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March 2018

Issue 197

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993
The wild 400hp
Gunther Werks
400R

911R

EB Motorsport celebrates an icon with its
bespoke SWB 911 masterpiece...



Carrera T

Does the stripped-down 991
deliver as a driver's 911...



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Ignition



Simon Jackson
Editor [@retro_jackson](#)

We switch between the wild and, relatively speaking, the mild side of the 911 in this issue. In one corner sits the Gunther Werks 400R, a 993 that is by no means tame in that it has been comprehensively modified. On the flip side comes the 911T, a late 1960's model famed for what Porsche deleted from its specification sheet, not what it added. The contrast is equally divergent between the new Carrera T, a 911 said to offer a stripped-down appeal (as stripped as a contemporary 911 can realistically be that is), and EB Motorsport's 911R. EB's R tribute has been reworked to deliver as raw and thrilling a 911 driving experience as you're likely to get. What these four cars serve to highlight is the 911's ability to be so utterly versatile. Whether you want a wild, or a mild 911, this is a car that can be coaxed in either direction for even in standard trim it is an adaptable

vehicle. It's one of the reasons we love it so much.

As this is *GT Porsche*, naturally we've more than just 911s for you, though. While I've been out testing the new 718 Boxster GTS to see how it stacks-up on UK roads this month (p62), contributor Robb Pritchard has been driving a Boxster at the other end of the spectrum. Would, he wondered, the cheapest working (read MoT'd) Porsche in the UK be a dream or a complete nightmare to own? He wanted to find out (and so did we) which is the reason you'll find a 130,000-mile 986 Boxster 2.5 (below) on page 70, a car Robb bought just to find out. Tired in places it may be, but for £2500 it was kept company in the Porsche classifieds by non-runners, and the cheapest 911 was *four* times its asking price. A Porsche for peanuts. Does, however, the old adage that 'you get what you pay for' ring true here?



Contributors



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

This month: Andrew drives the new 991 Carrera T to see if less can really be more when it comes to a modern 911...



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

This month: John takes EB Motorsport's 911R tribute to snowy Yorkshire to give it a real work-out. Is it the real deal?



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

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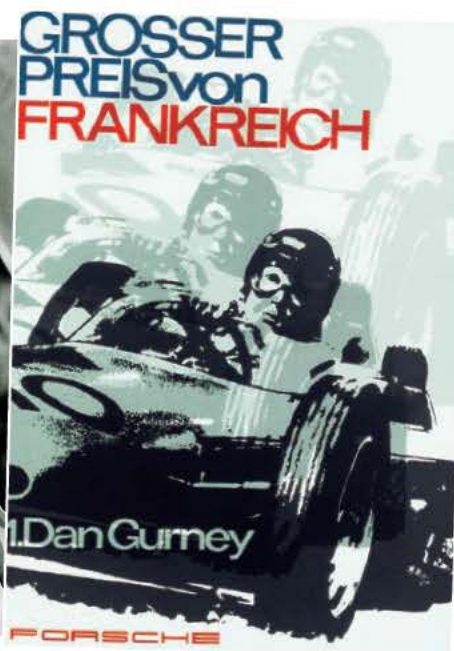
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PORSCHE MOURNS DAN GURNEY

Porsche is mourning the death of American racing driver Dan Gurney, who died recently at the age of 86...

Porsche is mourning the death of American racing driver Dan Gurney, who died recently at the age of 86. Porsche owes its only Formula One World Championship victory as a vehicle manufacturer to Gurney, who won the 1962 French Grand Prix in Rouen in an eight-cylinder 804. Just one week later, Gurney repeated the act at Solitude near Stuttgart, where he led from start to finish ahead of his team mate, Jo Bonnier, both driving 804s.

Driving appearances with Porsche in 1961 and 1962 would leave lasting memories for Gurney, as he once reflected: "It was with Porsche that I really learned how to drive – because they gave me cars that didn't constantly break down and I could lay down the kilometres faster than ever before."

Gurney could turn his hand to driving cars from different disciplines, throughout his career he won races in Formula One, NASCAR and IndyCar, as well as in sports cars. Gurney is famed for the invention of the 'Gurney flap', a spoiler added to the rear wing of cars to improve their aerodynamic efficiency, and

that he was also the first driver to compete wearing a full-face helmet. Importantly the American was also the first driver to spray champagne on the podium, which he first did at Le Mans, inadvertently starting a motorsport tradition that is now imitated all around the world.

Porsche helped Gurney to find lifelong happiness in his private life in the 1960s when he married his wife Evi, a former German

motorsport journalist and secretary to the Porsche Racing Manager, Huschke von Hansteinn. Evi survives Gurney, in a statement, she said: "With one last smile on his handsome face, Dan drove off into the unknown just before noon, January 14, 2018. In deepest sorrow, with gratitude in our hearts for the love and joy you have given us during your time on this earth, we say 'Godspeed.'"





TECHART REVEALS GT3 AND 718 UPGRADES

TechArt has developed an upgrade package for the 911 GT3, and new parts for the 718 models...

At the Essen Motor Show back in December, TechArt revealed a new carbon fibre Sport Package for the 911 GT3. Said to 'sharpen the character of the current Porsche 911', the kit consists of elements that replace the standard body parts and carbon trims which upgrade existing original parts. Available in matt and high gloss finishes, parts include a lightweight front lid with an integrated air outlet, a front spoiler and airblades, aerodynamic winglets, side skirts, a rear wing profile, ram-air scoops and a rear diffuser.

TechArt titanium/carbon sport exhaust tailpipes, 20-inch centre-locking TechArt Formula IV Race forged lightweight wheels, also feature. Customers can have their wheels and their car's brake callipers colour-coded, which fits with the car's customisable interior stitching that

appears on its leather and Alcantara surfaces. Whether customers decide to set accentuating highlights or prefer to opt for the full individual treatment of their 911 interior, TechArt can accommodate. Details such as colour-matched instrument dials, aluminium 'sport' pedals, illuminated (and personalised) door sill guards and much more are also available.

In addition to its new GT3 package, TechArt also showcased its available upgrades for the 718 Boxster and Cayman. A bodykit, and further personalised interior options created for the 718 by TechArt, have been showcased in these pages before. However, new for the 718 from TechArt is Noselift. The front axle lift system makes common obstacles such as ramps, speed humps and curbs no longer an issue

to navigate. At the push of a button, the hydraulic ride-height control provides up to 60mm of additional ground clearance at the front, preventing the car from grounding-out. TechArt's Noselift for the 718 models includes two front springs (each with main helper springs), two rear springs, two hydraulic cylinders, the hydraulic unit itself, installation kit and assembly instructions.

On top of this TechArt is able to increase the power output of 718 S models by 50hp. With TechArt's Techtronic powerkit, the 2.5-litre turbocharged 718 engines get 354lb ft torque and 400hp, an increase of 50hp and more than 40lb ft, cars equipped with TechArt's power boost can reach 62mph in just 3.9-seconds.

For more information visit the website: www.techart.de





BICESTER HERITAGE SUNDAY SCRAMBLE

The Sunday Scramble at Bicester Heritage has blossomed into one of the UK's finest classic vehicle get-togethers...

The Sunday Scramble at Bicester Heritage started in 2014 as a 'cars and coffee' style event, it has since blossomed into one of the finest classic vehicle get-togethers in the UK. Attracting enthusiasts from across the UK and Europe, the Sunday Scramble events offer the opportunity to explore the former RAF Bicester base, its restored wartime buildings and the specialist businesses based there.

The unique location is the UK's

only hub for historic motoring excellence, and is the national centre for a £5.5bn per annum industry that employs over 34,000 skilled workers. Having been off limits to the public for the best part of one hundred years in the hands of the RAF and MOD, historic vehicle owners and enthusiasts can now drive through the gates of this once hidden location. Spending a Sunday morning freely exploring the Technical Site, and specialist

businesses based there, they can bring their own vehicles to add to the diverse display of machinery that makes this event so spectacular.

Just 100 visitors attended the first Scramble, some 5,000 made the 'Drive It Day' Scramble in April 2017, which goes some way to illustrating its (still growing) popularity. On Sunday 7th January came the first Sunday Scramble of 2018, it proved as popular as ever

and was attended by a wealth of Porsches, both classic and modern. Many were part of the Porsche Club Great Britain, which exclusively filled Hanger 113 (above) with everything from classic 911s to modern Caymans. Of course there were plenty more Porsches outside of the hanger, pictured are just a few of the cars in attendance...

For more on the the Sunday Scramble at Bicester Heritage, visit www.bicesterheritage.co.uk





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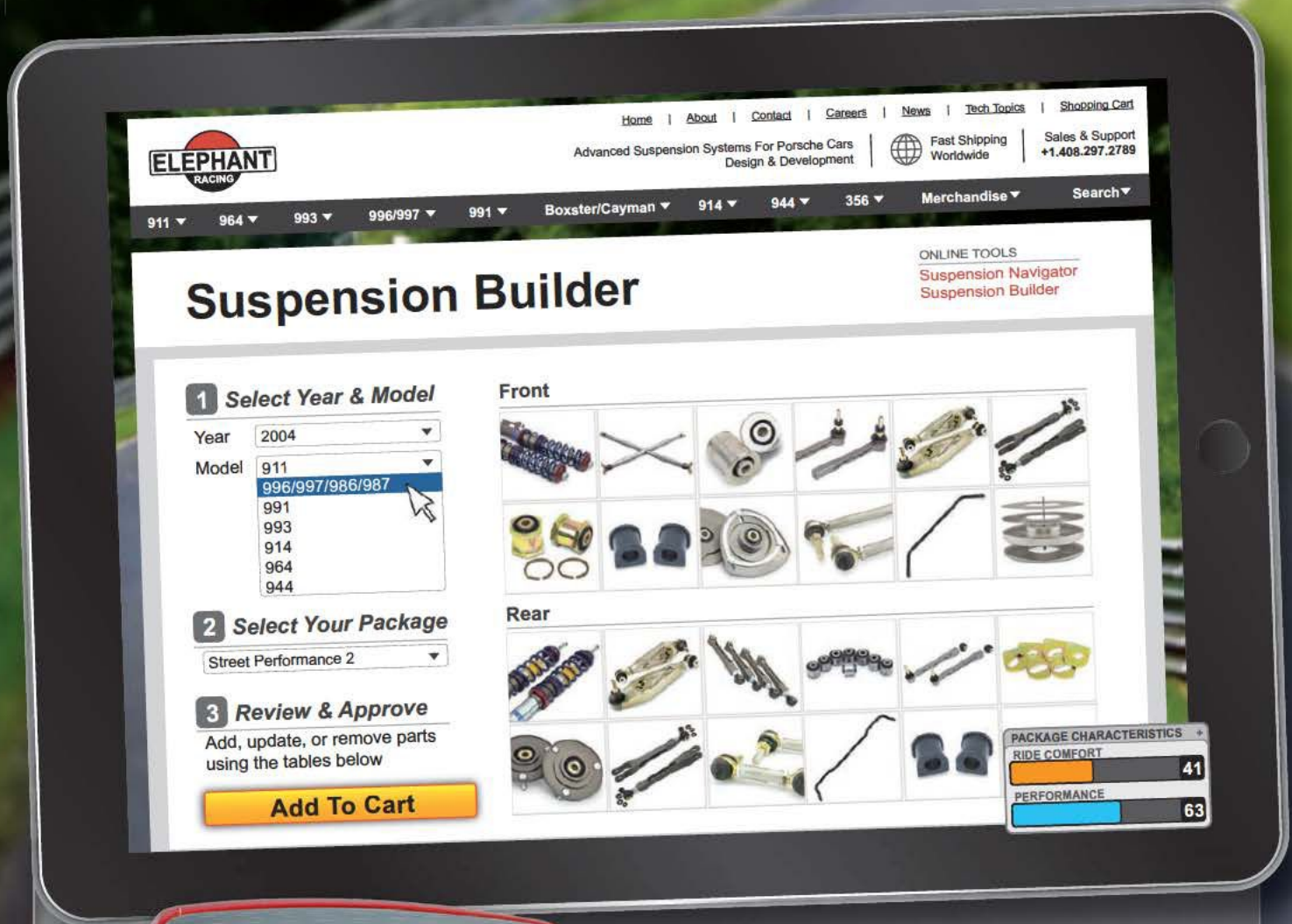


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PARAGON PORSCHE FACILITIES

Paragon Porsche has completed an impressive makeover of its facilities in East Sussex...

East Sussex Porsche specialist, Paragon, has finalised a comprehensive refresh of its site in Five Ashes. Following vast investment in its facilities and equipment, Paragon's impressive showroom has been extended and refreshed to ensure it can now house a greater number of Porsches,

in utter luxury, than before. When we visited the premises last year the final finishing touches were still being made to the building, but those are now complete and the Paragon Porsche team is keen to showcase them to any new or existing customers.

In addition to the architecturally

impressive showroom, comes slick and comprehensive onsite workshops comprising the latest diagnostic equipment, and the ability to perform four wheel alignment, performance upgrades and full engine and gearbox rebuilds. A VOSA approved MoT Testing Station, the workshops also house insurance

company approved bodyshops and a dedicated valeting bay.

Paragon regularly hosts open events organised in collaboration with Porsche car clubs, but it is also welcoming to any individuals who wish to visit to see the changes first hand. Visit www.paragongb.com for more information.

PORSCHE DRIVING TOUR

Carrera Cup GB racing driver, Dino Zamparelli, will lead a Porsche driving tour in May...

Racing driver, and *GT Porsche* contributor, Dino Zamparelli, will lead a European driving tour between Monday 28th May and 1st July this year. The four night tour which includes 4- and 5-star accommodation, starts with a visit to the Porsche Museum in Stuttgart, before taking in Germany's spectacular Black Forest and the Alsace region of France – including the stunning Vosges mountains.

From dining at Porsche's gourmet Restaurant Christophorus, wine tasting, runs along de-restricted sections of Autobahn, to staying in the famous spa town of Baden Baden and driving some of the region's best driver's roads – this trip promises much.

Participants can either fly to Stuttgart and use a hired Porsche 911 for the duration of the event, or drive across from the UK in

their own vehicle in convoy with Dino, who will be at the wheel of a Porsche himself. Following the detailed itinerary and route designed personally by Dino, the group will return to Stuttgart at the end of the event for an evening in the city before making their individual departures.

Prices start from £3,000 for those who wish to bring their own car (one person, three days,

four nights) with co-pilots priced at £650. For those who wish to hire a car, the latest 911 Carrera, Cabriolet or Targa can be included with the above for a cost starting at £4,500, with passengers priced at an additional £650. A further range of supercars, including the 911 GT3 (£6,600) can also be hired at additional cost. For further information visit the following site: www.thedriversroom.com





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LE MANS TROPHY ARRIVES AT MUSEUM

Porsche may now keep the Le Mans trophy, so it has arrived at its new permanent home – the Porsche Museum in Stuttgart.



Following its three consecutive overall victories at the 24-Hours of Le Mans, Porsche has now earned the right to keep the winner's trophy forever. 919 Hybrid works drivers Timo Bernhard, Neel Jani and Nick Tandy were accompanied by Vice President LMP, Fritz Enzinger, in escorting the trophy into its new home, the Porsche Museum in Stuttgart. The 50kg trophy was received by Chairman of the Executive Board of Porsche AG, Oliver Blume, and Chairman of the Works Council and Deputy Chairman of the Supervisory Board, Uwe Hück. It can now be viewed as part of a permanent exhibition.

During its four year programme, Porsche's LMP team made motorsport history in the FIA World Endurance Championship (WEC). Since its race debut in the 6 Hours of Silverstone in April 2014, the

919 Hybrid managed to win 17 of the 34 WEC races in which it competed. That includes seven one-two finishes in the prototype class. Porsche claimed victory in both the overall World Championships and in the season highlight, the famous 24 Hours of Le Mans, in 2015, 2016 and 2017.

