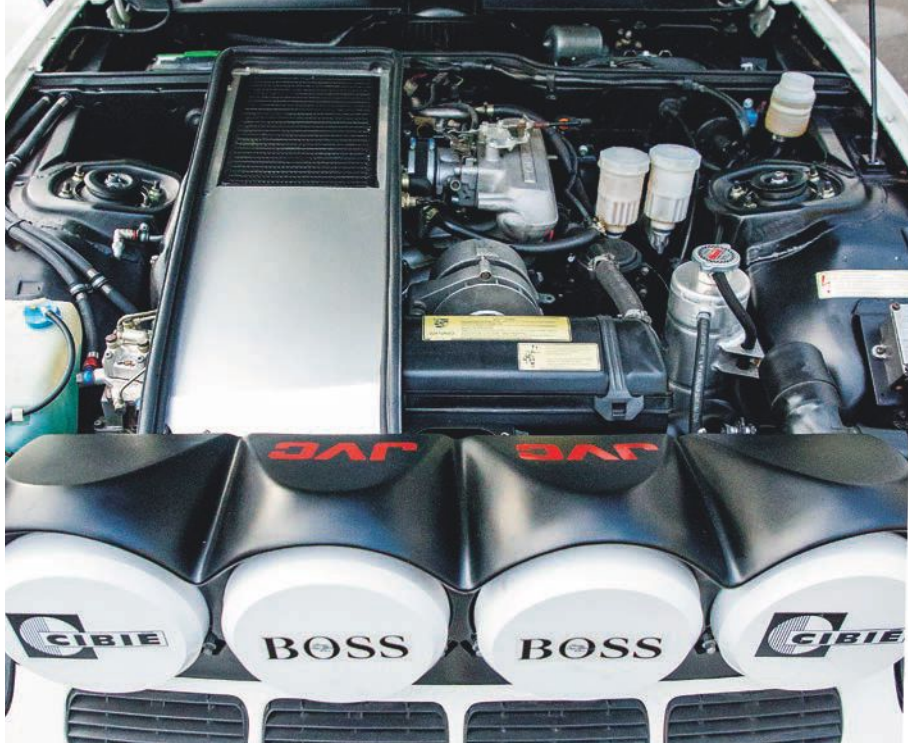
"For a 911 there are many companies that make anything you want but for the 924 T that's not the case, there was a point where I thought it was just too much of a pain in the neck as the project quickly got more expensive than building a normal 911 would have been."

Franco's enthusiasm was helped when he managed to get permission from Jürgen to





The project quickly got more expensive than building a normal 911...



spend an afternoon with the original car at the Auto & Technik Museum in Sinsheim, they went over it with his mechanic taking hundreds of photos and measuring everything possible. He also managed to buy the last set of original wheel arch flares for the car. They were obviously too valuable to put on the car that he'd be powersliding between straw bales and trees, so he made moulds from them.

But it all became worth it when Franco asked Jürgen Barth if he would be interested in being involved in the project. "I wasn't too serious because I never thought he would say yes. I mean, how often must he get asked to drive people's Porsches?" he laughs.

But Jürgen was so pleased to see his old car again that he didn't just offer some advice, he was ready to actually drive the car on the Rallye Monte Carlo Historique. The first time was in 2017, for *GT Porsche* the legend himself told the story:

"To get a really quick response in the steering Franco had put a rack from a Ferrari on the car. It was a good idea... in theory, but on the snow and ice of the Monte Carlo it wasn't so nice to try to control the car with such heavy steering. Also the engine wasn't too

healthy, so we knew that we needed to make improvements to the car. Every month many of the old retired engineering team from Porsche go out for dinner in a restaurant together, we talk about what interesting projects people around the world are doing that need some real 'life' experience to be involved. For example, if someone wants a Group C engine properly rebuilt then why not have one of the guys who worked on the original to do it? Armin Knüpfing was one of the guys involved in the rallying project in 1980 so we took the car to him. And he did a really, really good job with it. For the second attempt in January 2018 we had a 'real' replica."

Jürgen's Porsche related exploits are more well-known but he's actually a two time Monte Carlo class winner in other cars. In 1999 he drove a tiny Subaru Vivio to the N1 class win, and won the diesel class in 2000 in a SEAT Ibiza. 2018 wasn't to be a year of podium glory though. Another element of Jürgen or Roland's first Monte Carlo Historic was that neither had experience of how a regularity rally works. "All my life the only thing to do in a race or rally car was to go as fast as possible so it was very hard for us to get used to driving at average



"Every month the old retired engineering team from Porsche go out for dinner"





Above left: A Jürgen Barth 'selfie' during the Monte...





Jürgen and Roland back rallying a 924...

FIA HISTORIC REGULATORY RALLY

21e RALLYE MONTE-CARLO HISTORIQUE

N° COMPETITION
27

CONDUCTEUR	Marque : PORSCHE Modèle : 924 TURBO Année : 1979 Immatriculation : BE733150 Catégorie : IV Classe : 3	COEQUIPIER  KUSSMAUL Roland (DEU)
 BARTH Jürgen (DEU)	VILLE DE DEPART REIMS	



speeds. For example, you have 719 metres to drive at 46 km/h... but there is a hairpin with snow on it, which of course you cannot do at 46 km/h. So you have to go faster into it and out while Roland is on the trip computer trying to work out how to get us back to the correct average before we run out of those 719 metres. It completely caught us out in 2017 so we practised a bit in the summer... but it seems not quite enough. This year we did really well on the snow stage, so when we were doing it right, we did it really right, but on a couple of others Roland pressed the wrong button and wiped everything off the computer and we got so many penalty points that there was no way we could get a good result.

"The main thing though was that we had fun. The car is gorgeous to drive and brings back a lot of great memories. The event is also

pretty magic. Many of the stages are the same as those on the WRC, which went through the week before, so we could still see all the tyre marks on the roads. And as is always the case on the Monte Carlo, it was really challenging. Just like a real rally we needed to be wise with decisions about tyres, as there was dry tarmac, snow, slush and ice all to tackle. Sometimes there were a few combinations of conditions that we needed to do on one set. Another thing that made it special was that there were so many spectators. All the time controls were a full house and we always had people come to us in the service parks to ask questions as they were interested in the car. It's something special in France I think, and they had such passion to stand in the cold for hours that it actually reminded me a bit of the Group B days in some places.

"There was also a fantastic night section, and no Monte Carlo is complete without the stage up and over the Col de Turini. At the top the fans were always famous for putting snow on the road to make the cars slide more and we found that too. And could hear them cheering as we drove passed. Such a great experience.

"Also Franco with his company Scuderia Rapiditas organised everything perfectly for us, so the hotels, restaurants and the service parks were all top class... And although the car got completely checked every night after 3000km of driving it needed nothing doing to it... Like how a Porsche should be!" Jürgen said.

With the car fully sorted, Jürgen and Roland will be practicing with the trip computer to have another go in 2019. With three rallies forty years ago and another three in modern times, history really is repeating itself... ○

"The car is gorgeous to drive and brings back a lot of great memories"

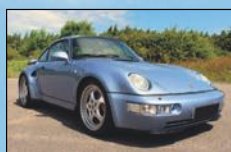


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Saturday 26th May 2018

Coys are delighted to announce our return to one of our traditional London venues, Chiswick House, which is one of Britain's finest Palladian villas. A Coys venue that has been established since our auctions held there in the early 1990s, the house and gardens have undergone a fantastic restoration and is now one of the finest classic car auction venues in Britain, let alone being in London.