Though the 919 Hybrid's career has come to an end, in the coming year it will complete an extensive farewell tour comprising numerous individual events. In the autumn of 2018, the 919 will make its final journey – to the Porsche Museum. In 2018, the Porsche LMP team will concentrate on its new job – making a successful entry into Formula E. This will take place in time for season six, which begins at the end of 2019. In the meantime, the team has a complete drivetrain to design, develop and test.





2018 RACE CALENDAR:

13-15 April 2018, Oschersleben
08-10 June 2018, Red Bull Ring, Austria
03-05 August 2018, Nürburgring
17-19 August 2018, Zandvoort, Netherlands
07-09 September 2018, Sachsenring
21-23 September 2018, Hockenheimring

CARRERA CUP DEUTSCHLAND SHAKE-UP

The German Carrera Cup championship has been revamped for 2018, with a new Porsche junior sponsorship programme called Talent Pool...

The Porsche Carrera Cup Deutschland enters its 29th season in April, and in preparation Porsche has made a raft of changes to the series. For the first time the championship's race calendar will support the ADAC GT Masters. Furthermore the two races that take place each weekend will now start at set times – the Saturday rounds will begin straight after the first ADAC GT Masters race, Sunday's races get underway before the second GT Masters race.

The 2018 season-opening round visits the Motorsport Arena Oschersleben, just two of the championship's meetings take place outside of Germany, at the Red Bull Ring in Austria, and at Zandvoort in

the Netherlands. A total of 16 races will take place over eight weekends, Hockenheim hosts the season finale.

Interestingly Porsche is also dropping its Porsche Junior concept in Germany, replacing it with new Porsche Carrera Cup Deutschland Talent Pool programme, which we might see rolled-out across its other Carrera Cup and GT championships. Instead of just one driver receiving support, this new system will see all racing drivers aged 23 or under given a training platform. The idea is to guide them into a career in professional racing, the backing will run for a maximum of two years, it includes fitness tests as well as mental and media coaching. In

addition eligible drivers will receive one free set of tyres per weekend.

As part of the support package experienced Porsche driver, Wolf Henzler, will attend every round of the series acting as a driver coach: "With the Porsche Carrera Cup Talent Pool, we've initiated a broad-based youth development programme. We're particularly pleased to have Wolf Henzler on board as a mentor. Wolf is one of the most successful Porsche drivers. Moreover, at the end of the season, we now have the chance to nominate one of the young drivers for the worldwide selection programme for the Porsche Mobil 1 Supercup. From this shoot-out, a Porsche Junior will

be chosen. This gives young drivers a fantastic opportunity to further their motorsport careers," says Oliver Köppen, the project manager of the Porsche Carrera Cup Deutschland.

Available prize money has also been increased for 2018, a total of 550,000 Euro are up for grabs for participating teams and drivers – a ten percent increase compared to last year. Porsche plans to expand its online activities too, all rounds can be viewed via live streaming on a computer or mobile device. The Carrera Cup Deutschland races will be broadcast live on porsche.de/carreracup, the provisional race calendar is above, though two further events are still due to be added.





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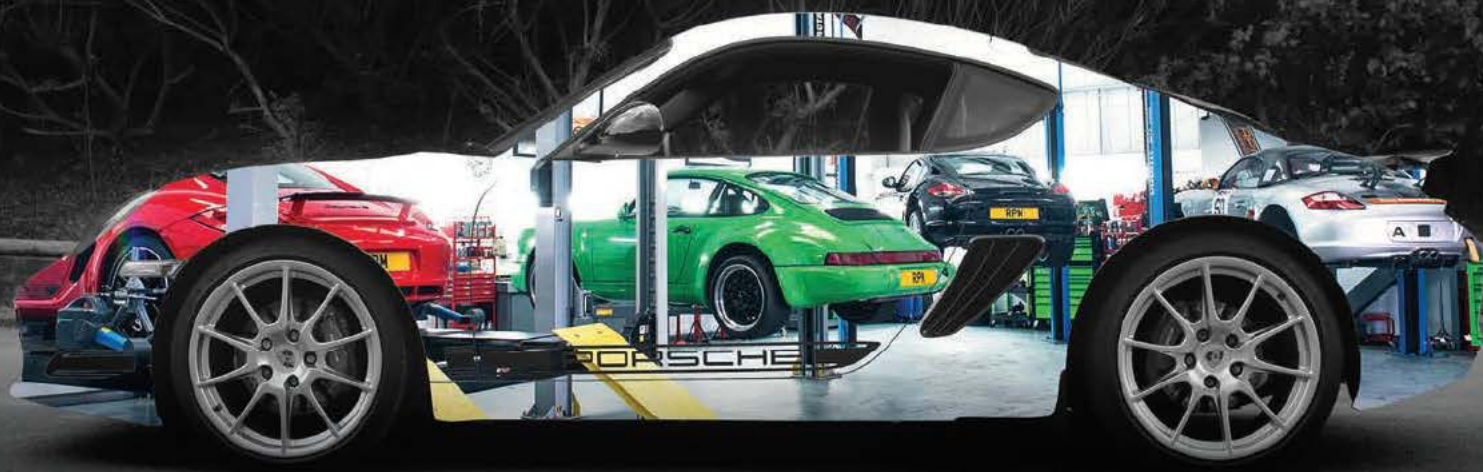
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ZAMPARELLI SIGNS WITH REDLINE RACING

Dino Zamparelli will race with reigning champions, Redline Racing, in the 2018 Carrera Cup GB...

Dino Zamparelli will return to the Carrera Cup GB series in 2018 driving for 2017 championship winning team, Redline Racing. The 25-year-old driver from Bristol will enter his fourth season racing 911s, having finished runner-up twice in a row with two separate teams in 2016 and 2017. Last year Zamparelli was tied on points with eventual champion Charlie Eastwood after the final round of the championship, losing on a count back of overall wins during the season. This new chapter sees Zamparelli more eager than ever to clinch an illusive Carrera Cup crown.

"I'm really excited to announce that I'll be racing with Redline Racing. I've always admired them. It's no coincidence that they've won 10 out of the 15 championship titles, and I'll be looking to make it 11 for them this year!" Dino commented. "I'm extremely happy to announce that DMS are returning as my title sponsor once again, and we are working with all existing and new sponsors to return with an awesome car livery again for 2018. I can't wait to get underway."

The championship begins at Brands Hatch in early April, there will be eight rounds spread over sixteen



Dan Cammish (left), Charlie Eastwood (centre), and Dino Zamparelli

races, with the finale revisiting Brands Hatch in September.

As a slight alteration to last year, 2018 will see the series supporting the ELMS Championship at historic Monza in Italy during May. In addition to this, there is an all-new race weekend format for 2018.

In a change to qualifying, the second race of the weekend will be decided by the result of the first race, in addition a number selected at random will decide whether the first four, five, or six cars on the grid will have their positions reversed. All

other competitors will start from the position in which they finished in

the first race – both races will now feature a standing start.

2018 RACE CALENDAR:

Brands Hatch (Indy) – Rounds 1 & 2	6-8 April
Donington Park – Rounds 3 & 4	26-29 April
Monza – Rounds 5 & 6	11-13 May
Oulton Park (Island) – Rounds 7 & 8	8-10 June
Snetterton (300) – Rounds 9 & 10	27-29 July
Knockhill – Rounds 11 & 12	24-26 August
Silverstone (National) – Rounds 13 & 14	14-16 September
Brands Hatch (Grand Prix) – Rounds 15 & 16	28-30 September



CARRERA CUP GB EXTENDS SACRED PARTNERSHIP

Sacred Gourmet Coffee has extended its association with the Carrera Cup GB, 2018 marks the relationship's ninth consecutive season in partnership.

Leading London-based coffee and tea Brand, Sacred, has extended its association with the Carrera Cup GB for 2018. Off the track Sacred has been providing the Porsche racing paddock with a hit of 100% Arabica gourmet coffee roast since 2010. Sacred is also the official coffee used at the Porsche Experience Centre located at Silverstone.

For the third year in a row, Sacred is also providing a £1,000 prize for the 'Sacred Driver of the Year'. The award will go to the driver who has made the greatest impression over the season, in 2017 it was taken by Dino Zamparelli. Drivers in all categories are eligible but they will need to have consistently impressed a panel made up of the Carrera Cup GB organisers.

Tubbs Wanigasekera, Managing Director of Sacred said: "I never planned this partnership to grow so strong and to start our ninth year together is amazing. Porsche Carrera Cup GB is a premier series that captures the spirit of racing with style and Sacred is honoured to be part of the series."

Ragnar Schulte, Head of Marketing and Motorsport, Porsche Cars GB commented: "Sacred Gourmet Coffee has been an integral part of the Porsche Carrera Cup GB paddock



Tubbs Wanigasekera (right) with Ragnar Schulte

for a long time, and represents just one of the long term partners that the championship has established a successful, enduring relationship with. Part of what makes the

championship so appealing is that stability and continuity."

The winner of the 'Sacred Driver of the Year' award will be announced at the annual end of season awards

held in November, when Tubbs Wanigasekera will present the successful driver with their prize.

For more on Sacred visit the website: www.sacredcafe.co.uk





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R

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EB Motorsport recently revealed an exceptional celebration of the 911R in time for the model's fiftieth anniversary. We headed for the snowy Yorkshire Moors to investigate.

Story & Photography: John Glynn

Once upon a time, lightweight 911s meant cars made on the cheap, with flimsy bodywork and meagre interiors. Not any more. Built to mark the fiftieth anniversary of the Porsche 911R's endurance speed record at Monza in October 1967, EB Motorsport's 911R celebration is a beautiful thing.

Though this car looks all steel, only the roof is in metal. All other body panels are handmade in fibreglass at EB's Yorkshire HQ. Fully oiled and quarter fuelled, with big wheels and tyres, chunky replica seats and a proper roll cage in the back with optional bolt-in door bars, the 911R weighs less than 830 kilograms. Substitute the 'touring' items for Monza-spec skinny wheels and tyres with a single lightweight seat, and the car tips the scales at just 804 kilograms.

"Bear in mind that this 911 is fully seam welded and has more than five kilograms of underseal on it," says EB's Mark Bates. "It's been lightly stone-chipped underneath for protection and it's got a proper paint job, inside and out. You look at the factory photos

and all the roofs of the original Rs were just blown in lightly to keep the weight down. This car has as much paint on the inside as it does on the outside.

"There is no silver bullet for weight reduction on the R: the lightweight gains come from optimising every area. Bought from mid-west America in 2013, this SWB 911 was in a terrible state when we started and it needed a lot of repair, all of which was done here at EB. Every time you go near an old car with a welder you're adding weight, so if we started with a really nice rust-free SWB chassis, we could probably get the weight down further.

"The goal was to hit the factory specs for the 911R, with 220 horsepower and 800 kilos. The reality is, when you actually read the specs on the Rs, the average R left the factory at 820 kilos. So we're under that. There are loads of areas you could get involved in and I've no doubt now that if we went all-out on a build just to save weight, we'd get well under 800. But this was built with the intention to drape it in trick bits and show what we're capable of. It's an R but it's not."

One good example of R but not R tricks can be seen in the brakes: 911S callipers. An R never ran with S callipers, as they don't fit under the wheels. Unless you are EB Motorsport and have a pair of Haas CNC machines, a CAD package and an expert machinist at your disposal. Then you design and machine new calliper mounts, make new titanium bolts and shave the callipers to fit inside the wheels.

EB has added a long list of details to this car and seems incapable of stopping. Every week, Mark's instagram feed (@eb33racing) shares a new part, freshly machined from titanium. "These things make us feel warm and fuzzy but most of them will never be seen. They are R but not R and are part of the DNA of this car," says Mark.

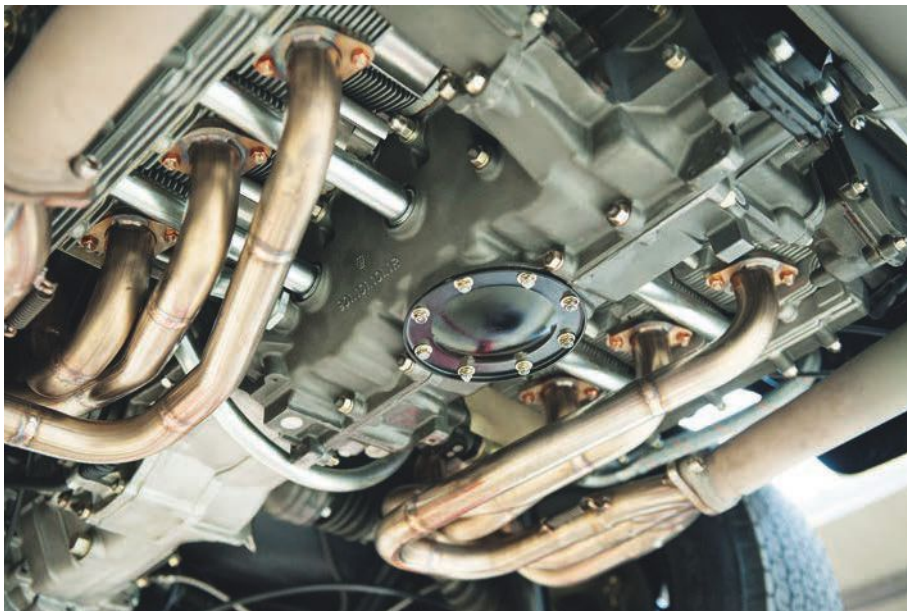
The whole build is knee-deep in detail. Where some builders would say that the cost to reward ratio is too high for the unseen stuff, and that cost of adding these details makes any subsequent sales price too high, EB rewards its own sense of Porscheness first, and then looks for a new owner who appreciates the quality. Mark and brother James clearly enjoy controlling all aspects of their high-end builds using an excellent and impressive array of in-house facilities.

"We have our own fabrication shop with Celette jigs, our own paint shop and in-house painter and a spotless trim and assembly booth. We make all the composite parts here – practically every serious RS, RSR, ST or hot rod with composite bodywork in the world runs our panels – and also create reproduction race parts or brand new upgraded parts to the nth level of detail. We have built a small team to work on our builds and they all understand why we set our standards so high.

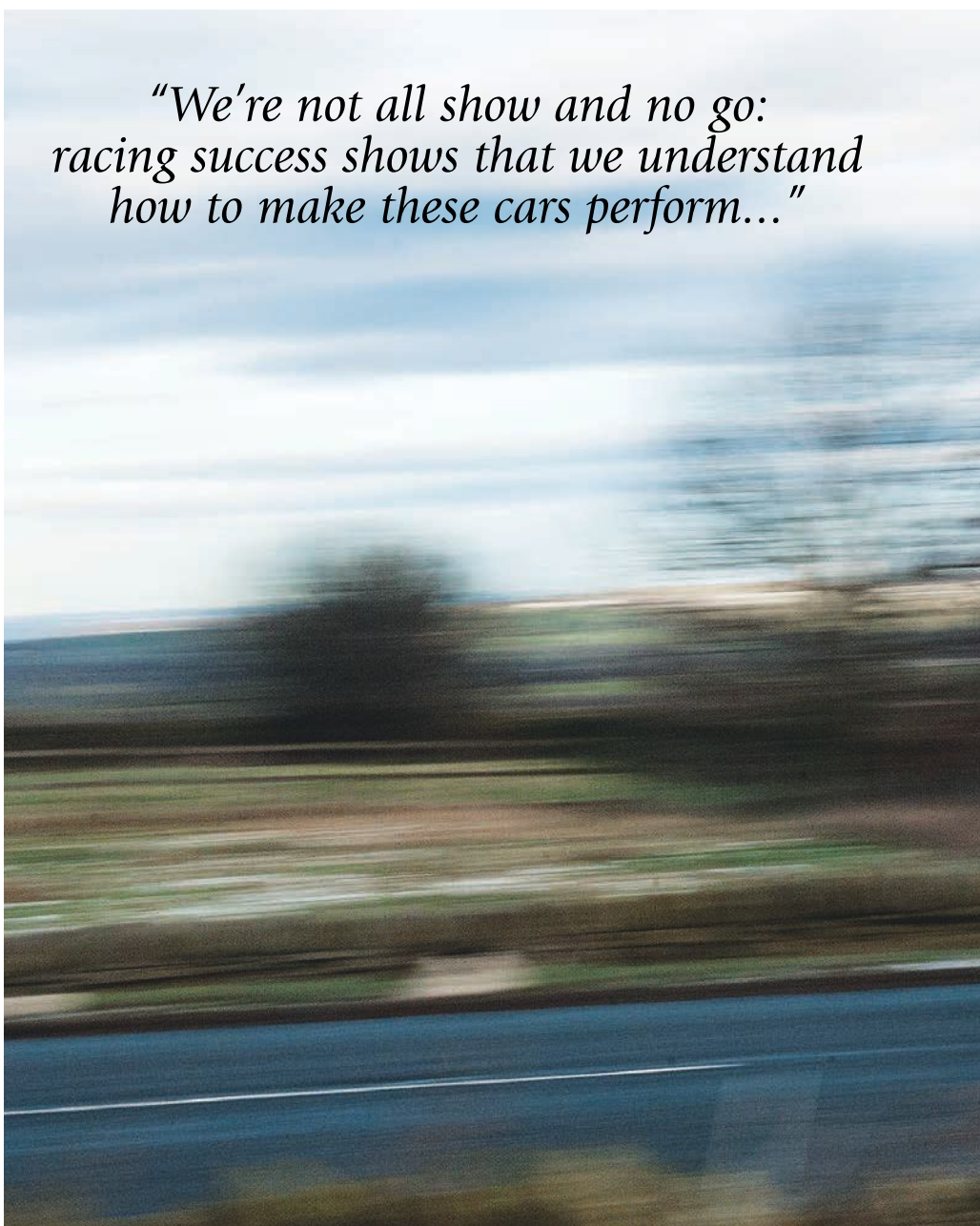
"Combining compromise-free car builds with the family business of commercial design, engineering and production means we can only put a handful of projects through our workshop every year, but those cars are as close to perfection as we can get them. And we're not all show and no go: racing success shows that we understand how to make these cars perform."

The racing influence is obvious inside the R, rubber floor mats and seats are the only concessions to comfort. With these removed, the car is all metal and fibreglass, with just a little bit of saddle leather for door check straps and window lifters. The fibreglass doors hang from EB's aluminium hinges with bronze bushes (widely copied since release) and the doors even have the chassis numbers CNC'd into them. This is as per the original factory Rs: a lesson learned from working on original R prototypes for high-end collectors.

"These doors are actually longer than steel doors," says Mark. "The rear edges of R front wings are scalloped, with the doors fitting up to them. You save a lot of weight with the door change: steel doors are heavy, with chunky window regulators, thick glass and brass window frames. R doors are mostly composite,



"We're not all show and no go: racing success shows that we understand how to make these cars perform..."







with plastic windows. This car has composite rear quarter panels, but there is not a huge difference to steel panels: the odd kilo here and there. The doors are a really big win.

"The wiring loom is a modern competition loom, but, as so much of this car is different, most of it was modified and then test fitted into the car before the dash and interior were altered, to allow the loom to be mounted tidily and completely out of view. I don't like seeing wiring looms cable-tied to rough brackets with loose ends throughout, so we spent two full days just making custom aluminium brackets to fit all the wiring into the open dash in such a way that it is unseen

from the driver's seat," we're told.

There isn't much switchgear in a factory R, but what is there is rather unique. The fuel level warning light in the middle of the dashboard is pure unobtanium, so when Mark eventually found one with a white lens, he snapped it up and machined a new lens in red. The dash-mounted horn push is another unique piece – \$300 alone – and original Speedster light switches are also not cheap.

"We agonised for hours over the cost of some of these pieces, but, at the end of the day, detail is detail. I've seen recreations with thousands of hours of work being dismissed by so-called experts within seconds because

they had the wrong washer jets. Not that we obsess about armchair opinion, but, as so much research is required to get these things right, we don't shy away from it."

Research is part of the fun, and EB has amassed a huge amount of 911R information since deciding to embark on this project. The research dossier includes downloaded photos, book scans, race photos, engine bay shots from original, unrestored cars and photos of R parts being restored. The firm has been involved in many rare racecar restorations: quite handy when you want to build something authentic.

One detail often missed in R recreations is the steering wheel stitching. A proper R has



a flat three-spoke 'Monza' wheel with the stitching join offset to the left of the bottom spoke. Research revealed many restored Rs with incorrect steering wheels or, in some cases, the right ones mounted backwards. This one is perfect. Also perfect are the dials: built specifically for this R with a 10k tachometer and 250 km/h speedometer. For our first photo session with the R, this read one mile: the distance to the local MoT station and back again.

The Porsche Letter of Origin required for first UK registration rubber-stamped the SWB 911 as a 1967 911L: chassis number 007.

It took a while for the paperwork to come through from the DVLA to register the car, but

eventually the logbook was issued and the car could be insured for road use.

Mark lost no time in trying it out and making a few early tweaks. The speedometer still reads just a few miles when the time eventually comes for us to take it out on the road and shoot the car in motion. As we head out into the Peak District, the UK has had its heaviest snowfall for five years and Yorkshire is covered in white. While I'd prefer sunshine and dry roads for driving, the snow on the moors serves as a great photo backdrop.

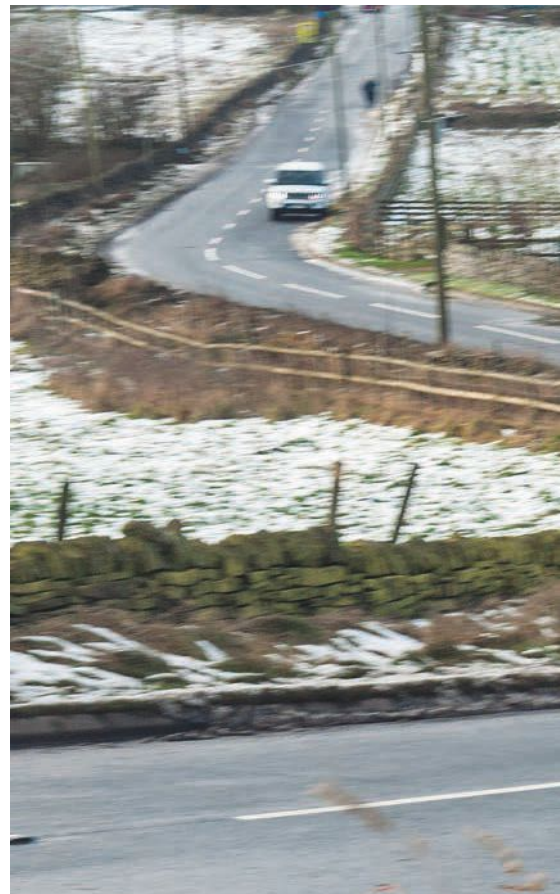
The first drive of any classic 911 restoration project is exciting. Years of hard work and countless decisions reveal their delights in

the turn of a key and the snick of a shifter, before the clutch pedal is lifted and the wheels begin to turn. Within moments, the new build releases its first burst of energy into the world and sends an emotional message. Mark was first to drive this car, but his emotions are never easy to read. I will have to see what the R wants to share.

My main fascination with this car since the guys started building it has been the weight: what will 800 kilograms feel like? Having driven classic Caterhams and Lotus Elans, their low weight always makes me feel vulnerable and acutely aware of being encased in a plastic-covered pram frame. My own car – a



*These icy roads
are deadly, but there
seems enough grip to press on*



'76 Carrera 3.0-litre tops the scales at 1020 kilograms with its original alloy bumpers and a soupçon of fuel, but running it at maximum lightness gives a slightly detached feeling up front, especially when the weather is cold. It prefers at least half a tank of fuel on board to help work the front tyres.

I drive the R at the end of our day, when we've been for a coffee and had a look at some pictures and are heading ten miles back to base. The R is still being run-in and these icy Yorkshire roads are deadly in places, but there seems enough grip to press on. Not the best passenger, Mark is palpably clenching as we exit the car park and head towards Barnsley. The R is more accepting of my presence: I set off with a reasonable thrust on the throttle and the R responds eagerly.

Two-litre 911s are a bit like Jack Russell Terriers: unperturbed by their comparative size versus bigger opponents and convinced they have three if not four litres to play with. This terrier gives a feisty bark as we streak up a long, winding hill and scamper over the crest through another frosty hamlet. For anyone worried that the sound of a little 2.0-litre might not be enough after a few thousand miles, I believe that is somewhat unlikely. The soundtrack of this one begs for more road.

I've driven several lightweight two-litres, but this is the lightest one yet. That said, Mark and I are not lightweights and we add at least twenty per cent to the package. The R started today with 60 kilos of fuel on board, so it is at least 1,000 kilos and that's what it feels like:

just like my own 911, albeit a bit stiffer. Quite a lot stiffer, in fact.

"We took the setup lessons learned from racing our SWB '65 911 all over Europe and added them to the R chassis," says Mark. "The only thing we have toned down since the car's first drive is rear camber: it was a little too choppy for road tests. But everything else is as per the race car, including 23mm front torsion bars with 18mm hollow front anti-roll bar, 28mm hollow rear t-bars and no anti-roll in the rear. It helps give the car the go-kart feel we were after."

The dampers are custom two-way adjustable units developed by EB. The big tyres over EB's own reproduction forged Fuchs – Dunlop CR65 racing tyres in 5.50 M-15 on 'Deep 6' front wheels and 6.00 M-15 on 7R rears – help the suspension and add some later 911 feel to the stiff SWB. It was no easy job to shoehorn the rear tyres under those flared EB rear quarter panels, but they add a spicy spoonful of attitude.

Even with no heating in the 911R, the ten miles from our coffee stop back to EB HQ pass all too quickly. My frozen feet breathe a sign of relief when they meet toasty Cayenne carpets for the drive home to Northamptonshire, but the rest of me wouldn't mind staying for another few days. Ten miles on icy asphalt is not enough time to explore the hidden depths of this early 911. It deserves warmer weather and a route over B roads to the Spa Six Hours: one of the races in fact that will host Peter Auto's new 2.0-litre Cup for SWB cars prepared

to FIA standards.

Forty two-litre 911s are expected to feature in the four-race series during 2018 on some of Europe's most iconic circuits and EB Motorsport will be there with its Ivory '65. In current spec, the R is not eligible, but you sense that anyone leaving this Porsche in a car park while its siblings scream around Spa will come away with a hole in their soul. Two-litre 911s are at their finest when singing down the Kemmel or Mulsanne straights, and this car is ready to tackle either.

The next EB project in-waiting is the Light Yellow RSR that won back-to-back Masters Historic titles in 2011 and 2012 and has enjoyed a successful racing career ever since. EB's bodyshop has just completed a full restoration of the shell, including fitting the firm's latest steel RSR arches all round. Once the RSR has been finished, focus will switch to the Guards Red RS, also receiving a makeover for 2018, with a brand new 1974 RSR bodykit in development, which will take at least 20 kilos off the weight.

When the R-not-R has been sold and the racecars completed, EB's first 1974 RSR Turbo will be put into paint and the rolling shell brought for exhibition in Germany. Built to the same precise standard as the R celebration you see here and as authentic recreations of the ultimate 911 unicorn, these pieces of functioning Porsche art should sell themselves if collector sentiment to date is correct – even with a seven-figure price tag. Don't worry, the first test drive is already in the diary ○





987 Cayman Key Numbers

Produced between 2005 and 2013, the 987 Cayman would offer a genuine alternative to the 911, and become a mainstay in the Porsche model line-up...

Nov 2005

Cayman S revealed (3.4-litre M97/21) with the Tiptronic S version following.



July 2006

New entry-level Cayman arrives powered by the 2.7-litre M97/20.



Nov 2008

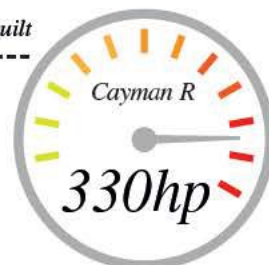
Limited Edition Edition 1 and S Sports arrive. Second-generation 987 revealed at LA Auto Show.



753 NO BUILT IN GERMANY IN 2012 | **500** Cayman Black Editions built

51% Parts taken from 911

214lb ft torque MA 1/20 2009-2012 (2.9-litre)



6 -cylinders

62,345 Total No cars built

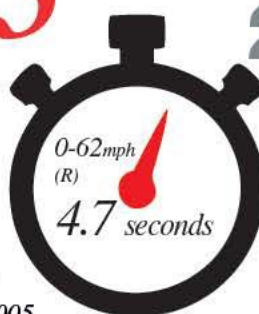
29% parts taken from 987 Boxster

1295kg



12,757

NO BUILT IN FINLAND IN 2006 (CAYMAN S)



Cayman price, 2005

£43,930

rear wing deploys



Compression ratio M96/25 2005-2006 (2.7-litre)

2005 NOVEMBER, CAYMAN S (MANUAL) RELEASED

21ST NOVEMBER 2008 - GEN 2 987 REVEALED AT LA AUTO SHOW



Lightweight (1295kg) Cayman R revealed with 330hp



Final 987 Caymans are built, its replacement, the 981, having been revealed that April in Geneva.

Feb 2009

PDK available replacing Tiptronic in first-generation model.



Nov 2010

July 2011

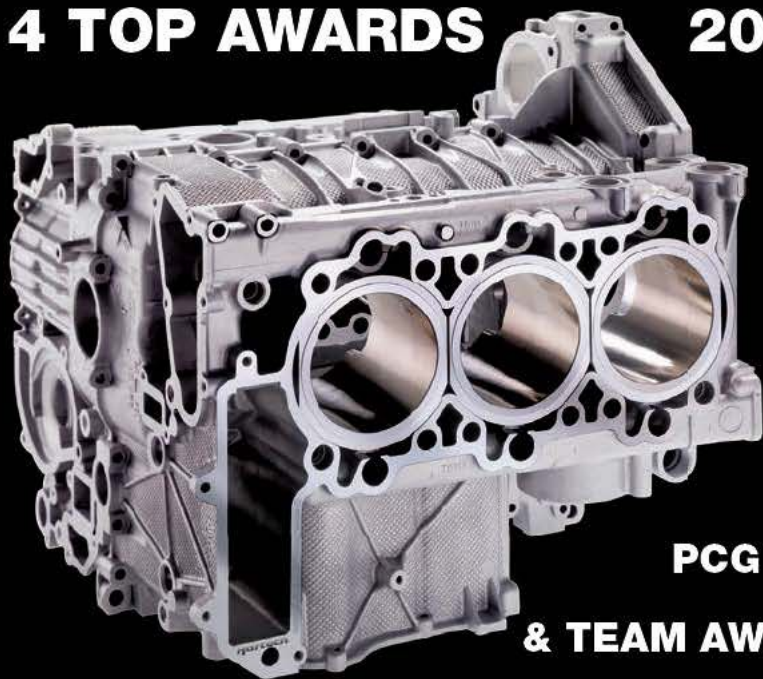
Cayman S Black Edition arrives limited to 500 units, it is sold until August 2012.



Aug 2012

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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 resident tyre kicker sells his long-term Cayenne, only to be denied the delight of choosing its replacement...

You may recall my recent column on buying a VW Polo Dune to try as a potential Cayenne downsize. The experiment was not a success. As soon as the Polo arrived, Mrs Glynn announced she was having it and handed me the keys to her Honda CRV. Now I had two 4x4s to choose from, neither of which I was particularly smitten with.