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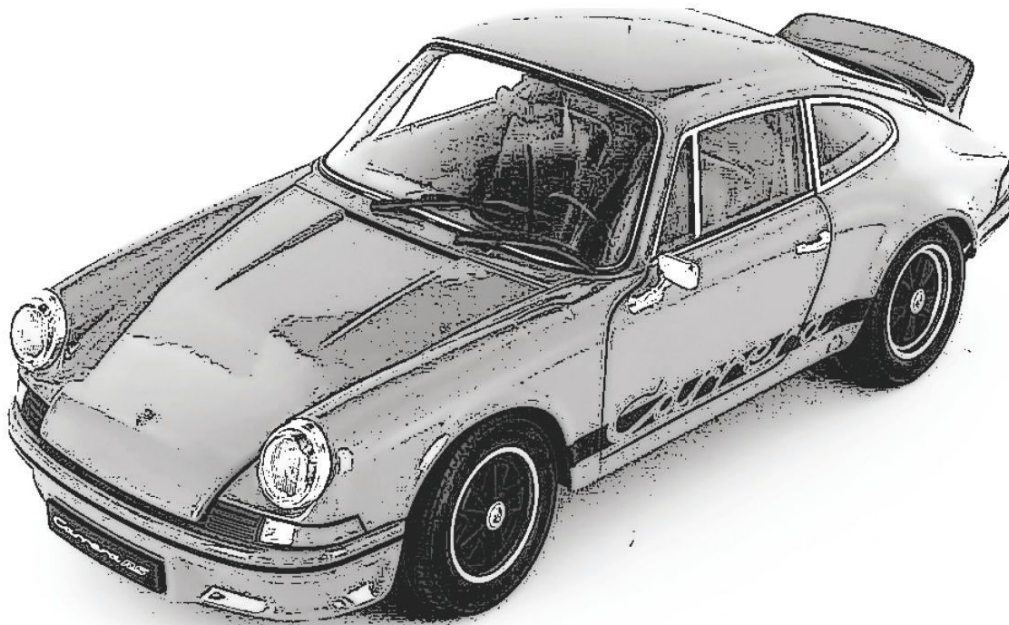
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Our calendar of major events for the coming months...

MAY

4-6th
Donington Historic Festival
Donington Park, Derby
www.doningtonhistoric.com

4-6th
IMSA: Mid-Ihio
Lexington, Ohio
www.imsa.com

5th
WEC:
6 Hours of Spa
Spa-Francorchamps, Belgium
www.fiawec.com

11-13th
Carrera Cup GB
Monza, Italy
www.porsche.co.uk

11-13th
Porsche Supercup
Catalunya, Spain
www.porsche.com

24-27th
Porsche Supercup
Monaco
www.porsche.com

JUNE

1-2nd
IMSA: Detroit Grand Prix
Belle Isle Park
www.imsa.com

8-10th
Carrera Cup GB
Oulton Park
www.porsche.co.uk

16th-17th
24 Hours of Le Mans
Le Sarthe
www.lemans.org

28th-1st
IMSA: Six Hours of the Glen
Watkins Glen
www.imsa.com

JULY

6th-8th
IMSA: Canadian Tire Motorsport Park
Bowmanville
www.imsa.com

6th-8th
Le Mans Classic
Le Sarthe
www.lemansclassic.com

12th-15th
Goodwood Festival of Speed
Chichester
www.goodwood.com

20th-21st
IMSA:
Northeast Grand Prix
Lakeville
www.imsa.com

27-29th
Carrera Cup GB
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AUGUST

3rd-5th
IMSA: Road America
Elkhart Lake
www.imsa.com

17th-18th
IMSA: Virginia
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24-26th
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www.porsche.co.uk



Want to let us know about an upcoming event for possible inclusion on this page?
Email gtp.ed@kelsey.co.uk

ONE
YEAR
AGO
JUNE
2017



One year ago we dedicated our issue of *GT Porsche* to a group of backdated 911s. Of the cars we featured and drove came a 320hp 911 SC from Ninemeister, of which we said: "You feel every mile per hour through the seat of your pants and the soles of your shoes."

In no particular order also came the PS Works Clubsport 3.6, a reworked 3.2 Carrera the essence of which the firm summarised by saying: "The whole idea of the car was to focus back on driving. Modern cars have lost that a little bit".

Last but by no means least came a 964 reinvented by RPM Technik. This 'restomod' machine ticked a whole bunch of boxes for us and its owner, Nick Fitch. Also in this issue we got our first drive of the second-generation 991 GT3, tested a 968 Sport, and got under the skin of Walter Röhrl (no, not literally), before learning the history behind dp Motorsport.

FIVE
YEARS
AGO
JUNE
2013



Our June 2013 issue celebrated the £100,000 911 – our selection comprised 2.4 911S, PS Autoart's 330R and a 991 Carrera. Of the trio we said: "What kind of 911 do you get for your six-figures? A very, very good one."

Also in this issue we drove TechArt's 981 Boxster S, took our first UK drive in a 981 Cayman S, before testing its junior, the 981 Cayman 2.7 – a car we very much liked.

We also investigated the notion of a cheap modern Porsche, looking at a spectrum of cars from the 986 Boxster to Cayenne. In addition we let five contributors choose their five favourite 911s from the previous 50-years. While Essen's Techno Classica took us on a European jaunt, and we peaked inside Porsche's 'secret' museum storage facility.

TEN
YEARS
AGO
JUNE
2008



A decade ago we took the 997 GT2 for a first UK drive, and bid farewell to the 997 GT3 as its production drew to a close. Of the car we said: "It's a petrolhead's dream, and to hear a GT3 at full chat will not fail to raise the hairs on the back of your neck."

As one door closes, another opens, and so it was when we got to grips with the (at the time) fastest car Porsche had ever built – the 997 GT2. We praised the car by saying: "It feels very much like a car whose development has been controlled by engineers rather than those with the word 'marketing' in their job title."

Further into the issue and off the back of our GT2 feature, we recalled the 996 GT2, met a 993 GT2, well, of sorts – this one was a home built homage, while Chris Harris drove a 911 2.8 Carrera RSR.

NEW PORSCHE CENTRE OPENS IN PERTH

Scotland has welcomed the arrival of its fourth Porsche showroom as Porsche Centre Perth opens for business...



The Porsche Cars GB sales network has expanded in Scotland with the addition of an OPC in Perth, it joins existing Scottish sites in Aberdeen, Glasgow and Edinburgh. Occupying a one-and-a-half acre site on Tweed Place beside the A9, the new Centre features space to display 13 new cars inside, plus it includes a dedicated vehicle handover area. As you'd expect, there is space for

a wide selection of Approved pre-owned cars that are also available for inspection and test drive. The workshop area offers eight ramps and two Direct Dialogue bays, designed to support on-the-spot diagnosis and consultation. In addition a number of E-Hybrid charging points are also available for electric vehicles.

Customers can enjoy a variety of additional facilities including a

Specification Lounge, which allows visitors to experience the multitude of features and benefits of individual cars, and a hospitality area serving fresh coffee and refreshments.

"We are very excited by this opportunity and anticipate that the new Centre will bring in customers from around the country and help generate more than £20m for the local economy," commented Peter

Vardy, Chief Executive of Peter Vardy Group. "We have created more than 40 full-time positions, all fully Porsche-trained and focused on delivering the Porsche experience. In addition, during the construction period, around 140 additional jobs were supported."

You can find out more about the new site by visiting the website: www.porscheperth.co.uk/Perth





PORSCHE BEGINS 2018 WITH GROWTH

Porsche has seen a six percent increase in deliveries during the first quarter of 2018, its most successful first quarter ever.

In the first quarter of 2018, Porsche has already delivered around 63,500 vehicles worldwide, equivalent to an increase of six percent compared with 2017 – the figures represent the most successful first quarter in Porsche's history. The USA, Europe and the company's home market in Germany were the main drivers of growth, as well as the Panamera and 911 models.

It was the US market which recorded the largest overall growth, with deliveries increasing by 10 percent to around 14,000 vehicles. In terms of specific models, the Panamera, introduced in 2017, achieved the largest percentage growth with an increase of around 200 percent. The development of the hybrid segment has been especially positive for Porsche: interestingly in Europe more than 60 percent of Panamera models handed over to customers during the first quarter were hybrid versions.

"We are delighted with our strong start. During 2018, we expect that we will stabilise at the high level achieved last year", says Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG. "Exclusivity is more important for the Porsche brand than pure growth; with our global market share of 0.3 percent of the total market we are fulfilling this requirement. In addition to the development, production and sale of exclusive sports cars, Porsche is increasingly tackling the subjects of electrification, digitalisation and connectivity. In doing so, it is important to unite our traditional values with innovative technologies. This year, we will again be offering new products and services designed to excite our customers and fans all over the world."

Demand for alternative drive technologies is already high among Porsche customers. "The success of our hybrid models shows that the application of values typical of the Porsche brand to this drive technology has been effective", explained von Platen.

In the first quarter of 2018, China was again the largest individual market for Porsche. With more than 18,600 vehicles delivered, the Chinese market exceeded last year's result by three percent. In Europe, more than 20,600 vehicles were handed over to customers, which corresponds to

an increase of eight percent. There has also been growth in Germany with more than 7,700 vehicles delivered, Porsche recorded an increase of eight percent in its home market.

Once again, the most successful model has been the Macan, more than 23,000 Macan SUVs have been delivered worldwide so far in 2018. However the fascination with the 911 still lives on. At the beginning of the year, Porsche delivered more than 9,600 911 vehicles to customers, which represents an increase of 35 percent.