I previously summed up my six-point daily driver downsize criteria as; cloth seats, a hatchback for the Terrier, five doors for school runs, petrol engine, £30 annual road tax and under £2k if possible. The 2006 Honda is our third CRV and ticks two of those boxes – five doors and a petrol engine – but also ticks two more that I hadn't considered. One: I already own it and know what's been spent. Two: it's comfortable, with plenty of space for several teens plus chauffeur. As a two-owner car, the suspension is tight and it goes well enough. The only real downside is 29mpg, but LPG can sort that.

The Cayenne had a steam dean and valet; then I used it for a few jobs, including a run up to Yorkshire to shoot the EB 911R (p20). Narrowly missing a speeding ticket on the way home, I decided that, after 50k miles, my Cayenne itch was scratched. I shot some eBay pics and wrote a detailed description. Then it was time to decide on a price.

My 2004 Cayenne V8 S had 166k miles on the clock, but lots of big bills including a transmission rebuild, LPG conversion, new propshaft, fuel pumps and plenty of genuine Porsche parts. I could fill the boot with spares gathered over five years of ownership, including headlamps, roof rails, new brakes

and much more.

Average Cayennes with similar mileage had sold for £4-4.5k on eBay just before Christmas, so I felt this would finish somewhere between five and six grand. As the snow fell over Manchester (my peak 4x4 market trigger), I put it on at £4795 to deter timewasters and sat back to watch what would follow.

The Cayenne was listed as a ten-day auction, finishing at mid-afternoon on a Saturday. I normally end my sales on Sunday evenings, but I wanted this one to end before any other Sunday cars that might come along, and give people at least one full week to ask questions and arrange any viewings. I also suspected that at least one bidder could be outside our time zone, so a 4pm finish was good.

The first seven days were surprising. Far from the expected

"what's the lowest you'll take for it" emails, I only had one or two lowballers. Questions revolved around points from the description and what it was like to live with LPG.

With three days to go and no bids received, I had a series of enquiries and one of those who emailed placed a bid, was then outbid and outbid again. All three bidders had good feedback. A local couple emailed to ask for a visit and more questions kept coming, and as the final day dawned, they came to look.

We chatted for a couple of hours about my car and why they had picked a Cayenne. Their leased VW Tiguan diesel was too small to travel in with teenagers and a boisterous Spaniel. They wanted to get out of lease payments and the Cayenne's LPG would be more affordable than disappointing TDI economy of under 30mpg fully loaded. We had a good

drive and they went off to bid.

The auction finished with several promising underbidders – including my neighbours – but there could be only one winner. I'd swapped some emails with Malcolm from Essex on the final day and he eventually won the auction with a bid of just over £6k: the most that any Cayenne of similar vintage has sold for on eBay.


Malcolm collected his prize the following day and has been enjoying it ever since. I was happy to sell to such a decent bloke, but the real surprise was the quality of enquiries on the car. With so many older Cayennes now broken for spares or sent overseas, the market has moved back towards bidders who see early Cayennes as affordable alternatives to cramped mid-range SUVs on finance, or dattery pick-ups with few creature comforts that can't handle motorway runs.

With the Cayenne gone, I booked the CRV's LPG conversion and started ordering parts to refurbish the drivetrain. If this little truck is to successfully replace the Cayenne, it has a tough act to follow. I have to admit, I'm not entirely convinced ○

Bidders are seeing early Cayennes as affordable alternatives to cramped mid-range SUVs on finance...



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

A silver Porsche Boxster and a silver Porsche Speedster are driving on a winding asphalt road through a mountainous landscape. The Boxster is in the foreground, and the Speedster is slightly behind it. The background features green hills and a clear blue sky.

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PORSCHE



Philip Raby starts 2018 by selling a couple of once unloved Porsches, and he helps repair a dream...

Well, here we are, well and truly ensconced in 2018 and I'm full of hope for the year ahead. January proved to be surprisingly busy with Porsche sales which reinforces what, as regular readers will recall, I said last month; there doesn't seem to be any logical pattern to quiet or busy times in this business.

The first two sales of the year were vehicles which, not too long ago, would have been dismissed as not being worthy of serious consideration by some so-called Porsche enthusiasts.

One was a 924S, which was long berated as a 'poor man's Porsche', something which I always thought was nonsense. Today, good 924s are hard to come by, as most have rusted away, unloved. The few decent examples that are left are going up in value fast as people start to appreciate them. The one we had

was a peach, in superb condition and well-looked after. It was a real treat to drive, too – much better than you might imagine – and attracted so much attention.

I lost count of the number of people who came into the showroom, ignored the more exotic Porsches, and made a beeline for the little 924S. "I had one just like that", was a common response; or "My dad had a 924," from slightly younger visitors. The other comment, I heard a lot was "Oh,

I much prefer it to a 944", which is surprising as, for many years, the 944 was the more desirable model, but I can understand the sentiment – the 924 looks smaller and purer than the butch 944 with its bulging arches. It was perhaps no coincidence, then, that the buyer of this 924S was getting it to replace a lairy Golf Rallye which was endowed with similar wheelarches to those of a 944.

The lack of bulges makes the 924S similar to this year's second sale – an early 3.4-litre 996 Carrera 4. With the 996, Porsche returned to the purity of the original 911, with no big arches, intakes or spoilers. The 996 was also an unloved car, especially in its original 3.4 guise, and, like the 924, finding a good one is hard. Prices, therefore, are on the rise.

The car we had was a lovely example with a well-documented history. The first person who came

to see it, agreed to buy it, there and then. Although, he almost didn't...

After I took him on a test drive, the customer was very excited and then he noticed the badge on the rear – 'Carrera 4'. "I felt all my dreams shatter," he told me. It seems that, when he started looking for a 996 a year ago, he got it into his head that a two-wheel drive Carrera was the one to have.

I've always argued that, for the majority of people, it makes no difference whether you have a 2 or a 4 (yes, I know they're not badged '2' but I'm just saying it for clarity). The 996 Carrera 4's transmission is such that most of the power goes through the back wheels most of the time, so it feels like a rear-wheel drive car. It's only when the system senses extra traction is needed, that power is transferred to the front wheels. Most people wouldn't notice the difference between a 2 and a 4 during everyday driving. I did once have a customer ring asking for a Carrera 4 and, when I asked him why he needed four-wheel drive, he told me he lived in the Highlands of Scotland. I couldn't argue with that, but generally my advice is to get the best you can find, regardless of the number of driven wheels.

Now, I'm not a salesman and never try to persuade people to buy a car that they're not 100 percent happy with, but once I talked through the whole 2 versus 4 thing with my customer, he was back on track with his dream and, once again, became very excited about finally realising his long-held dream of Porsche ownership.

And that, at the end of the day, is what my job is all about. Making dreams come true! ☺

*The customer
was very excited,
then he noticed
the badge on
the rear*





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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
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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
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
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PORSCHE

996 TURBO/GT2 » 600+ BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
997 TURBO/S 3.8 INC PDK » 611 BHP
997 GT3 RS » 480 BHP
991.2 GT2 RS » CALL
991 TURBO/S (ALL MODELS) » 750+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
991 CARRERA (ALL MODELS) » 500+BHP
991 CARRERA S (ALL MODELS) » 500+BHP
991 CARRERA GTS (ALL MODELS) » 540+BHP
BOXSTER/CAYMAN 718 GTS » 420+BHP
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

EXOTIC / MISC

FERRARI CALI T » 660BHP
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/SPUR » 680BHP
GT SPEED / SUPERSPORT » 690+BHP
BENTAYGA W12 » 700+BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GTS / MC » 479+ BHP

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

Dino announces that he will be joining defending Carrera Cup GB champions, Redline Racing...

This time of year is an exciting one for racing drivers; new deals are on the table, there are new sponsors to talk to, new ideas and plans being made. I've just announced that I will be returning to the Carrera Cup GB for 2018 with 2017 team and driver champions, Redline Racing. Redline has won the championship on 10 out of its 15 attempts (a hugely impressive stat), and it was this fact – plus the fact I have been a close rival to Redline for the last three seasons – that persuaded me to sign. On paper, this will be my fourth different Carrera Cup GB team in as many years, however, I can explain everything!

The first team in year one, well, we didn't quite see eye-to-eye. They thought I was slow, I thought they were slow, and so we cut ties early and went with another team for the final two rounds. Those final two meetings saw me win two races and get two podiums. So, with that new team we decided to enter a full season in 2016. That year saw us win races, and we were in with a chance of the championship, but we encountered trouble with the car – and we never quite got to the bottom of it. I had no choice but to move team again the following year. Despite finishing second overall in 2016 I wanted more – I wanted the championship. Moving to JTR was actually, on paper, a risk for 2017. Yes, Nick Tandy is a top sports car racer himself, but that does not guarantee that his team would be any good. It turned out to be, but only after a few teething issues at the start that lost us a handful of points. Those problems ultimately cost us the title in 2017, as we

ended on points with the eventual champion – not a bad effort of course, mighty impressive in fact, but for me 2018 is a new chapter.

All three teams were different in their own ways. What remained constant over the last three years though was that Redline Racing took the championship title on each occasion. I watched it run faultlessly over those three seasons, JTR and myself were the only driver/team to take wins off Redline in 2017. But Redline Racing inspired me, the thought of what might be possible through a partnership with it was all too tempting. In short I've always wondered what I could do if I was in a Redline Racing 911, this year I

will be able to find out.

I am under no illusions, I will have to work hard like I always have, believe me there is no magic wand to success. We've brand new second-generation 991s for 2018, if there was ever a time for a team to lose any advantage, this would be it, but that's a challenge I am looking forward to. I'm looking forward to racing and seeing what we can do.

The season kicks-off in April at Brands Hatch and features seven rounds and 16 races in total. We head to Monza this year as part of the ELMS Series for a one-off race, instead of the Le Mans support race we did in 2017. Monza is an awesome track – 185mph flat-

out in the new Cup cars, braking at around 100-metres down to 30mph for the first chicane – I can't wait. Before that though testing will begin in March as January and February are far too cold to test the 911. It's a car conditioned for fair weather and it only likes circuits over 10 degrees or else it won't work properly! During this time, I will also be looking for partnership and sponsorship renewals, as well as seeking-out new opportunities. We've got some exciting talks going on already, so hopefully that will all come together nicely.

The best thing about a new season is that you get to design a 911 Cup Car in whatever colour scheme you want, starting with a blank (white) canvas. Last year my car got lots of compliments for its looks, so let's hope 2018 is the same but that it, and I, manage one place higher in the final championship standings ○

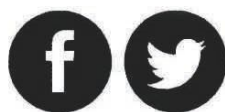
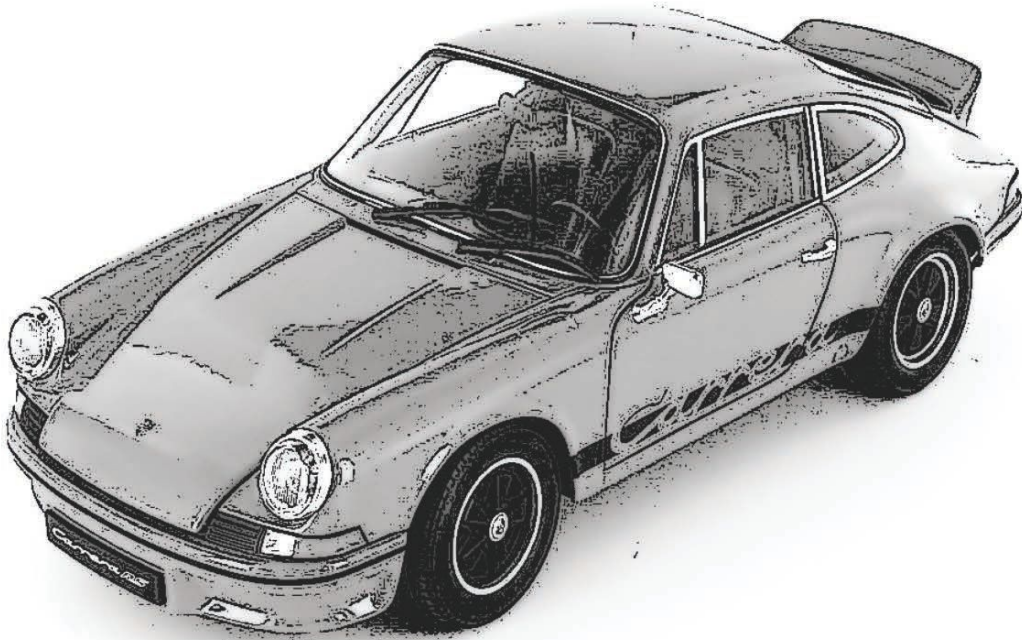
It only likes circuits over 10 degrees or else it won't work properly



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

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

As the motorsport world mourns Dan Gurney, Simon looks at the driver's legacy with Porsche.

Dan Gurney wasn't just a quick driver, the American racer was a pure grafter too. This element of his character was as significant in contributing to his success with Porsche as the engineering behind the cars he drove. During the early 1960s, bolstered by its results in lower formula, Porsche built its first racing car purpose-built for Grand Prix competition. For the 1962 season Gurney and his Swedish team mate, Jo Bonnier, were handed the Porsche 804 with its flat-eight engine (four overhead camshafts and a six-speed gearbox) but it was, for want of a better term, a bit of a dog's dinner of a racing car. Driving it Gurney was

consistently faster than Bonnier, but both were woefully off the pace during the car's early outings. It was Gurney who best wrestled the car around during its race appearances.

So unimpressed was Ferry Porsche with the car's performance that he threatened to remove it from F1 competition until it could improve. Gurney put in mile-after-mile of arduous testing work to improve the car's speed and reliability, reportedly he even personally begged Ferry to let him race the car at Monaco that year. It was, however, in France for the championship round at the challenging Rouen-Les-Essarts, where things would come together.

In a field of competitors that

included the likes of Graham Hill, John Surtees, Bruce McLaren and Jack Brabham – not forgetting Jim Clark in the revolutionary monocoque design Lotus 25 – Gurney was quick, determined and his car reliable. Despite suffering a heavy dose of flu, Gurney crossed the finish line on lap 52 to claim not only his first Grand Prix win, but Porsche's first as an F1 constructor too. At the time no-one can have imagined that it would be Porsche's last such win, but to this day that remains the case.

The Rouen race was an attritious one, that served to thin entries for the following non-championship meeting at Solitude just a week or so later. Here Gurney led Bonnier home for a Porsche one-two finish, it just didn't count for much as it wasn't a championship qualifying race. Though Gurney would feature at the sharp end of the pack again that season, there were no further results of the calibre of Rouen

and Solitude. At the end of the year Porsche would withdraw from Grand Prix racing, it would not enter another Formula One race as a constructor. Porsche's Grand Prix racing dream had lasted just two years, with only one full season in 1962, a odd year in which the grid were in transition towards F1's new 1.5-litre engine regulations.

Gurney was without doubt a massive part of the success Porsche enjoyed in F1, and the respect went both ways, he once said: "It was with Porsche that I really learned how to drive – because they gave me cars that didn't constantly break down and I could lay down the kilometres faster than ever before."

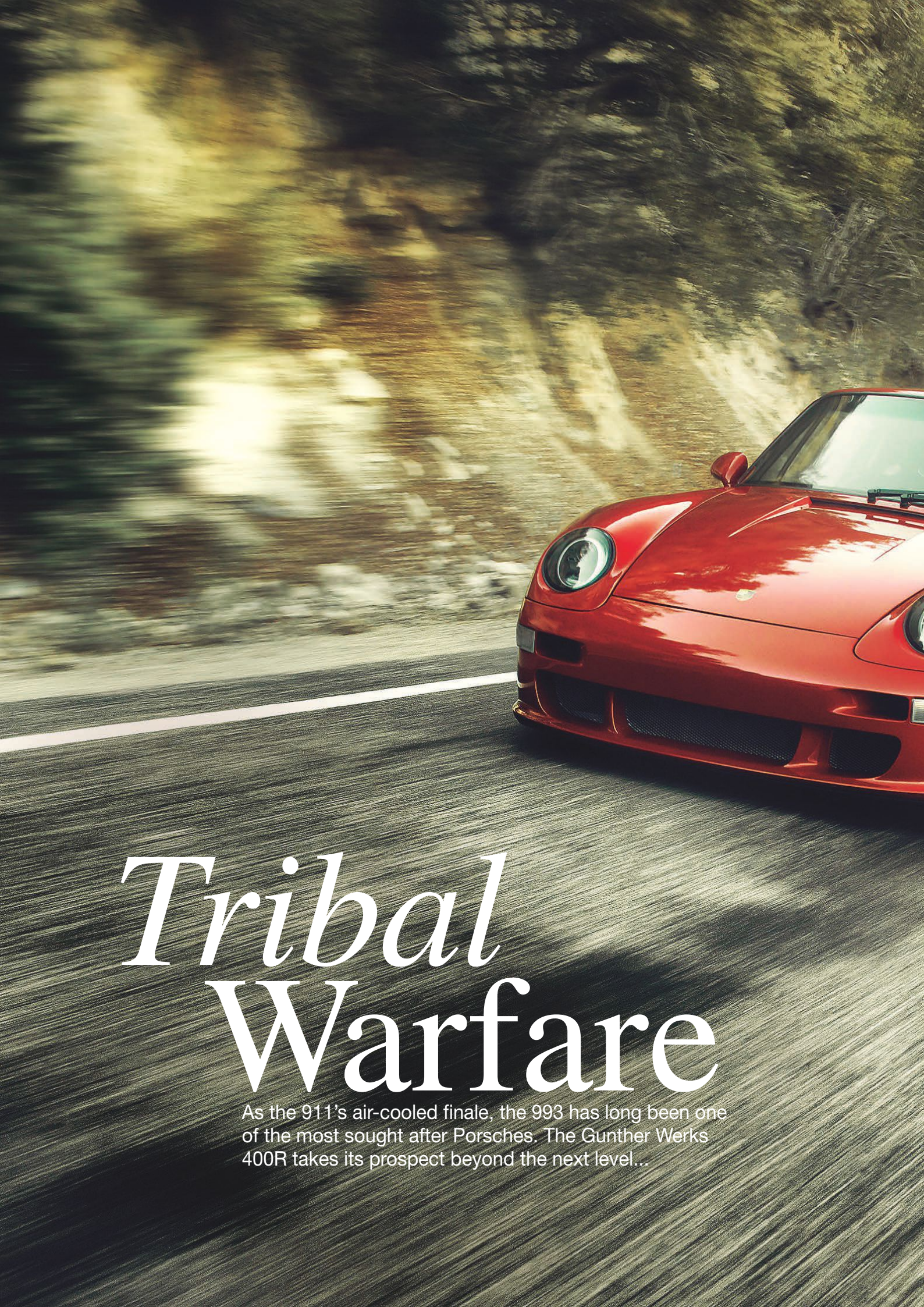
Having proved competitive up against some of F1's finest during a golden era of motor racing, such as Stirling Moss, Jackie Stewart and the aforementioned Jimmy Clark, Gurney would go on to win Le Mans in 1967, before taking victory in the Belgian Grand Prix at Spa the following week in his own Eagle F1 car. He would compete successfully in NASCAR, IndyCar, and sports cars during his career too. In addition, history records that he was the first man to race with a full-face crash helmet, and that during his IndyCar years he would invent the 'Gurney flap' spoiler. His legacy goes further too, for he was also the first man driver to spray champagne during a podium celebration (at Le Mans in '67) – now a tradition in motorsport.

Aged 86, Dan Gurney died leaving a full and storied life behind him, without doubt one of the finest drivers of all time, he will be forever linked with Porsche – for that it should be grateful ○

No one can have imagined that it would be Porsche's last such win



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



Tribal Warfare

As the 911's air-cooled finale, the 993 has long been one of the most sought after Porsches. The Gunther Werks 400R takes its prospect beyond the next level...



There's no denying that Porsche owners are a tribal, fiercely loyal bunch, and nowhere is this devotion to their car-maker of choice more apparent than with the 911, specifically the 993. Long viewed as an especially significant generation of the world's most beloved sports car thanks to it being the last with Porsche's original, hopelessly iconic air-cooled flat-six engine, 993 prices have been stratospheric for many years now.

Air-cooled engine aside, there are a number of other reasons for the 993's rabidly passionate following, not least the fact that it formed the basis of one of the most exclusive and significant Porsches of all time, the GT2. Perhaps the only variant able to make the price of 'regular' 993s seem relatively modest, the GT2 was genesis, the model which indirectly led to each and every GT-badged Porsche which followed, which isn't half bad as far as CVs go...

Why are we beginning this feature by waxing lyrical about a model that you'll certainly have heard about, and probably lusted after, yourself? Because despite it being well over two decades old and despite its immense value, there remains a core of 993 owners willing to stamp their personality onto their cars in unequivocal fashion. Nowhere is this commitment (indeed, bravery) more apparent than when discussing the Gunther Werks 400R, an ultra-exclusive variant limited



to just a handful of examples, all of them built to OEM-rivalling standards.

Like all the best automotive stories, the idea for the Gunther Werks 400R sprang from the mind and passion of one individual, Peter Nam, the founder of Vorsteiner, a firm known for its advanced composite body styling packages for the great and the good of the supercar world. Now it probably won't surprise you to learn that Nam knows what he likes when it comes to the 911, with his

model of choice being the aforementioned 993, and he needs little encouragement to wax lyrical about its instant throttle response, short wheelbase, exquisite handling, and of course its air-cooled engine.

So far, so regular 993. Where the Gunther Werks car differs is in its concept, that and the sheer bravery required to carry out such massive, irreversible changes to one of the most valuable and highly regarded models in the 911 lineage of course.

"I suppose the original idea at the heart of the 400R project was a desire to build the ultimate 993, a GT3 variant, if you will," muses Nam. "Of course the GT3 story begins with the 996, so we knew from the very beginning that we really would be ploughing our own furrow with the whole project."

He might have been immensely passionate about this project, but the sheer scale of the task at hand ensured it wasn't something Peter undertook lightly. Any illusions Peter had as



to the scale of the project he was undertaking were soon dispelled by vocal sections of the Porsche community, many of whom took the time to inform him that, in no uncertain terms, he was mad!

"Everyone in the company, and even my friends, thought I was crazy when I started to implement the plans for Gunther Werks," Nam laughs. "We at Vorsteiner have successfully been manufacturing high-quality aerodynamic kits for different vehicles for 14 years, and we have built up an immense knowledge during this time so we are able to realize 80 percent of the Porsche conversion directly at our company."

Just 25 400Rs will ever be produced, a minuscule number no doubt helped by its eye-

watering asking price of \$525,000 – a figure which doesn't include base 993. Not that the lucky 25 buyers will be in any doubt as to the calibre of the work they're investing in, with the Gunther Werks production process being akin to a complete, nut-and-bolt recreation of a Porsche classic. The aim? To create the 993 GT3 which Porsche never could.

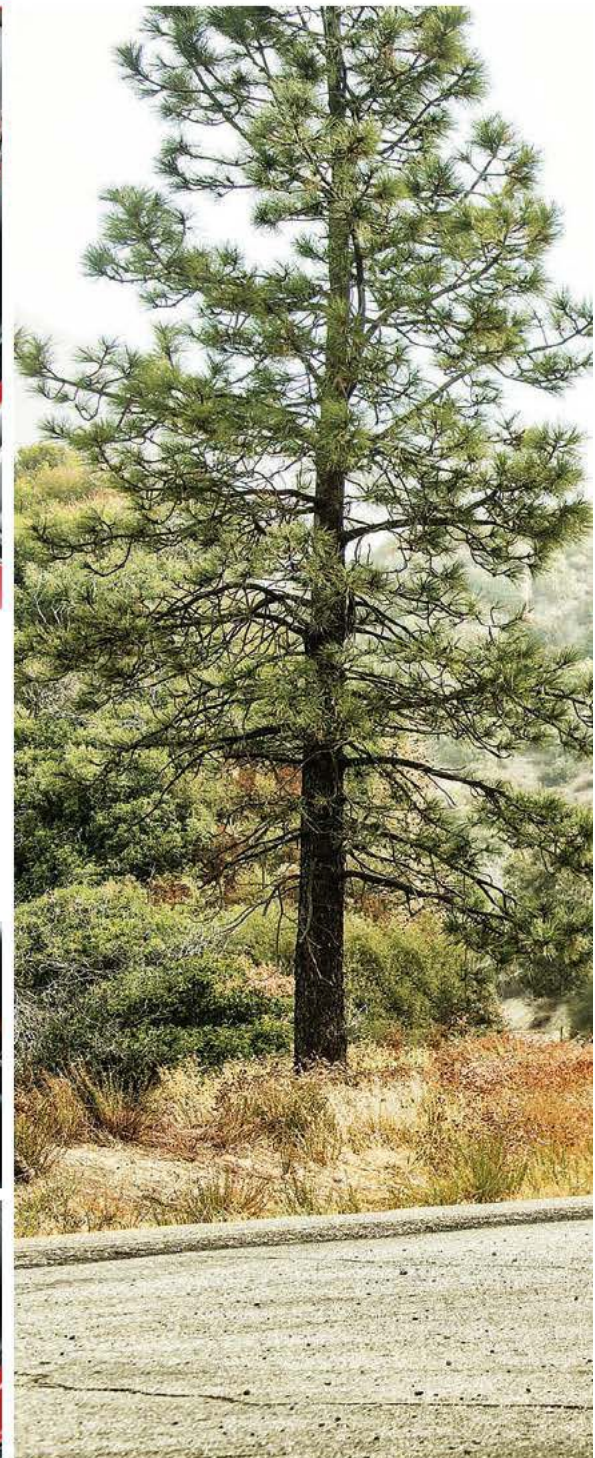
As you might expect given the sheer scale of the project at hand, the first 400R was a mammoth undertaking, one which tested the resolve and capabilities of everyone associated with the programme. Part of this was down to a need to ensure that everything added to the car complemented the work undertaken by Porsche's own engineering department a full quarter of a century ago, but also the desire

to improve upon it, to enhance an already near flawless bit of automotive engineering. Pressure? What pressure...

There was only ever one candidate when it came to propulsion duties, an air-cooled flat-six mounted in the rear of the car, albeit one heavily modified from the Stuttgart original. A full 4.0-litres in capacity, the high-revving, deliciously old-school boxer pushes a mighty 400hp and 332lb ft of torque, and all without a turbo in sight. All that shove is then routed through a six-speed Getrag transmission and Limited Slip Differential, both custom designed and specified for this application. It's the kind of analogue engine and transmission combination that's all but disappeared from the mass market in recent years, certainly as far



The production process is akin to a nut-and-bolt recreation of a Porsche classic



as Porsche's model lineup is concerned, and one which suits the 400R down to the ground.

Part of the appeal of the 993, and the GT2 in particular, has long been its looks, with many viewing it as best looking 911 of them all. The GT variant's aero-sculpted assortment of wings, splitters and planes were accompanied by bulging arches and jutting front and rear bumpers, all of which managed to add a huge spike of aggression without detracting from the innate '993-ness' of the overall car. The Gunther Werks 400R takes everything which made the GT2 such an iconic looking machine, and turns it up to eleven. The roof, boot, arches, bumpers and rear wing are all rendered in stunning, high-grade carbon fibre, bringing both extreme strength

and lightweight, all without sacrificing the design language which made the original such a stunning car to behold.

Engine and styling aside, one of the most crucial aspects of the Gunther Werks 400R is the manner in which it drivers, hence why Nam and his team turned to KW for suspension. KW's long-standing association with Porsche's most beloved offering meant that it was better placed than anyone to lend its expertise to the project, something reflected in the suspension setup now found on each and every 400R; KW two-way adjustable Clubsports with aluminium uniball top-mounts, not to mention uprated anti-roll bars and polyurethane bushes.

Something of a legend in the automotive

suspension world, KW Clubsports boast two-way adjustability and a 16-setting rebound adjuster knob. This enables owners to dial in their desired setup, with broad scope for increased influence over wheel and tyre loads, grip and, in a wider sense, handling. KW's two-way Clubsport's also boast independent compression dampening via an adjustment wheel with 12 'clicks' governing their low-speed dampening.

The decision to plump for KW Clubsport suspension means that the 400R's handling is beyond reproach, even more so than the rarified GT2, the ultimate iteration of 993, and really, there can be no greater tribute to KW's expertise than this.

Finally, and in a nod to everyday practicality





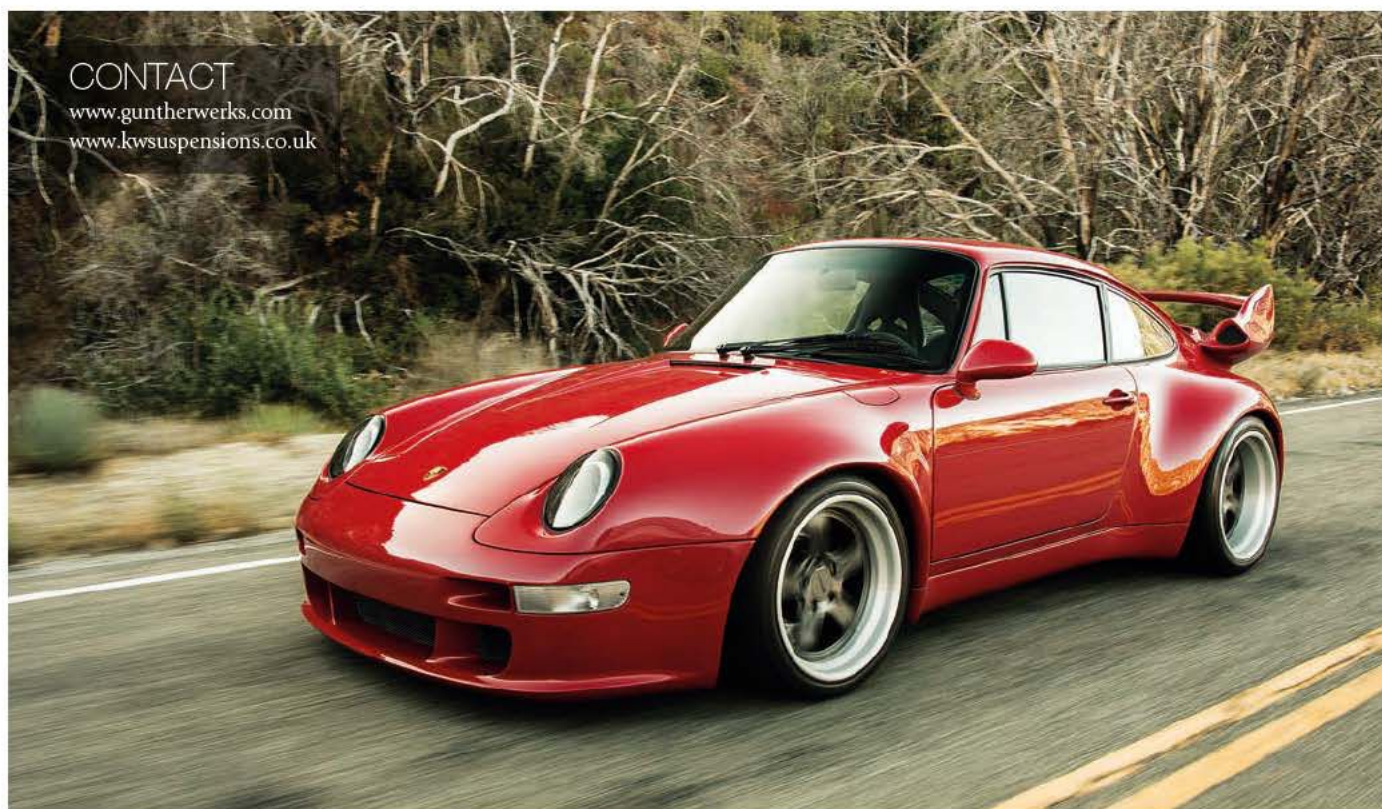
not normally seen on cars of this nature, Gunther Werks opted to add one of KW's Hydraulic Lift Systems, allowing the 400R to rise up a full 40mm at the press of a button. It means that no ramp or kerb is too steep, and there's no danger of clouting that stunning bodywork, an important consideration when you consider the expense and time invested in each and every panel.