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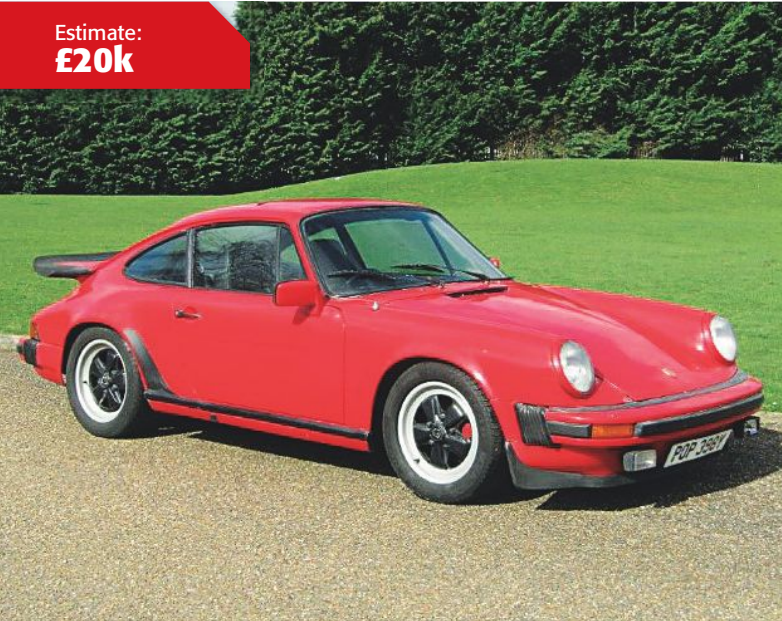
TOYO TIRES
driven to perform

the market place

Dan Bevis

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

Estimate:
£20k



Estimate:
£5.5k



Enjoy it for a season, then strip it and make all your money back in parts!

Anglia Car Auctions' April sale is a good place to bring us back down to Earth. The artfully dishevelled lime-green 1972 914 is a strong starter at its £5,500 estimate – sitting on a Texas title and requiring a full restoration, it looked to be an entertaining summer project for someone.

If you fancy amusing yourself for peanuts, the £2,500 estimate on the 944 track car looked like hilariously good value. It's got a rollcage and buckets and harnesses; it was subject to an insurance claim back in 1991, but if you're only going to be throwing around a track then what the hell? Enjoy it for a season, then strip it and make all your money back in parts!

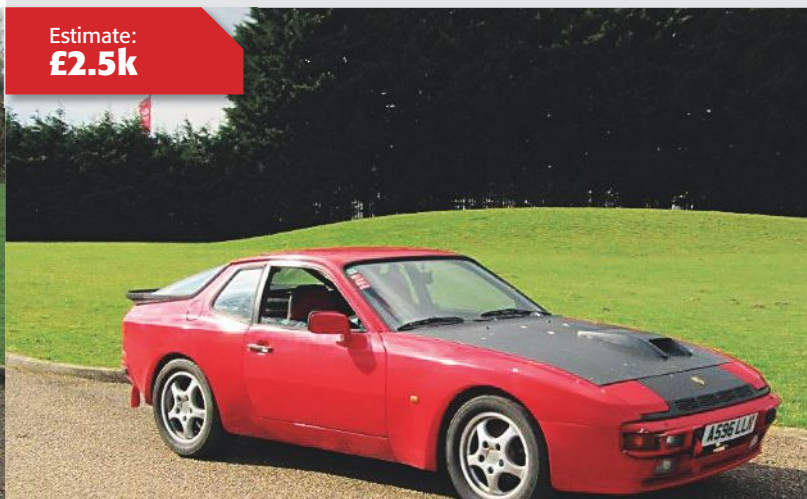
The 1975 911 appeared to be a solid choice at its £20k estimate. Its 2.7-litre motor was replaced with a 3.0 back in 1981 (a common upgrade at the time), it's Guards Red and it's got a whaletail, what more could you ask for?

And you know how we love a bargain Boxster around here. Fancy the idea of a £5k 986 2.7? This 2000 car had relatively low miles, oodles of service stamps in the book, and a perky up-and-at-'em attitude.

Estimate:
£5k



Estimate:
£2.5k



Hammer price:
\$654,000



Held at the Ritz-Carlton, it was veritably dripping in swank...

Hammer price:
\$117,600



Hammer price:
\$1,650,000



Hammer price:
Unsold



There's no specific set of rules that dictates what a car auction should be, that's what makes their diversity so refreshing. Sure, the fundamentals are constant – people bidding against each other to buy cars, the smashed reserves, the mind games, the creeping sense of tension – but you can very easily hold one in a cow shed if the fancy takes you. (Er, legality pending, check with the people you're supposed to check with.) But it's safe to say that when RM Auctions hold a sale, it's not going to be a bunch of creepy wideboys in sheepskin coats, smoking cheap cigars and throwing a 'monkey' at a Granada. No, their recent Amelia Island auction was a case-in-point; held at the Ritz-Carlton, it was veritably dripping in swank. And the lot list was studded with stellar Porsches too: check out, for instance, the 1993 911 Carrera RS 3.8. Just 55 of these were built, for homologation purposes, with only a dozen in Speed Yellow. This one was built to Japanese spec with metric clocks, and has only ever covered 6,825km. It found its new owner for \$1,650,000.

Another bona fide RS car seemed a positive bargain in comparison; selling for \$190,400, the 1993 Carrera RS America was one of 701 such cars built – matching numbers, Porsche certified, and showing just 1,633 miles.

For those of a more classic persuasion, the 1959 356 A Coupe by Reutter was a drop-dead stunner. Bare-metal resto'd in the nineties and fastidiously looked after since, with a period-replacement 1600 Super engine and character in spades, it crossed the block at a robust but not unreasonable \$117,600. And similarly setting hearts aflame was the 1991 911 Carrera Cup, resplendent in track-honed menace, its subtle white exterior hiding a weld-in Matter rollcage, single Recaro bucket seat and harness, lower and stiffer suspension, Turbo brakes, the works. This one didn't actually sell, so you might want to give RM a call?

Selling with no trouble whatsoever was the 1993 RSR 3.8, unsurprisingly, which fetched an eye-watering \$1,270,000. The RSR was a lightweight Turbo-bodied hooligan aimed squarely at European GT racing, featuring a highly-specced and model-specific Type M64/04 3.8-litre air-cooled flat-six with 375bhp. One of just 55 built, this one was interestingly specced from the Porsche factory in a Ferrari paint shade – Giallo Fly.

Another yellow curiosity was the 1994 911 Turbo S 'Flachbau'. It's quite odd to see a 964 in flatnose spec; indeed, in this car's native US market the option added \$60,000 to the \$99,000 sticker price. This one has been sensibly used (but not too much), and commanded \$654,000.

When Porsche decided to build a Speedster variant of the 997, they limited it to just 356 examples. You can probably guess why. And one of them appeared at Amelia Island, fresh from a software reflash and a service, with just 1,500 miles covered in its seven-year life (to be honest, that doesn't sound like enough, but each to their own); this ice-white poppet took \$285,500.

If you prefer you wind-in-the-hair thrills to smell a little more of distressed vinyl, the 1967 soft-window Targa was there to take your breath away. These plastic window models are supremely desirable these days, and this one – with a fastidious restoration completed in 2008 – is just about as good as they get. \$128,800 is the cost of entry here, and it's an exclusive club.

And finally, how does the idea of a \$218,400 Cayman grab you? It happened. The car in question was a 2016 GT4 Clubsport, never raced and showing delivery mileage, it was originally specced with air jacks, a 991 GT3 Cup seat, a full spares package of discs, pads, wheels and so forth – and air-conditioning! A ready-to-race Cayman just oozing aggression... and making half the room wonder why, if it wasn't going to be used, it was even ordered in the first place...

Hammer price:
\$218,400



Hammer price:
\$128,800



Hammer price:
\$190,400



Hammer price:
\$1,270,000



*We spotted a couple
of interesting 911s...*

To round things off neatly, we spotted a couple of interesting, down-to-Earth 911s at Brightwells' recent Leominster sale. Firstly, we were quite taken by the 996 Carrera 4 – a decent-sounding car, well-used but still thoroughly usable, and a great entry into Porsche ownership at £12,500. And secondly, the 996 GT3 Gen 2 – it might have been a bit rich for everybody's blood in that room as it didn't sell, but you can't deny the allure of a pampered GT3 in showroom condition. We'll just wait for that pay rise...

Hammer price:
£12,500



Hammer price:
Unsold



EBAY WATCH:

Macan GTS

There's a certain inevitability to SUVs these days, isn't there? Every other car on the road is a Qashqai or a Tucson (or an X5 or a Range Rover, it depends where you live), and if you've got a young family, you can certainly see the appeal. If you're going to crash into something, you might as well be in something sufficiently tank-like that you'll pass straight through it and exit relatively unscathed.

For those still young-at-heart, the crossover SUV segment exists, so that fresh-faced mums and dads can pretend their hulking 4x4 is actually just a big hatchback - and arguably that's where the Macan slots neatly into the frame. Sold in its current guise since 2014, this perky-yet-practical roustabout offers a variety of engines - all with PDK transmissions - and the option of air suspension and PASM, along with all-wheel-drive. An intriguing proposition, and of course Macan is the Indonesian word for 'tiger', which stirs in a frisson of mischief too.

The one we've picked out for you here [eBay item no. 112777577302], a 2017 model, ticks two significant boxes: firstly it's a GTS, and secondly it's a bonkers colour. This first point is key because the GTS is arguably the purists' pick of the model range; not as frantic as the range-topping Turbo, but also usefully cheaper - it has a sublime chassis, myriad black accents to complement the Sport Design bodykit, and most of all, that GTS badge. It's just a cool thing to have, it makes the statement that you deliberately didn't buy the Turbo. Oh, and the second point? Well, the SUV sphere is tremendously monochrome isn't it? Everyone's buying these vans-with-windows in greys and blacks - it's very refreshing to see this one in riotous Mexico Blue. The kids'll love it.

QUICK BUYING GUIDE

- Given that these are premium cars and none is over four years old, there are very few issues to look out for, aside from the obvious facts that the petrol models are quite thirsty, and they're arguably not as practical as similarly-sized rivals such as the BMW X3. There have, however, been a few issues reported, so it's worth - as ever - thoroughly questioning the seller and interrogating the history...
- A transmission fault on diesel models can, in rare instances, cause the front wheels to 'grab', so make sure you take it for a thorough test drive across a range of stress levels.
- Check the front carpets for dampness. It's almost unheard of, but there's a slight possibility of the A-pillar drainage channels leaking water into the interior, which will naturally lead to a pricey fix.
- You're pretty likely to find worn bolsters on older cars, but on something as new as a Macan it's a concern... but it has been known to happen. Even if the leather looks to be in good nick, give the bolsters a good prod to ensure the padding inside is the right shape.
- Park Assist has been flagged as a potential issue in rare cases, so check that it's fully operational if fitted.
- The sat-nav isn't brilliant - whether or not that's a deal-breaker depends on how you feel about having something else suckered to the windscreen instead.



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Tyres

Choosing the right tyre for your car can be a minefield. We decode the various tyre markings and look at Porsche's system of approval for N-rated products....

Tyres have a decisive impact on handling. That's true for new Porsches, and it's equally true for classic models. The 'N' marking on the sidewall makes all the difference, it means that a tyre has been approved by Porsche – N is a seal of quality, internationally valid and officially recognised as a standard. After all, what good is a tyre that is the right size, but actually designed for a van? It would certainly be of no use to a classic 911 — and even less so to its driver.

Just how much effort goes into a simple letter

on the sidewall is apparent only to someone who witnesses what takes place on the picturesque testing grounds in the Piedmont region of Italy. The test track is soaked with water. Porsche test driver Walter Röhl expertly pushes a Riviera Blue 993 RS into a corner. He wants to know if the tyre he is testing can demonstrate the unflappable balance that can single-handedly guarantee a good test result, even when driven at the limit?

Röhl's satisfied expression provides a definitive answer: "It's good." He then elaborates: "The best

thing is when the tyre directly imparts what is happening beneath the tyres to the driver's hand through the steering system. The highly sensitive steering on all Porsches is perfectly suited to the task, anyway. But when the degree of strain is clearly signalled, so that the driver can ease up before things go too far, that's when we can be satisfied."

There are 33 steps to satisfaction when it comes to a tyre earning that infamous N-rating. It's the number of test criteria that have to be fulfilled, only then does a tyre attain the





approval of Porsche. Manufacturing precision, concentricity, speed profile, braking performance and aquaplaning resistance, handling, steering factors, and the precision of directional stability – Porsche's team has to work meticulously to test all criteria. Tyre manufacturer Pirelli combined classic profiles with the latest rubber mixtures and modern casing structures and released them to Porsche for testing. The Porsche Museum and the responsible classic-car department also made their rolling treasures available for the process. In the paddock stands a veritable 'who's who' of the Porsche world: early 911s, the powerful 928 GTS,

the fierce 996 RS, a breezy 993 Cabriolet.

State-of-the-art tyres that look exactly like a Pirelli Cinturato of the 1960s – which is not merely a jewel in the crown of every concours d'elegance, but also an outstanding driving tyre, confirms Dieter Röscheisen, a Porsche technician who was already on hand for the initial testing of the first 959. Together, he and Röhl boast over eighty years of testing and rally experience. The 185 VR 15 Cinturato for the classic, first-generation 911s gets good marks in Röscheisen's book: "It's a good fit with the 911. The grip is good and well balanced on both axes. And even driving

at the limit in wet conditions, it provides all the predictability that such a car needs."

After this test, there will be some two hundred new, model-specific tyre approvals for sixteen Porsche models, from the 356 to the 991, enabling practically every classic Porsche to be driven with the same verve and sportiness as on its first day. At the very least, that is – because Röscheisen and Röhl are certain that the classic cars can easily beat their original lap times with the new tyres. And that is an enticing proposition in the world of vintage car racing, where tenths of a second can make all the difference.





SEMI-SLICK N-RATED TYRE

To make traveling to the circuit under your own power possible in the best tradition of the old-school racers, a semi-slick tyre, the P Zero Trofeo R, joined the ranks of the N graduates a few years ago. Semi-slicks differ from conventional tyres in their more rigid shoulder areas and casings, and they have a softer rubber mixture than the normal tyres offered for the 996 Carrera S, for example. This ensures that the Trofeo R does not "roll over" even after many fast corners on the track, as can happen with conventional road tyres once their shoulders have effectively melted away due to the cornering stress. Walter Röhrl puts his admiration into words: "If only these had existed before."

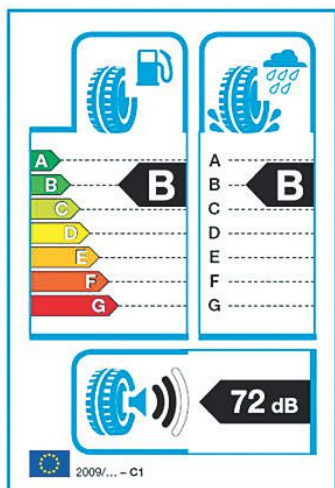
TYRE AGE

At the age of five or so, a tyre might not yet have reached the undrivable stage but beyond its handling dynamics there are other factors to consider. Naturally if you store tyres for too long they become much less pliant. The effect is particularly pronounced when a car that's getting on in years is only seldom used, and sits in the garage much more than it is driven.

Owners who leave the same tyres on their cars for years on end and do little more than check the pressures promote and

effect whereby the rubber becomes brittle and gradually loses traction. At the age of five a tyre's capacity to provide the smooth ride that it once did becomes increasingly compromised, advancing further with age.

A tyre's age is revealed by the DOT number on its sidewall. The number ends with four-digits representing the week and year of its production. DOT 1302, for example, stands for week 13 in the year 2002. A tyre thus marked has by now reached a practically biblical age.



Modern tyre labels communicate fuel efficiency, wet braking performance and external noise levels...



Owners of seldom used classics should check the age of their tyres, not just tread depth and pressures



TYRE MARKINGS

Tyre markings can be pretty baffling, but what makes matters more confusing is that they have changed and evolved over the years. Let's start with the basics for a 911 rear tyre size, 295/35R19 100Y. The 295 represents the tyre width in millimetres, and 35 is the depth or section of the tyre from tread to bead, expressed as a percentage of the width. 'R' stands for radial ply (which for all practical purposes applies to any road tyre) while 100 is the load index and 'Y' is the speed rating.

The last two are the most confusing. For most car drivers, the load index is fairly irrelevant and represents the maximum load a tyre can withstand. What makes it even more confusing is that to find the actual load in kilograms, you need to look up the index number in a table (freely available online). But the letter Y is crucial as it represents the maximum speed at which the tyre is safe to use.