Carrying out large-scale, irreversible modifications to a 911 of this stature is sure to raise the heckles of those vocal sections of the Porsche community which feel that 'Stuttgart knows best,' yet those that flat-out refuse to even countenance the idea of the 400R are missing out, and also missing the point. Everything that Peter and his team have done to the 993 has been carried out with unmatched levels of attention to detail, not to mention a deep-seated love and respect for Porsche's fundamental ideals. The end result is nothing more than a wholesale updating of the 993 legacy, all achieved without in any way sully the reputation of the original. It's more than one man's tribute to his favourite car, it's the ultimate 993 and the version which Porsche really should have built ☺

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Porsche 911T 1973 Coupe 2.4
Manual Gearbox, LHD, Sepia Brown
with a Dark Brown interior.



Porsche 964 M491 WTL 1994
Carrera 4 3.6L, Manual Gearbox,
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Basic Training

Before you read about the new 'basic' 911 Carrera T, it's worth remembering its namesake. The original 911T was a sparse cut-price Porsche introduced in 1967...

Story: Simon Jackson Photography: Rob Richardson



*Adding to the 911T's credentials
from the get-go was one Mr Vic Elford*



UK pricing for the latest entry-level 911 Carrera, the first rung on the 911 ownership ladder, currently starts at £77,891. That's £7,685 less than the new Carrera T, a model with the somewhat rare USP of boasting a 'less is more' approach. It purports to be a back-to-basics 911 for the modern era. Paying more for less might seem like a counter intuitive concept to some, but as automotive enthusiasts we have, today, largely come to terms with the fact that driving anything outside of the ordinary (read: lacking in mass market appeal) is likely first and foremost to hurt our bank balance before delivering endorphins via driving thrills. In essence purity in the motoring world costs money, but it wasn't always this way.

Fifty years ago, so keen were Porsche to offer a 911 for less than 20,000 Deutsche Marks (DM), that it created a new model altogether – the 911T. Evidently it's the model from which today's new 991 Carrera T takes its name, but while the two share a letter of the alphabet denoting the word 'Touring', do the similarities start and end there?

Priced a few thousand DM less than a 911L (the L being akin to what was previously the most 'basic' version of 911 available) yet crucially a couple of thousand DM more than the four-cylinder 912, came the 1968MY 911T. Translated that means that the 912 was priced at £2,676 in the UK, the 911T £3,105, the 911L £3,450. The T arrived in the latter half of 1967 straight after the traditional Porsche factory summer break, unashamedly it was designed to accrue greater 911 sales for Porsche and was available in Coupé and Targa form. Unlike the existing 912, this new sports car boasted a six-cylinder power unit, the same 2.0-litre engine in fact as found in its L and S counterparts, but this time detuned to 110hp. As standard the flat-six mill was mated to a four-speed gearbox, this combination of running gear being termed 901/10, with a five-speed 'box as an option (901/03 designation). In order for it to accept lower octane fuel, reshaped

pistons lowered the engine's compression ratio to 8.6:1, cast iron cylinders replaced the iron and aluminium affairs previously found in situ. In addition the crankshaft was not counterbalanced, and there was a milder camshaft with less lift and cast-iron rockers. Its Weber carburettors featured smaller venturis, while its exhaust system ran lower diameter pipes to restrict breathing.

Of course the changes didn't end with the engine. Though the unit was significantly restrained, Porsche also reworked the 911T's chassis; there were no anti-roll bars to be found, out back softer rear suspension served to limit the T's capabilities. The 912's solid brake discs sat in place of the vented setup typically fitted to 911s. Customers could option their cars with a few bells and whistles, the newest advent available for the 1968MY being Porsche's Sportomatic automatic gearbox (though that's a story for another day), but for T owners the ability to upgrade was somewhat restricted at this point in time. The 911T was intended as a pure, or rather a basic, 911 and Porsche seemingly wanted it to stay that way. In its lightest form it could weigh just 1020kgs.

Adding to the 911T's credentials from the get-go was one Mr Vic Elford. The Porsche racing legend was, relatively speaking, in the formative years of his career in the late 1960s when he drove a 911T to victory in the 1968 Monte Carlo rally, promoting the car's lightweight sporting nature. Though the 'Monte' was not quite what it once was even by this point in time, it remained a hot favourite amongst manufacturers and very much the one to win. Porsche had been trying to do just that with a 911 since 1965, but with the T it had a real shot and was therefore amongst the hot favourites. In Elford it also had a consummate professional in the making, fastidious in his lengthy recce runs and note taking in advance of any event, but also a man adept in many different disciplines of car racing – as we know now he was the



*What it offers is a pure classic
air-cooled Porsche driving experience...*



real deal. However, the notable absence of the deep snow that had been evident in the run up to the rally that year meant that the playing field was somewhat levelled, even for Elford with his studious reconnaissance runs. The change in weather caught out those expecting to run the whole thing on studded rubber.

Of the cars taking part the 911 and Renault's Alpine were fastest in dry conditions, both able to use their powerful engines as an advantage, indeed it was the French marque that led convincingly early on, first with Jean-Francois Piot, then Gerard Larrousse. Elford had initially looked to be firmly on his back foot, but the Briton put in a spectacular performance in his Orange T to take the lead in his own right before Larrousse crashed-out on one of his passes through the Col du Turini (the stage was used three times during the event). Folklore has it that some of the (masses of) spectators, bored of the dry running, were shovelling snow onto the course at opportune points to add some 'spice' to proceedings. There was no hard evidence that this is what caused the Renault to crash though, besides, it looked like the hardy and quick Porsches were strong enough to take the spoils regardless. As if to reiterate that point, Elford was followed home by teammate Pauli Toivonen in a second 911T, the two ahead of a trio of BMC Minis. By the time the Monte trophies were being handed out Elford was already on a plane on his way to the Daytona 24-hours. There he drove to victory alongside Jochen Neerpasch in a Porsche 907. Again, a story for another day...

In Autumn 1968 the 911T, like the rest of its 1969MY 911 stablemates, grew in size. Though the 911 always evolves in various ways, this shift from short- to long-wheelbase was a milestone one which remains so to this day. Chiefly this new 'B Series' 911 was 57mm longer than its A Series counterpart on account of its now lengthened rear trailing arms and bodywork, it also featured flared wheel arches and wider wheels. While E and S variants received fuel-injection, like the 912 the T made do without, likewise it did not receive the new hydropneumatic suspension unless so optioned (part of the Luxury Package). In fact it was now possible to upgrade a 911T in perhaps a greater fashion than before, with various additions borrowed from further up the food chain. Arguably though the gap between the specification of the T, E and S was widening, might the changes of 1969 redress the balance?

September 1969 saw the introduction of 2.2-litre engines with varying outputs across the 911 range. At the bottom of the pecking order, as we'd come to expect, was the 911T with 125hp from its new bored-out (yet still carbureted) engine. Ever the poor relation, the T made do with cheaper cast-iron cylinders versus its stablemate's Biral versions. It did however receive a CD ignition. Revisions for 1970 were equally short in supply for the T, it received ventilated brake discs with cast iron callipers (the E and S ran alloy callipers). The T's power output rose by 15hp though, and with the 912 now abolished, it was the true entry-level rear-engined, rear-drive

Porsche, so the boost in its proposition was not unwelcome. In-line with these changes on the T, the models further up the hierarchy had, naturally, continued to evolve in unison. That the T was the 'lowest form of Porsche six-cylinder life' as MotorSport magazine bluntly put it in period, it now offered a level of performance akin to a 911S of only a few years previous. Tractable, characterful and capable of nearly 130mph (and returning almost 18mpg), in this new guise the 911T was something of a revelation. Perhaps the only sticking point was its ever-increasing price – at £3,671 in the UK it was markedly more expensive than a Jaguar E-Type to the tune of around £1,000.

Perhaps the only remarkable things about the changes Porsche made to the T model for the 1971 to 1972 Model Years was the lack of them. The only headline alteration over those years was the change to 2.4-litre engines. With that came a 5hp increase in power (at 5,600rpm) and a 14lb ft hike in torque, to 144lb ft, for 1972MY E Series cars. Though American-spec 911Ts got fuel injection, European cars retained those trusted carburettors. After that the differences between 911Ts of different Model Years were largely detail ones, but for the 1974MY came a revolution – the 911T designation was gone, we wouldn't see its destination for more than 40-years...

The car you see here is a 1970 2.2-litre 911T, a left-hand drive example first imported into the UK in summer 1998. Its Slate Grey paintwork is not factory original (it's attempting an impersonation of Steve McQueen's S), but much of the rest of this 911 remains untouched, which lends it a certain patina and subsequent character. Being not an early 2.0- or late 2.4-litre version, but rather a 2197cc model from the middle of the T's production cycle, it seems to neatly represent what the model was all about. We've already seen that, despite its evolutionary nature, over the years the T remained the lowliest of the 911s in terms of its overall output, but this one, which produces 125hp at 5800rpm and 130 lb ft at 4200rpm, is no slouch. It likes to be revved, the redline sits at 6,300rpm but the torque curve is lower down and broader in comparison with a 911S, which you might argue needs to be worked higher into the range for best results. This car sports not the standard issue four-speed gearbox but rather the five-speed 915, the majority (if not all) 911Ts imported into the UK in period were five-speed. Historically speaking this is a gearbox that requires a little coercion, like many unmodified 915 gearboxes you'll encounter. It's famous for a tendency to balk especially when cold, which is either a turn-off or part of the car's character and charm dependant on your viewpoint. In this car (all 915 are unique to their host vehicle in my experience!) the transmission's idiosyncrasies are nothing a little rev-matching or double de-clutching can't solve if and when required. Besides a T model is not a 911 to be rushed into anything, rather it is a car you should savour driving, for what it offers is a pure classic air-cooled Porsche experience. With a car like this you have to drive it, it doesn't drive you, and



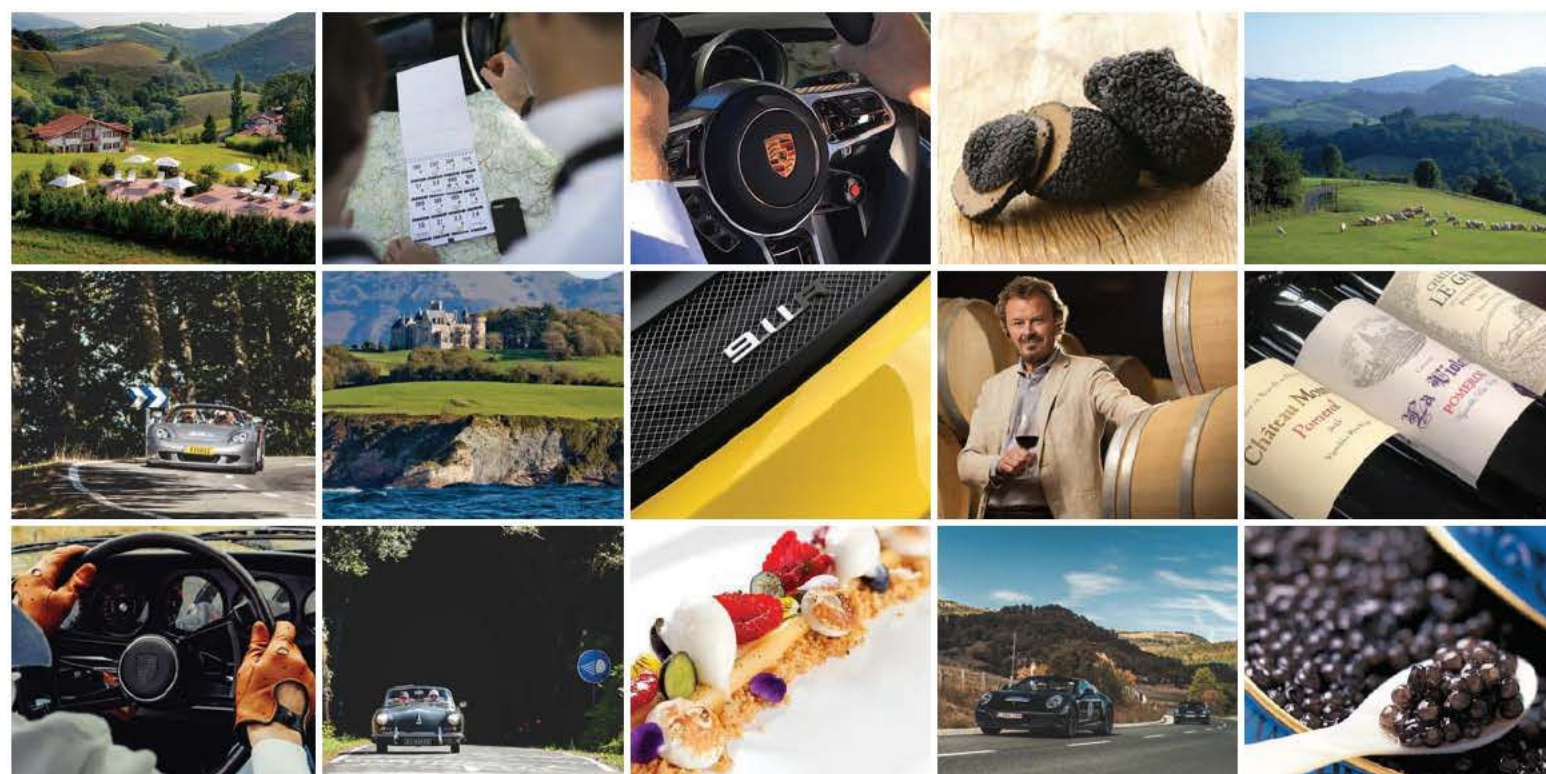
you'll get out of it what you put in.

The lack of any anti-roll bars might be deemed to obstruct the T's driving experience, but I'd say that this particular car corners with more prowess than say a 912 or 914, so while it might not be the sharpest tool in the air-cooled Porsches box, it isn't the bluntest either. Its steering is responsive, light and progressive, loading-up exactly when you'd expect and reminding the driver of its weight bias hanging out the back end on occasion – but it never surprises or frustrates. If anything it invites the driver to push harder, to get to know its character more intimately, to get on

the throttle sooner out of the corners and to play with its balance – all this is part of what makes early 911s so addictive. Our course takes us through the Cotswolds, across the Cat And Fiddle pass, and into Ashbourne which is a quintessentially English market town, before making our way to Buxton – the 'gateway to the Peak District'. On the Peak's open roads is where the T feels really at home, not over-doing it, but stretching its legs all the same – this is pure Touring country. We're not tearing-up tarmac, but the T never feels lacking in power or personality, besides perhaps it is the latter of those which is more important?

It may be the case that the 991 Carrera T offers a similarly relaxed driving experience akin to this classic 911T, but it's more likely that it will, as most modern 911s do, miss the intangible essence of the car from which it takes its name. Undoubtedly the Carrera T will prove itself a capable, quick and practical Porsche like all contemporary 911s, one to covert even, but that it will be able to offer an unsullied driving experience in the same fashion as the 50-year old car with which it shares a letter of the alphabet, well, that just seems unimaginable. In this case, perhaps less really *is* more... ○





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Love Letter

Though its specification might be more substantial than the 911T from which it takes its name, does the new Carrera T deliver as a driver's 911?