The two are linked and if the load index is exceeded (however unlikely), the maximum safe speed threshold for the tyre is reduced. 'Y' denotes a tyre that is safe up to 186mph and '100' is a whopping 800kg. It sounds like a lot but this takes into account loads such as cornering forces, which can be pretty substantial.

So the tyre size and speed rating are the most important, the first for obvious reasons and the second because if you choose a lesser rated tyre, you could easily exceed its safe limit. The current maximum speed ratings are S (113mph), T (118mph), H (130mph), V (150mph), W (168mph) and Y (186mph). There's one more current rating too, ZR(Y) or just (Y). This represents tyres capable of withstanding 186mph and above, although no top limit is set. It is

replacing the old ZR code which stood for 150mph and above (this replaced the old VR rating which covered tyres able to cope with 130mph and above).

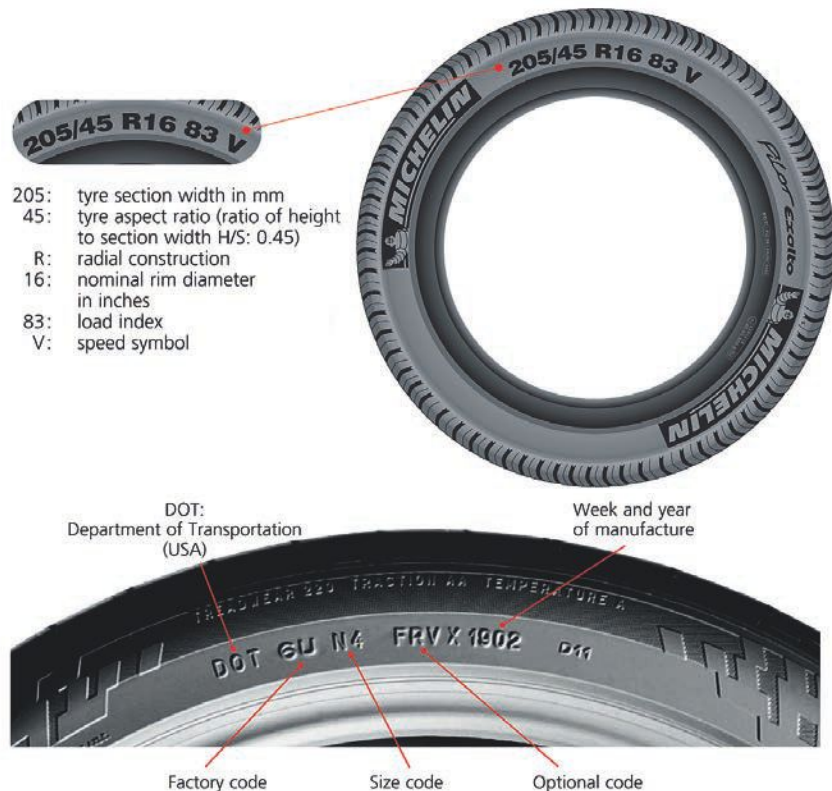
Confusingly, the ZR symbol still appears and if you trawl tyre information on the internet, you can find examples of it positioned before the tyre diameter such as '235/35 ZR19'. This style of coding is a bit of a throwback to an earlier time and is being phased out but at one time all tyres were marked in that fashion. The 186mph plus ZR(Y) rating with no upper limit may eventually be retired as well because to qualify for the legal European requirement for an 'e-mark' under the Construction and Use regulations, a specific speed needs to be set.

When it comes to safety, a tyre's age is also an important but often overlooked factor. Like anything else, the material within a tyre has a life but despite that, there's no specific legislation limiting the use of older tyres as long as they meet the basic legal requirements of tread wear and type. Tyre manufacturer Continental, an original equipment supplier of 'N' coded tyres specific to Porsche, recommends that tyres are retired at a maximum age of ten years, but they can deteriorate long before this.

It's unlikely you will find the cheapest imported tyres available in the larger sizes required by today's current Porsche range, but you might stumble across a cheaper brand that fits your car.

However, it's worth considering carefully when choosing the next set of 'boots' however painful the bill might be. The recent tyre labelling system introduced in the EU in 2012 gives some extra pointers as to a tyre's capability. The information is simple to understand and rates a tyre on fuel consumption, external noise and wet braking. The last of these is the most important as performance can vary across different makes of tyre especially when considering non-premium brands.

So while tyre definitions are still something of a mystery, they're becoming clearer and as well as ensuring your basic safety, understanding them can help you get the best from your car in a variety of situations.





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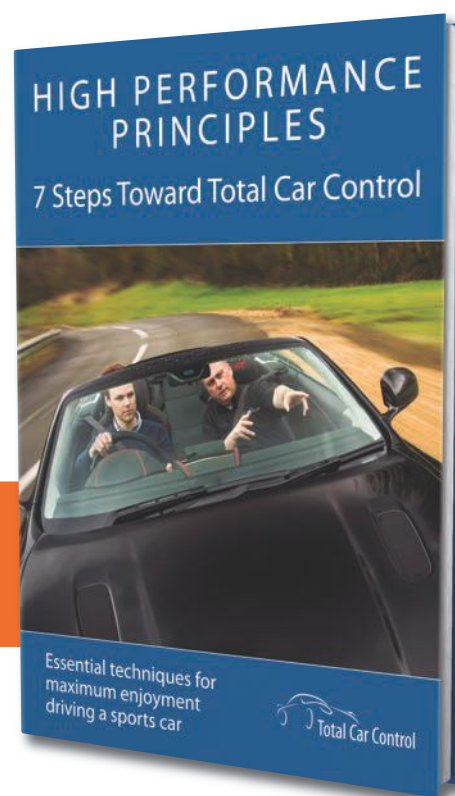
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Matt Biggs

1986 924 S, 1981 911 SC, 2004 996 40 Jahre

[@mattbiggs](#)



Mark Whitchurch

2008 997 Carrera 2 S

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1978 911 SC

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Mark Williams

2014 Panamera S E-Hybrid

[@MarkWGTP](#)



1986 924 S

Considering I keep talking about selling the 924 S, it seems to be hanging in there extremely well. I do have plans for it, though. Big plans. I had a change of heart, reference selling it to fund the SC repairs, in favour of using the 924

to hone my skills. I don't think this is going to be an inexpensive process, it seems my plans have plans and they're ganging up on me.

Before I start anything on a grand scale I wanted to get the car through the MoT, something that's always thrown up a few surprises in previous

years. I did my pre-test checks to ensure everything was in order. As far as I could tell there were only a few points with the car that would need fixing; a rear light cluster, the exhaust, and the windscreen.

The rear light cluster has had a recurring problem where, every

now and then, if I applied the brake [light] while indicating left and the rear nearside light cluster would go a little bit disco. After much cutting of wires to try and find the fault point, it occurred to me that the earth was faulty – I had been trying to find this on the light board, but instead it was



the wire to the board, when I ran an earth cable to another light it all started working again, perfectly. I will add properly re-wiring the rear lights to my list of new projects.

The exhaust has also been a recurring problem, it is a Dansk aftermarket centre section, that slips

rather than bolts onto the manifold downpipe, the fit is far from good. Each year I manage to fix-up the join but come MoT anniversary time it has always blown again. It was so bad this year that the other month as I was clearing snow, I could feel the exhaust blowing onto my ankles.

I changed my approach this year as I had my new weapon, my MIG welder. Before taking the exhaust off the car I marked up the position and orientation of the pipes. I cleaned the area with a flap disk and rolled a 1mm sheet of steel around the downpipe to fill the gap. I then

welded the two together, it started out looking like I'd thrown sweetcorn at it, but some grinding and more passes and it looked good, and sealed it all up too.

Finally, the windscreen, and what started as a chip, about the time I decided I was going to put the car





in for its MoT, developed into a long crack. I called the insurance people and went through to Autoglass. As I was on hold I noticed that the policy had a £600 limit on windscreen claims, so I paid special attention when Autoglass told me the price, over £1,300 fitted (no wonder insurance keeps going up). That would leave me in a big hole, so I told them to hold-off while I got another quote. I went to National

Windscreens in Oxford, as they'd done my old 987 Boxster the last time I was being messed around. It turned out I could get a new windscreen from them for £350, in round numbers. I had to pay myself and reclaim it, but I was happy to do that given the savings. For the record, I don't have issue with the £600 limit as the classic policy is a fraction of that, I do have issue with profiteering on the windscreen price.

When the windscreen was done I took the car into MOTest in Reading and it went through on the first try, something that's not happened for a few years now. Having the car with a fresh MoT means I can get on and road to test any projects – if I let it lapse (as the car will be off the road, so why MoT it?) I wouldn't be able to check my workings when done. Now, onto better things!

Matt Biggs

Matt Biggs
924 S

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





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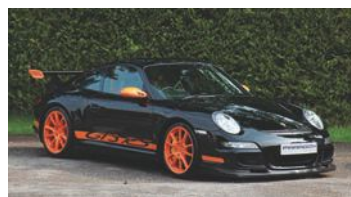
£694,995



911 GT2 (996)

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

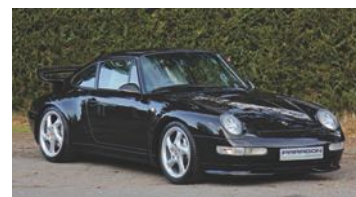
£149,995



911 GT3RS (997)

Jet Black • Black Nomex Bucket Seats
Manual Gearbox • Porsche Ceramic Composite Brakes • Rear Roll Cage
22,110 miles • 2008 (57)

£139,995



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)

Basalt Black • Black Leather Sport Seats
Tiptronic S Gearbox • Porsche Ceramic Composite Brakes • Factory Hardtop
40,396 miles • 2008 (08)

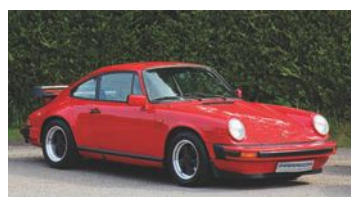
£69,995



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)

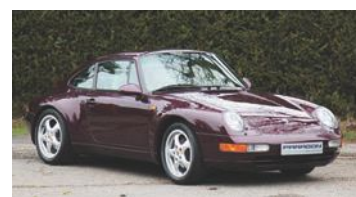
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911 Carrera 2 (993)

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

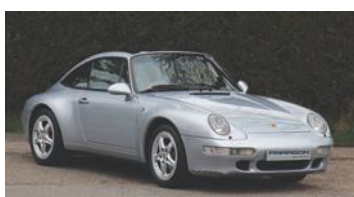
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911 Carrera Targa

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911 Carrera Targa (993)

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2014 PANAMERA S E-HYBRID

Considering that since collecting the Panamera from OPC Leeds last September, I've remained unconvinced over the merits of black wheels. Impressive to behold when spotlessly clean, get any kind of muck or dust on them and they soon look awful, undermined by the dark base colour which 'swallows' the light, resulting in no shine even when the weather

improves. I really fail to understand the appeal of these, but that's subjectivity for you. If we all liked the same thing then we'd be driving around in identical (probably black) Fords or Vauxhalls. Eugh.

OPC Swindon were first in the frame for the work to get them resprayed, even though the affable chaps in charge down there opined that blowing them over in silver would somehow be detrimental to

the looks. I remained unconvinced, even when they quoted £600 for the work, and my resolve wasn't even broken when they said that no courtesy car would be available either. Option 'B' it is then.

Oxmanor Alloys, not far from Oxford, seemed to have a good reputation and upon first arriving I was immediately struck by the bustling nature of the place. New and unregistered Mercs littered

every single corner of their lot (turns out the local dealer uses them for storage, which I chose to view as a good sign) and a few minutes chatting away with technician, Neil, had me convinced they were the better option. They would powder coat the wheels, hence not impacting the corrosion warranty, before applying my preferred finish; GT Silver Porsche paint (a diamond finish and indeed,



pretty much anything you want is also possible). They could do the work in the week I was due to be in Boston, negating the need for temporary wheels (although my wife had been eyeing-up a green Fiat 500 rental from Avis) and for £360 plus VAT the price was very reasonable. Sold. And I was offered a cuppa, too...

I'd not long ago had the car in the air for the replacement of the





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

[@MarkWGTP](#)



two rear tyres, hence I knew that air suspension is not your usual 'jack it up and crack on' affair. Oxmanor assisted here too, speaking to Porsche and ascertaining that the air suspension first had to be elevated before the removal of the wheels could commence. So, I dropped the car off, Neil drove me home and off I went to Boston (snow, snow and some more snow. And bleedin' cold).

Friday morning came and I was

back at Oxmanor, straight from Heathrow, knackered (I can't really sleep on aeroplanes). But the sight of the wheels lifted my spirits. They really did look excellent. Neil had successfully managed to mask off the badges, plus he'd repaired the slight damage to the nearside front from that curbing incident at the back end of last year. And now, when clean, the wheels sparkle and reflect the light. And even with a

little dirt on them, the circumference isn't lost in the side profile of the car, the wheels now dominating more of the visuals than they did previously. And they also seem to show up those luminous green brake callipers more, although whether or not that's a good thing I'm not sure.

Overall, I'm very pleased with the result and if you're local to Oxfordshire and fancy a change,

Oxmanor (www.oxmanoralloys.co.uk) are easily recommended.

The morning after sending this copy to the editor, we're driving down to Disneyland Paris for a few days. It'll be the first time I've ventured into Europe with the Panamera, hence am quite looking forward to it. More on that, and whether or not we succeed in avoiding the Gendarmes, next time.

Mark Williams



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1978 911 SC

With Spring hurtling towards me it was time to finally finish up the Rennline suspension install with a full wheel alignment and get the SC back on the road with a fresh MoT. I took the car to Lakeside Service Centre (01527 66737) based in Redditch, South of Birmingham, who cater for all the bread and butter repairs you'd expect of a garage, but also have a passion and expertise in classic and performance cars. During my visit they had in an Ultima GTR with an LS3 engine and a 650hp 996 Turbo. The perfect place then and a safe pair of hands to take on the somewhat unique 911 suspension

alignment and complete an MoT at the same time.

I always find it nerve-wracking handing over the keys to my pride and joy at MoT time despite knowing every nut, bolt and part on the car and has been checked over by myself. There is always a whiff of nagging doubt as it's still a 40-year-old car and I also feel a bit under the spotlight as I've put it together. Happily the car passed with flying colours, with only a headlamp adjustment required. Even the emissions were well within tolerance giving me confidence in both the engine and the delicate (at this age) CIS system.

Before I took the car down to lan at Lakeside I set the ride heights up,





I've gone about 10mm lower at the front and 20mm lower at the back. It sits right now to my eye and is still perfectly usable without scraping, arch rubbing or inducing bump-steer. Having had all the suspension off the car I was confident it was free and ready to be adjusted so the alignment would be easy... I was almost right.

With the tyre pressures checked it was onto the Hoffman alignment rig at Lakeside which is a seriously cutting-edge piece of kit. With the system's reflector plates mounted on the wheels Ian, the owner, set it off measuring the car (using two cameras mounted on a moving bar). It was well out of spec, as I expected having had it all in bits, though clearly any attempt I'd made to put it back "as-was" before I replaced all the suspension was a little wide of the mark.

The first adjustment to make was the rear camber (as this influences the toe). Unfortunately the only bolts I'd not touched when changing the rear spring plates were the rear camber adjusting eccentric bolts... this wasn't going to be a quick fix without stripping the car down, so I took it back home and spent the next couple of evenings removing the spring plates. I was able to drift out the camber eccentrics and clean them up. I used a Dremel to clean back the alloy swing arm they run inside back to a machined finish.

With both sides reassembled the bolts were now silky-smooth and on adjusting them, the camber changes could be clearly seen.

With the car back on the Hoffman at Lakeside we could start the adjustment. The system suggests the factory settings but from discussion with Ian, who's no stranger to performance wheel alignment having set-up plenty of cars, including most recently his own Lotus Elise, we'd gone for a fast road set-up: 0 degrees tow front and rear, with -1.75 degrees front and -1.5 degrees rear camber. With the rear camber adjusted to spec, the toe could then be adjusted (similar to camber, another eccentric cam) and then balanced (as one adjusts the other) to get the correct settings. With the rear done it was onto the front to adjust the track rods to get the correct toe. The camber was already set and correct from fitting the Rennline de-cambered ball joints offering more negative camber than the stock set-up. Ian had the car arrow straight and ready to go in no time which was great.

Finally, after a winter of fitting a full Rennline bushing kit, ball joints, spring plates and strut bar the car was aligned and ready for a drive. The first sniff of dry, salt-free roads and I was out. Wow, what a transformation: the car feel direct and pointy but never harsh and still compliant even on the less-than-

perfect local A- and B-roads. This is the difference the right bushings make. It's full of feel and inspires confidence, even though it's still lairy, when the back comes out, you're expecting it and can use it to steer you. Pushing-on it feels "up on its toes" and light. It's brilliant fun and the changes really have brought the car to life.