Story: Andrew Frankel Photography: Porsche



What's in a letter? More than you might think. Put an 'S' on a car and you instantly make it more sporting. Add an 'R' and it is racing that will be inferred. A 'X' suggests some kind of off-road ability, 'T' that fuel injection has been provided and a 'D' that it is merely powered by diesel. Sometimes meanings change: GT doesn't really mean Grand Touring in the 21st century any more than 'L' means luxury. But what about 'T'? It doesn't say much, does it? There have not been many 'T' cars in recent years, though Bentley used it for sporting versions of the Arnage, and 1990s Continental range. So why has Porsche slapped it onto the back of this new 911?

History is the answer, or at least the slightly distorted history Porsche would like you to recall. Back in the 1960s and '70s all sorts of letters ended up following '911': there was the 911E, the 911S, the 911L, the fabled 911R, the RS and ST too. And, yes, there was 911T as well. Now which one was that? Porsche would like you to recall it as a stripped-out road warrior which is at least partly true. Stripped it was, but not to conquer the mean streets but to save Porsche as many pfennigs as possible. This was the poverty-spec 911, the replacement for the four-cylinder 912 and the 911 for people who would not otherwise be able to afford a 911.

Nor was it a 911 simply with a few luxuries removed. In every area of its active endeavours, its design was compromised to save money. To take them one by one, the engine was detuned from 130hp to 110hp, making it the least powerful 911 ever to be sold. Porsche replaced its aluminium alloy pistons with cast iron items, removed the counterweights from the crankshaft, fitted softer cams, a lower compression ratio, narrower carburettor jets and even nicked a ratio out of the formerly five-speed gearbox.

The suspension came next which was unceremoniously shorn of its anti-roll bars, the brakes after that lost their internal ventilation. The car was still a 911, possessed of many of the qualities (and drawbacks) brought by its diminutive wheelbase and compact dimensions, but if you could afford an E, and L or an S, simply put, well, you did.

Which is why I find the exhumation of the T letter so curious a way to describe this latest 911 iteration. It's not been downgraded in engine, gearbox, suspension or brakes to the smallest extent. What you're looking at is in fact a 911 that's been lightly breathed upon, just to sharpen it up a bit. And if this approach (if not the naming policy) rings a distant bell in your head, then bear with me. I will be back to that in a moment.

In essence, this is a standard 911 Carrera you're looking at: narrow body, standard 365hp three-litre flat six under the engine cover. Like its big sister the 911 GT3, it then raids the parts bins for additions and submissions suited to its particular aims. Some are options on the standard Carrera, others are not and normally only available on more expensive 911s, but together the result should be a more finely honed, responsive 911 costing less than 10 percent more than the car upon which it is based, and less indeed than it would cost if you could option in all the additional goodies to the standard car.

As discussed, the engine is not touched though it does gain a sports exhausts that adds no extra power. The transmission receives the final drive from the Carrera S which actually lowers the overall ratios a touch to allow better in-gear acceleration and a shorter shifter. Power then goes to the rear wheels alone through a standardised limited slip differential. There is no sign yet of a four-wheel-drive Carrera T (nor

Targa or cabriolet versions) and it would fly somewhat in the face of its lighter, more lithe concept if there were.

In the suspension department spring rates and anti-roll bars are left untouched but active damper control in the form of Porsche's PASM system is fitted as standard, as are 20-inch wheel rims. Completing the dynamic picture is Porsche's excellent Sport Chrono pack that not only provides a stopwatch on the dash, but rather more meaningfully provides a mode dial on the steering wheel that allows you to dial through Comfort, Sport, Sport Plus and Individual settings. No gimmick at all, it really does change the character of the car.

The only problem with all these additions is that they come with plenty of weight attached when one of Porsche's stated aims for the car is that it should be lighter. So it has made a couple of genuine moves to address the issue, fitting thinner side and rear glass and removing wads of sound deadening material, and a couple more smoke and mirrors ways of thinking, namely making the rear seats and navigation systems no cost options. This allows Porsche to quote a kerb weight measured without them while knowing that all but a few presumably highly eccentric or masochistic customers will order theirs with them for no extra charge. All in it's five kilos lighter than the Carrera, or in other words a big bag of potatoes.

For those keen on appearances there's a bigger front splitter that seems to have come from the Carrera S, the usual plethora of badges, seats upholstered in a quite cool fabric called 'Sport-Tex' leaving only the side bolsters in leather, GT3-style door pulls instead of handles and for the true detail obsessives among you, the little map on top of the gear lever is now picked out in red.

Visually the car is a treat. I've always thought 911s look best on their most narrow

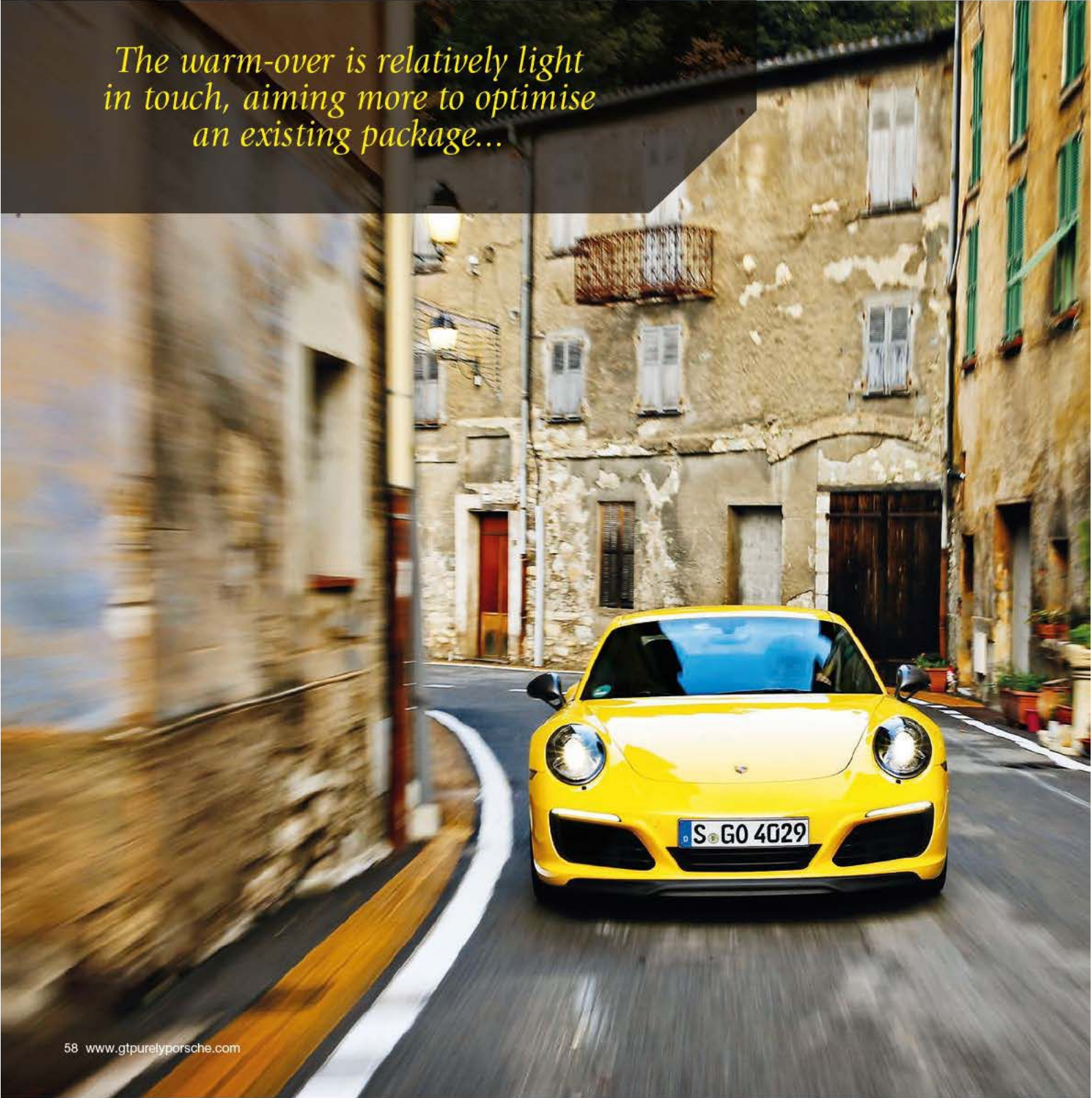
Carrera T




*It's five kilos
lighter than the
Carrera, or in
other words a big
bag of potatoes*



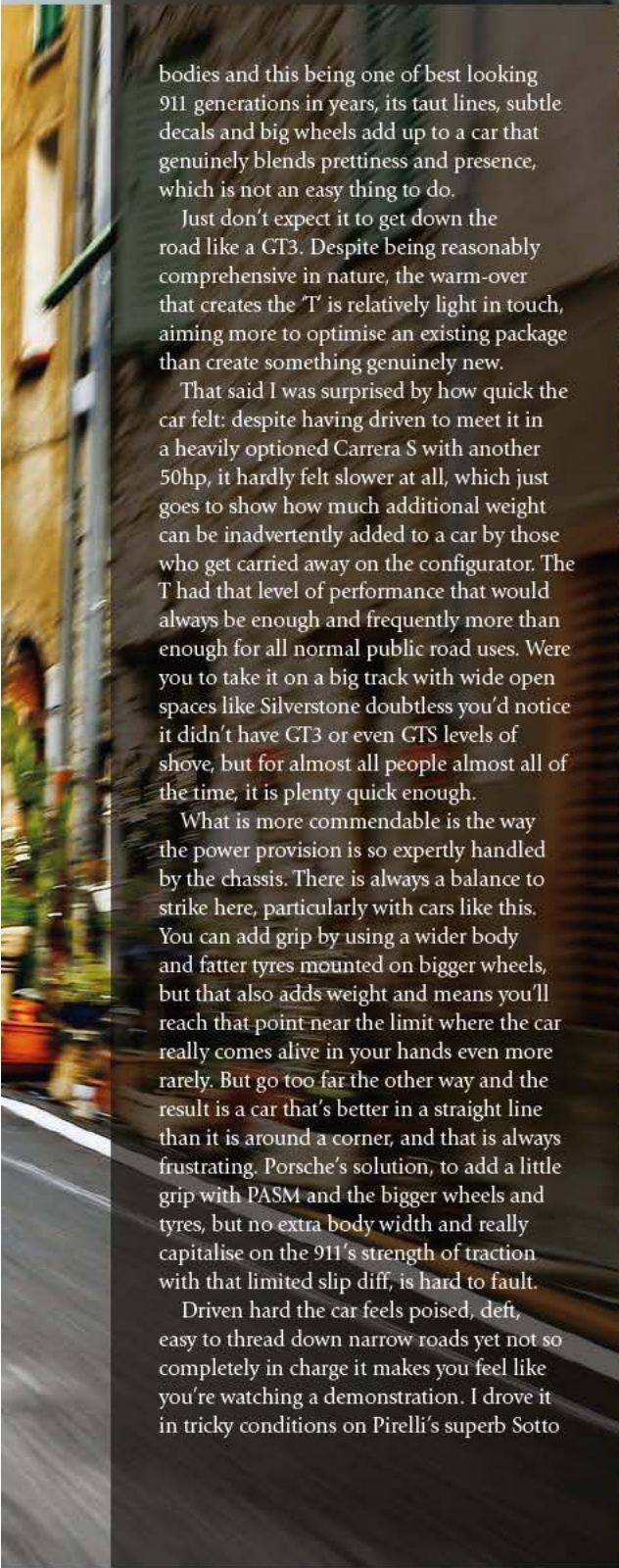
*The warm-over is relatively light
in touch, aiming more to optimise
an existing package...*





bodies and this being one of best looking 911 generations in years, its taut lines, subtle decals and big wheels add up to a car that genuinely blends prettiness and presence, which is not an easy thing to do.

Just don't expect it to get down the road like a GT3. Despite being reasonably comprehensive in nature, the warm-over that creates the 'T' is relatively light in touch, aiming more to optimise an existing package than create something genuinely new.



That said I was surprised by how quick the car felt: despite having driven to meet it in a heavily optioned Carrera S with another 50hp, it hardly felt slower at all, which just goes to show how much additional weight can be inadvertently added to a car by those who get carried away on the configurator. The T had that level of performance that would always be enough and frequently more than enough for all normal public road uses. Were you to take it on a big track with wide open spaces like Silverstone doubtless you'd notice it didn't have GT3 or even GTS levels of shove, but for almost all people almost all of the time, it is plenty quick enough.

What is more commendable is the way the power provision is so expertly handled by the chassis. There is always a balance to strike here, particularly with cars like this. You can add grip by using a wider body and fatter tyres mounted on bigger wheels, but that also adds weight and means you'll reach that point near the limit where the car really comes alive in your hands even more rarely. But go too far the other way and the result is a car that's better in a straight line than it is around a corner, and that is always frustrating. Porsche's solution, to add a little grip with PASM and the bigger wheels and tyres, but no extra body width and really capitalise on the 911's strength of traction with that limited slip diff, is hard to fault.

Driven hard the car feels poised, deft, easy to thread down narrow roads yet not so completely in charge it makes you feel like you're watching a demonstration. I drove it in tricky conditions on Pirelli's superb Sotto

PORSCHE

911 Carrera T

Zero winter tyres and felt as confident driving it fast as I have any 911. You set the little dial to Sport (Sport Plus is a little too aggressive for wet roads), then hit the shock absorber button to cancel the automatic rise in damper rates, because in wet conditions you always want a car to be as soft as possible, and go and have a ball. Despite the mechanical and electronic sophistication of the car underneath you, the delight in the experience it provides is that it feels so simple, so analogue, so like the machines that made you fall in love with driving in the first place, albeit with abilities reborn on an unimaginably higher level.

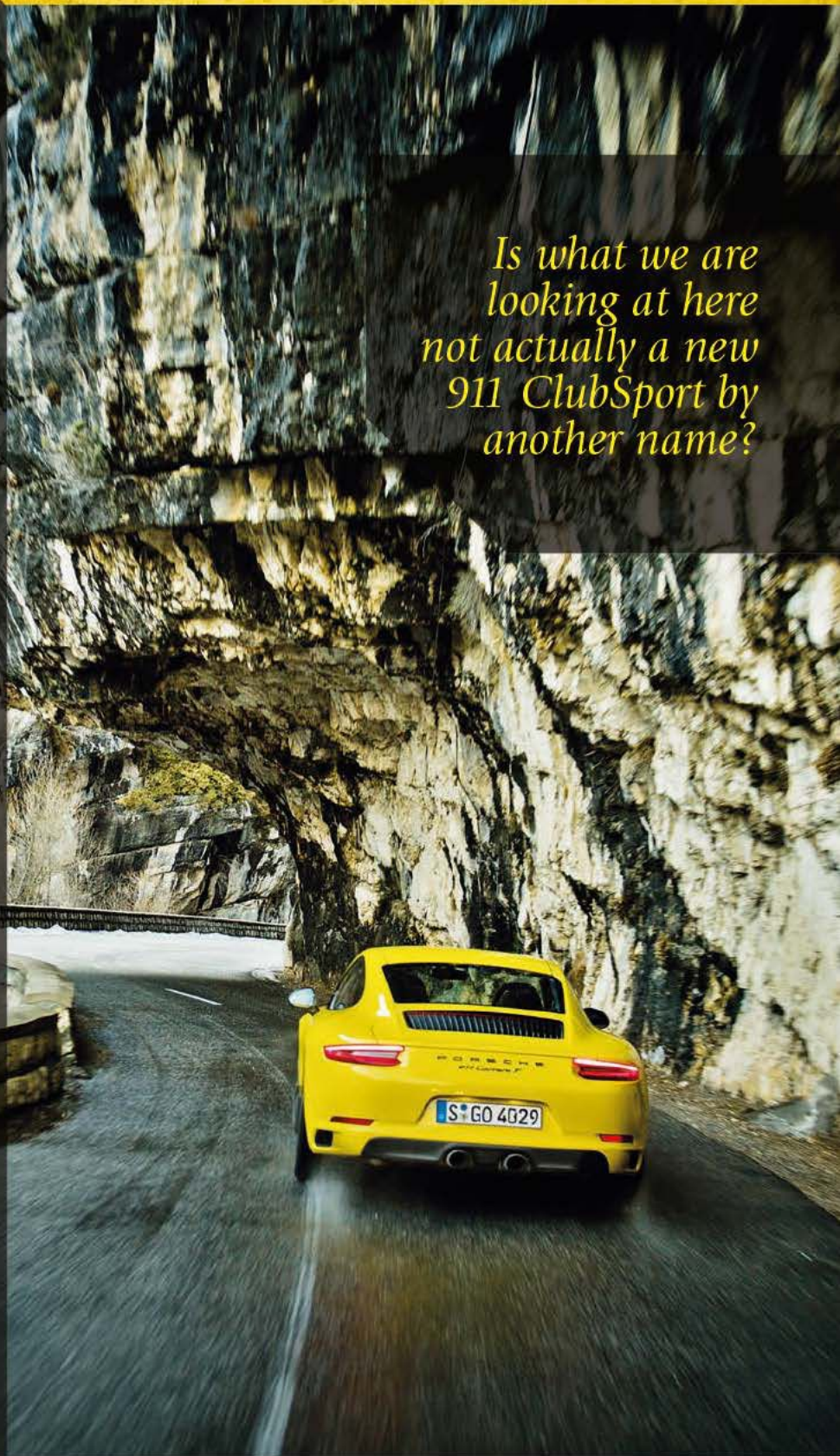
But nor does it forget the first rule all but the most extreme 911s must obey: it remains an entirely usable machine to use for all reasons and in all seasons. Porsche says there's less noise suppression and I'm sure there is, but I never found its refinement lacking. And while the combination of PASM and sport suspension drops the ride height by fully 20mm, the car remains comfortable whether you're gliding along a motorway or pounding through the lanes. Like all the best of its breed, it remains at heart a both practical and pragmatic machine.