So after a winter transforming the suspension and the cabin (with the incredible Cobra tartan RSR seats) the 911 is ready for a season of fun. It's never felt better, looked better or been more together, which is good news as I'm booked to drive it to Spa circuit in Belgium, the long way, on a four day tour with some friends to watch the classic racing festival at the end of May. Between now and then I just need to get some miles on it and make sure all is well, but that's certainly no chore, I can't wait to start using it properly.

Rob Richardson

Rob Richardson
911 SC

[@Racereightysix](#)







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PORSCHE GOLF CART BAG

How much? £350.00

Where from? www.porsche.com

This 14-compartment golf cart bag is new from the Porsche Driver's Selection. Designed for use with a golf trolley, it is made of ultra-light and water-repellent nylon material. Integrated outside pockets with welded, waterproof zips are additional features, so too are padded straps, an umbrella holder and rain hood. It comes only in Dark Blue/Grey/White with Acid Green details and measures approximately 42x28x92cm and weighs 2.7 kg. The Porsche article number for this item is WAP 060 042 0J.



MOMO HORN BUTTONS

How much? £19.55

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

Owners of Momo steering wheels can now customise their wheel by switching to a different design of horn button. Various colours are available to suit a range of interiors, from Gloss Blue to Matt Black, they are priced £19.55 each including VAT, fitment information is available online.



FORGE 997 INTERCOOLERS

How much? £1121.12 + VAT

Where from? www.forgemotorsport.co.uk

Following on from the success of its 996 intercoolers, Gloucestershire-based Forge Motorsport has developed a stunningly engineered solution for all first-generation 997 models.

Every aspect of these components has been carefully analysed and improved. Starting with enlarged 60mm hoses to improve flow and encompassing completely redesigned intercooler end tanks to best optimise charge air movement and temperature.

Having noted that the OEM ducting from Porsche was pretty much faultless, Forge's engineers concentrated on creating two intercoolers that sat precisely on the factory mountings, making them easy to fit, but in addition also able to sit in the precise position that Porsche had carefully designed to begin with.

Although the new Forge intercoolers have a similar profile to the Stuttgart parts, they are considerably deeper, and feature a considerably more efficient bar and plate core structure, which proved to be the key to dramatically lowering charge temperatures during testing. The final result of this work was an incredible reduction in intake temperature of up to 40° degrees centigrade. This allows the engine to produce more power and torque throughout the rev range, as well as allowing it to run cooler, ensuring the longevity of all major components.





Inspired by the high-octane thrills and physics-defying engineering of the automotive world, the **C7 Rapide Chronograph Automatic** shares the same values of technical precision and innovative design, coupled with the highest quality materials used throughout. Bold in appearance and championing a Swiss-made automatic movement, this is a watch with horological horsepower.

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How much? From £6.99 (+VAT)

Where from? www.forgemotorsport.co.uk

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For many builds, there simply is no such thing as 'off the shelf', so the ability to specify precisely what you need in modular form, is a real god-send. Forge has an extensive range of silicone hoses, pipe reducers, alloy bends, intercoolers, clamps, catch tanks, spacers – and practically anything else you might need to finish your car.

Forge's website groups all of its universal products together, with clear and precise photos, dimensions and descriptions, to make ordering easy.



1:43 SPARK 997 GT3 CUP

How much? £45.95

Where from? www.racingmodels.com

The Teichmann Racing Race Union 997 GT3 Cup was driven to 14th place in the 2013 Nürburgring 24-hour race by Jos Menten, Stefan Landmann, Stef van Campenhoud and Rodney Forbes. This very nice Spark model is a limited

edition of 300 pieces and comes supplied in a German Racing showcase. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



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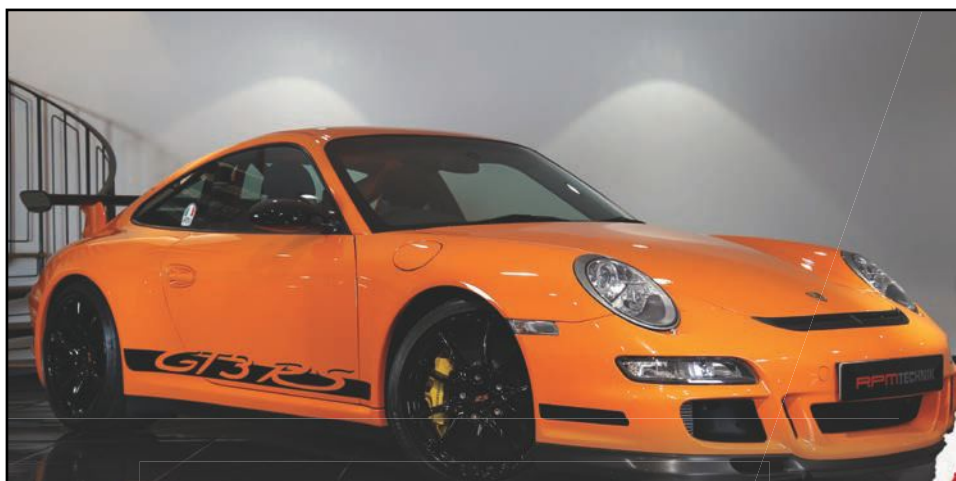


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1:43 MINICHAMPS 914/6

How much? £48.00

Where from? www.racingmodels.com

The 914/6 replicated here in 1:43 scale was driven in the 1971 Rally Monte Carlo by Gerard Larrousse and Jean Claude Perramond. The team retired following clutch failure. This fine Minichamps model is limited to 1008 pieces and comes supplied in a showcase. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



PORSCHE TRAVEL SYSTEM CASES

How much? From £420.00

Where from? www.porsche.com

In collaboration with RIMOWA, Porsche has created exclusive luggage sets (available from July 2018) designed to make optimum use of every cubic centimetre of space in the luggage compartments of modern Porsche cars. The concept is called PTS: the Porsche Travel System.

There are a range of cases and colours on offer, currently starting with the PTS Multitwheel Ultralight Edition 'Medium' priced from £420.00, prices depend on the size of the case and your choice of colour. Colours fall into line with popular Porsche shades, such as Guards Red and Jet Green. Each case is ultra-light yet robust, featuring four multi-wheel rollers, recessed TSA-approved locks, and they come complete with a five-year warranty. Perhaps most important they will fit neatly into all Porsche vehicles. Visit the Driver's Selection website for further details.



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PIONEER SPH-DA230DAB

How much? £399.99

Where from? www.pioneer-car.co.uk

Pioneer has wasted no time in unveiling an addition to the SPH range, the completely redesigned SPH-DA230DAB is an all-new mechafree player. A sibling to the SPH-DA230DAB's, the SPH-DA120, was the first headunit to debut Apple CarPlay connectivity, something that's now very much an industry staple. As you'd expect then, the SPH-DA230DAB majors on smartphone connectivity. The connection itself is made via a simple USB cable which allows access to a slew of your device's most significant functions, including Apple CarPlay, Android Auto, Spotify and, via AppRadio Mode, Waze. A popular, community based navigational app, Waze is both accurate and intelligent, and its inclusion effectively turns the SPH-DA230DAB into a full blown navigation unit at no extra cost.

One of Pioneer's highly regarded Bluetooth receivers is embedded within the chassis of the SPH-DA230DAB, permitting music streaming via Spotify and, in a further nod to on-the-road safety, Siri Eyes Free technology. Said Bluetooth receiver has also been overhauled and

can now handle two separate smartphone connections at the same time, ideal for those with business and personal phones, and it enables hands-free calling and automatic phonebook transfer.

An advanced DAB/DAB+ radio receiver allows access to digital stations, while the seven-inch Clear Type Resistive touchscreen and Graphic User Interface (GUI) makes navigating your way around the sub-menus intuitive. Furthermore its MOSFET 50W x 4 output power, 13-band graphic equalizer and low pass/high pass filter ensure excellent sound quality is transmitted to your speakers.



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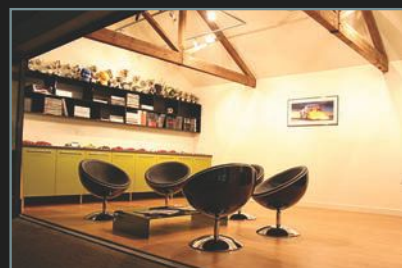
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How much? £315.00

Where from? www.moss-europe.co.uk

Designed specifically for classic cars, the RetroSound San Diego head unit maintains the original 'twin knob' (DIN-D) style mounting required for many classic cars but brings you modern entertainment in the form of DAB/DAB+ digital radio, along with an AM/FM Tuner. It is iPod/iPhone and Android compatible as well as providing a Bluetooth connection, in the rear are both two USB ports and two auxiliary inputs.

RetroSound's versatile 'InfiniMount' adjustable shaft/bracket system allows the installation to match the layout of the car's fascia, or for it to be fitted to an existing DIN-D size aperture. The brackets allow for multiple positions of the control knobs.

The San Diego will receive DAB signals through the existing aerial using the RetroSound DAB Antenna Adaptor (£18.00). It has a DAB antenna output that plugs into the DAB input on the radio, as well as a standard antenna output for AM/FM stations. Alternatively, Moss offers the RetroSound Hide-Away Amplified Aerial (£27.00). As this aerial uses active magnetic field circuitry for enhanced radio reception, it can be mounted behind your dash, inside the boot or almost anywhere hidden away inside your car for neatness.

WEBCON VENTURIS FOR CLASSIC PORSCHES

How much? £24.95 each (+VAT)

Where from? www.webcon.co.uk

Webcon has announced a complete range of venturis (chokes) for the Weber 40 IDA3C carburettor, as fitted to many six-cylinder classic Porsche engines. The 40IDA3C venturis are precision made in the UK by Webcon and are all priced at £24.95 each (plus VAT). They are available in the following sizes: 32mm, 34mm, 36mm, and 38mm.



1:43 SPARK 911 R

How much? £52.95

Where from? www.racingmodels.com

The 2017 911 R was a limited edition Porsche with a normally aspirated 4.0-litre flat-six engine, GT3 suspension and a six-speed manual gearbox, it also had carbon fibre front wings and a perspex rear window. If you can't stretch to the real thing then maybe this rather bright Spark 1:43 scale resin model will suffice instead? Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.





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944 SHIFTER

How much? \$65.00

Where from? www.only944.com

This all-new shifter (with bearings) from Only944 has been designed to fit 924 ('81-'85), 924S ('86-'88), 944 ('82-'91), 951 ('86-'91). Made with a steel body and stainless steel ball stud on the bottom, it features a custom shoulder bolt for best fitment, and two thrust bearings with special stainless steel washers. This all equals a smooth shifting mechanism free from play, one far better than the Porsche original which is prone to pin and shaft wear.



MEN'S SWEAT JACKET – GT3 RS

How much? £110.00

Where from? www.porsche.com

This new sporty sweat jacket with knit collar features a design inspired by the 911 GT3 RS, with Lizard Green details and seams. The outer material is made from 59 percent polyester, 41 percent cotton, the underside of the arm is 50 percent cotton, 50 percent polyester. The lining is a mix of polyamide, elastane and cotton. The Porsche article number is for this item is WAP 812 XXX OJ.



1:43 CMR 'HIPPIE' 917

How much? £20.00

Where from? www.racingmodels.com

The Martini International Racing Team Porsche 917 LH was raced by Gérard Larrousse and Willi Kauhsen in the '70s, but moreover the car was affectionately known as "The Hippie Porsche". This CMR 1:43 scale model replicates the car beautifully. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



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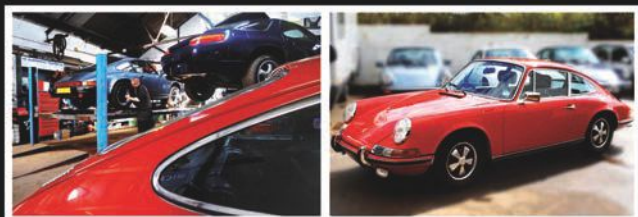
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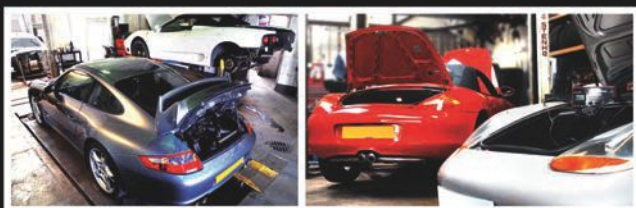
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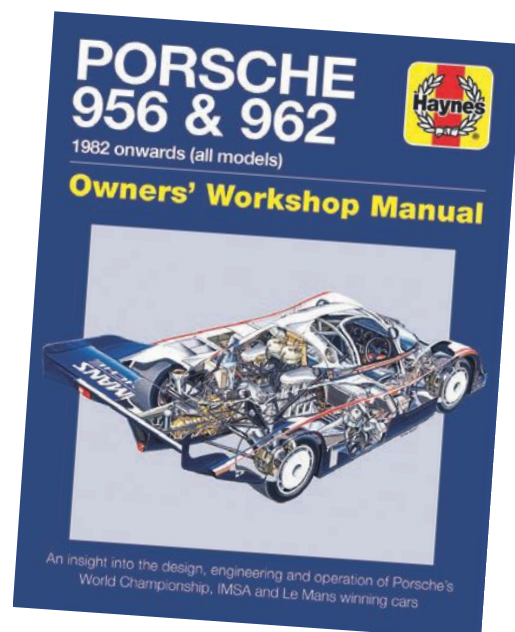
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STRIPE PASHA SOCKS

How much? \$20.00

Where from? www.striipedesign.com

Paying homage to the Porsche Pasha checker-board trim first used on the interior of the 928, these socks from Stripe are great fun. They are available in Black/White, Black/Charcoal or Brown/Tan and are made from 60 percent Nylon, 39 percent recycled polyester, and one percent Lycra with moisture wicking fibres, and a seven-inch double layer cuff. They are available in a range of sizes and are machine washable on a cold cycle.



956 & 962 OWNERS' WORKSHOP MANUAL

How much? £25.00

Where from? www.haynes.com

The Porsche 956 & 962 Owners' Workshop Manual pays homage to legendary racing Porsches. Packed with previously unpublished images, the book takes a look under the skin of the car in inimitable Haynes' style, as well as looking at its history, racing, and ownership by collectors today.

The book features exclusive interviews with the cars' past drivers, including former Formula 1 World Champion Mario Andretti – who described it as “the most successful sportscar design in history” – plus fabled Le Mans winners and sports car World Champions Derek Bell and Jacky Ickx. It also features insights from Porsche team members, collectors and restorers. ISBN 9780857337962.



COLLECTOR'S T-SHIRT NO.11 – 911 GT3 RS

How much? From £38.00

Where from? www.porsche.com

This new Collector's T-shirt features the 911 GT3 RS motif. It is unisex and comes in an exclusive metal tin featuring the same printed motif, and a postcard explaining the motif. It is made from 100 percent cotton. The Porsche article number is for this item is WAP 811 XXX OJ.



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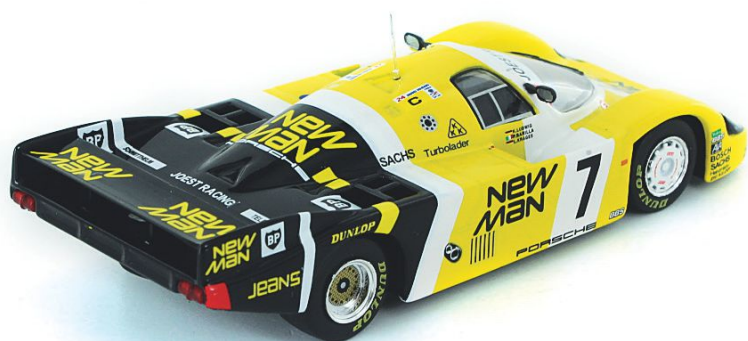
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Where from? www.drivecoffee.com

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1:43 CMR 956

How much? £20.00

Where from? www.racingmodels.com

The Newman Joest Racing Porsche 956 was driven to victory at Le Mans in 1985 by Klaus Ludwig, Paolo Barilla and 'John Winter' (Louis Krages). Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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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



APRIL 2018

Cover Story: New GT3 RS – first ride!
Inside: Restored 911E Targa, 996 road trip to the Alps, 30-years of 4WD Porsche production, Le Mans raced 928, 917 chassis 023 explored, 2WD versus 4WD, Porsche Stability Management: Sport Mode



MAY 2018

Cover Story: 987 Boxster Spyders
Inside: 356 B and 356 C compared, prototype Cayenne E-Hybrid driven, 911 GT1, Cross Turismo concept revealed, Hollywood hero Paul Newman, 991.2 GTS driven, dp Motorsport 964, *Tech*: Porsche all-wheel drive system at 30

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The 10h paint protection offers **matchless**
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