I really liked it and if you like the standard 911 so will you. If it's lost anything other than its seats and nav – which you'll put straight back on the order form – I couldn't spot it. What it's gained is a look for those who like to be seen and an edge for those who like to drive. It would be improved further by the six-speed gearbox from GT3 which is even sweeter to shift and just less confusing, but perhaps this might be a conceptually hard sell to mainstream 911 buyers.

All of which brings me back to the that perplexing name. I'm afraid that however good the car – and it is very good – that 'T' does not resonate with me at all, and even if it did, it would be for the wrong reasons. Is what we are looking at here – a nicely optimised, more sporting and dynamic Carrera – not actually a new 911 ClubSport by another name? I can see it wearing those inimitable side decals right now and know it would be a far easier concept for Porsche to explain to its punters.

But what do I know? Only that this is a fine addition to the 911 portfolio and that I'd probably choose it over the more expensive Carrera S, peculiar name or not ○

*Is what we are
looking at here
not actually a new
911 ClubSport by
another name?*



11

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Lifting the Lid

Having already tested its Cayman equivalent last month, we drive the current range-topping 718 Boxster to see if a fabric roof lessens or heightens the GTS appeal.

Story: Simon Jackson Photography: Porsche





If you'd never eaten a pizza cooked in a wood-fired oven then the supermarket's own, incinerated at 200°C for a time, would likely be enough to satisfy your tastes. Flying economy on a long-haul is good enough to get you from country A to country B, sure, that is until of course you sample the delights of the 'upper class' experience, with its extended leg room and seats that fold flat into beds. Cattle class is suddenly somewhat soured. It's similar with cars. Once you're treated to the delights of a well-rounded class-leading sports car, then that perfectly adequate grocery-getting hatchback you drive tends to come up a bit short for your liking. In life once you've tasted the best, and worse once you've become accustomed to it, little else will do...

Porsche's Boxster and Cayman are cars capable of such tricks on the mind, spoiling a driver by treating them to an experience good enough to change their concept of what makes a truly good car, and what doesn't. That's been the case since their inception. Added to this Porsche has long been in the business of delivering version after version of its cars that not only improve upon the model before, but do so by some margin, even if you thought the task impossible.

Out of character then are the latest 718 generation of Boxster and Cayman, which have been well documented in offering a package that if not less appealing, is certainly radically different to the 981 cars they replaced. Many column inches have already been devoted to this subject so I'll try not to dwell, by now we all know that it is the switch from six-cylinder normally-aspirated engines to four-cylinder turbocharged ones that is responsible for this issue.

Last month Andrew Frankel drove the latest Cayman GTS, the GTS being the range-topping turbocharged variant of Porsche's entry-level 718 vehicles. As expected he found the car to be of a quality matched by few, if any, of its rivals, proof that a GTS model Cayman is still one to covet. Off the back of that I soon spent a weekend in its roadster equivalent, the 718 Boxster GTS. As has long been the case, these two share much but there is more separating them than simply a roof, so might it be the case that this Boxster GTS was lacking some of the appeal that Andrew found in the Cayman?

So fresh on UK roads was the car I borrowed from Porsche GB that it wasn't actually a UK car. Shipped straight from the international GTS press launch, 'mine' was a German-registered left-hand drive vehicle, and so short was my time with it that you'll have to excuse the lack of any pictures taken on home soil. Nonetheless test it in the UK we did, and if you'd like to send a donation in respect of the roof being lowered in sub-zero British winter temperatures (all in the name of consumer journalism) then feel free to do just that.

On first inspection this GTS Boxster looks the part, though parking it next to my 987 Boxster it quickly became apparent how far the model has come in terms of overall presence. Perhaps the beauty of the 986 and 987 is its threadable, nimble nature, on plain sight that doesn't appear to be the case for either the 981 nor 718, the latter simply looks massive by comparison. But that's largely an







*Unlike the old car, you do not need
to search for your power for it
is accessible at all times*





optical illusion, for believe it or not there is just 21mm (width) and 64mm (length) between the 987 and 718, the newer car's wheelbase is 60mm greater. Between my manual 987 2.7-litre Boxster and this 718 GTS there is however an 80kg weight difference in favour of the older car, and with most every other numbers I could care to mention the latest Boxster has the old one comprehensively beaten. Rather interestingly this Boxster GTS weighs the same as its Cayman counterpart at 1405kgs, despite lacking a metal roof and gaining all the heavy gubbins to retract its fabric one, it is though 30kgs heavier than the old car.

At £61,727 the Boxster GTS is £1,861 dearer than Andrew's Cayman, such is the latest pricing structure between the coupé and convertible siblings, which has reversed in Porsche's new order of things. That buys you a 2,497cc Boxster GTS producing 365hp at 6,500rpm, with 310lb ft of torque at 1,900 - 5,500rpm, the six-speed manual car I'm in will see 62mph in just 4.6-seconds and run onto a top speed of 180mph. A larger air intake is the chief difference between this GTS and its subordinates in the range, forcing more air into a reworked variable-vane turbocharger pushing out 1.3 bar boost, up 0.2 bar over the S. That translates to an increase of 15hp and 7lb ft torque over the outgoing model, which doesn't sound like much, on paper at least. I find it tough to believe that Porsche hasn't remapped the ECU here too, in fact it certainly has.

The specification on this GTS is exactly as we've come to expect from a Porsche so badged; plush Alcantara inside and slick matt-black details outside such as; spoilers and diffusers, badging, wheels (20-inch Carrera S rims in this case shod with 235/35 tyres at the front and 265/35 out back), and subtle darkened lighting. This latest car has a slightly revised front bumper too. Porsche's Active Suspension Management (PASM) system is fitted as standard, lowering the car 10mm over its S counterpart, which sits below it in the overall model hierarchy, in short everything is as you'd expect to find. Sport Chrono is standard, iron brakes are too with carbon-ceramics optional.

On first inspection its specification and performance are not an issue, and I'd go so far as to say that on the road this car is a much more usable tool over the 981 in everyday situations. Fourth and fifth gear do practically everything, on the motorway you can even leave it in top (sixth) and it'll give you enough boost with a subtle flex of the ankle to get around any given situation. That its gearing is still long, like the old cars, might be the case, but due to the nature of power delivery from a turbocharged engine it is far less noticeable here. On back roads its range and usability is equally diverse, you can be lazy if you so desire, or get more involved by keeping it in its preferred power band as you cycle through the available cogs. Ultimately, unlike the old car, you do not need to search for your power for it is innately accessible at all times. Whether you find that

promotes a less involving driving experience than that found in the 981 GTS might depend on whether or not you prefer your pizza wood-fired or straight from the Beko Electric Double.

The chassis of this car remains utterly delightful and rewarding, the balance so revered of the Cayman and Boxster remains its USP. Like the old car it's playful but planted, flattering its driver in allowing some decent slip angle when you push it, but progressive and controlled with it. With its eagerness to pile boost on I wonder though if a few people might come unstuck should the car begin to get away from them under extreme load, as they introduce too much power through the rear wheels than they were perhaps expecting. But, conversely, I also imagine that by spending more time in the driver's seat you'd soon master that side of this more feisty engine's character, thus defusing the issue.

Switching it to 'Sport Plus' I deliberately provoke the GTS in a familiar and particular off-camber corner, one I fondly remember taking the old car though in the same fashion. It performed much the same as its forebear, rotating enough to catch my attention (slightly more perhaps), but not so much that I was on route to an embarrassing accident, for though they are less intrusive in this mode, the electronics ultimately had me covered. I find the steering feel of this GTS absolutely on point for a modern car, I know it's assisted in way that is more artificial than the Porsches of old, but it's precise and informative in a way that is a highlight of the latest GTS cars. The brakes have an equally textural feel and depth to them, I simply can't fault this aspect of the car.

Such is this car's prowess and power now though that it has become less able to be fully exploited on the road, on a track I imagine it would deliver on a whole extra level, I didn't feel that way about the old car – you were able to use most of its power on the road. Its standard issue limited slip differential and Torque Vectoring system mean it simply gets up and gets on with it out of the corners, with more verve than the old 981. How much better can Porsche make this car's chassis in future? The mind simply boggles.

The six-speed gearbox is utterly gratifying as usual, and for me it's the unit you want in any GTS over the optional PDK alternative. While this 2.5-litre engine is certainly in its most responsive state of tune yet, it does lose something to the old car in that regard. Its drivability though is unparalleled by the other 718 variants underneath it. It's great fun low, mid and high up the rev range, however, and at the risk of sounding like a stuck 45, the noise remains a problem. As Andrew noted last month the new GTS cars appear to have been tweaked in this regard, but I'm not certain it's for the better. I cannot speak for the Cayman for I have yet to drive it, but in this Boxster the noise is louder than before, even with the (standard issue) Sports Exhaust switched off and the roof up. It's just not a nice note; too





boomy on the motorway, too gruff in the middle of the rev range (it still sounds like an air-cooled car). If anything I would've made it quieter, not louder, but such has been the traditional route of the more 'sporty' GTS cars, I suppose. With the roof down its pops and bangs on overrun, albeit artificially (like the blip it performs for you on down-shift in the correct driving mode) and that somehow serves to lessen my dislike for the exhaust and engine note slightly, but both are a touch intrusive at times. It's worth pointing out that Andrew found it less offensive than I, so perhaps it's another relative argument, I

truly miss the crescendo of the six-cylinder engines. But for me any aftermarket exhaust firm would do well to quickly develop a system which baffles the noise of these 718 systems, which I know sounds odd given the fact that aftermarket exhausts typically make a car louder, but trust me, there will be a market. To save harping on about it for the rest of this feature I will park the noise argument like this, reiterating something I've written in these pages before: if you'd never driven a six-cylinder Boxster you will not take issue with this new car's note. Those coming to this car from older variants however likely

will. It comes back to my original argument again I guess – it all depends what you're benchmarking it against, for me Porsche still has work to do here.

In combination then the available power, involving and dynamic chassis, and subtle yet at the same time aggressive styling, make this 718 the current Boxster to have. Admittedly that is likely to change when the forthcoming six-cylinder normally-aspirated Spyder arrives later this year, however mere mortals are unlikely to be able to get into one of those as readily as this GTS. For now, and particularly in six-speed manual form, this Porsche remains a class-leading machine and a Boxster, as many have before, which could well rival a 911 for anyone in the market for roof-down Porsche thrills.

A 911 while in possession of many appealing assets over this 718 generation of Boxster, is not as playful on the road, nor as keenly priced. A convertible Carrera starts a full £25,000 more than this GTS, gaining just five horsepower on it and giving away 0.2 seconds in the 0-62mph sprint. Whether a 718 Boxster can deliver the same 'upper class' driving experience as a 991? Well, that might depend on the kind of cars, particularly Porsches, to which you have become accustomed... ○

A convertible Carrera starts a full £25,000 more than this GTS, gaining just five horsepower





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(59 - 2009)
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Basalt black with black leather..... £47,000



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(09 - 2009)
Basalt black with black leather £44,000



PORSCHE 911 (997) "2S" 3.8 "GEN 2" PDK
(09 - 2009)
Silver with black leather £43,000



PORSCHE 911 (997) "2S" 3.8 "GEN 2" PDK
(09 - 2009)
Silver with black leather £41,000



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PORSCHE 911 (997) "4S" 3.8
(07 - 2007)
Basalt Black with black leather £36,000



PORSCHE 911 (997) "4S" 3.8
(07 - 2007)
Atlas grey with stone grey leather ... £34,000



PORSCHE 911 (997) "4S" 3.8 TIP
(06 - 2006)
Basalt Black with black leather £34,000



PORSCHE 911 (997) "4S" 3.8
(06 - 2006)
GT Silver with greyleather £34,000



PORSCHE 911 (997) "2S" CAB 3.8
(07 - 2007)
Silver with black leather £34,000



PORSCHE 911 (997) "2S" CAB 3.8
(57 - 2007)
Midnight Blue with black leather £34,000



PORSCHE 911 (997) "4S" CAB 3.8
(07 - 2007)
Silver with black leather £34,000



PORSCHE 911 (997) "4S" CAB 3.8
(07-2007) Silver with black leather
£34,000



PORSCHE 911 (997) "4S" 3.8 CAB
(07-2007) Silver with black leather
£34,000



PORSCHE 911 (997) "2S" 3.8 TIP
(56-2006) Silver with ocean blue leather
£33,000



PORSCHE 911 (997) "2S" 3.8 TIP
(57-2007) Silver with black leather
£33,000



PORSCHE 911 (997) "2S" 3.8
(57-2008) Silver with black leather
£33,000



PORSCHE 911 (997) "2S" 3.8 TIP
(07-2007) Basalt black with black leather
£33,000



PORSCHE 911 (997) "2S" 3.8 TIP CAB
(55-2005) Atlas grey with black leather
£30,000



PORSCHE 911 (997) "2S" 3.8 TIP
(55-2006) Silver with black leather
£30,000



PORSCHE 911 (997) "2S" 3.8 TIP
(56-2006) Silver with ocean blue leather
£30,000



PORSCHE 911 (997) "2S" 3.8
(06-2006) Midnight Blue with Ocean Blue
eather ... £23,000



PORSCHE CAYMAN "S" 3.4 PDK
(63-2013) Basalt black with black leather
£42,000



PORSCHE BOXTER 2.7 PDK
(14-2014) Basalt black with black leather
£34,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(59-2009) Basalt black with black leather
£24,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(09-2009) Basalt black with black leather
£24,000



PORSCHE CAYENNE "GTS" 4.8 TIP
(09-2009) Basalt Black with black leather
£24,000



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

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PORSCHE WANTED (2003 TO 2014)

A dark-colored Porsche Boxster is parked on a paved road. To the left of the car is a stone wall covered in dense, colorful autumn foliage in shades of red, orange, and yellow. The car is positioned in the lower right corner of the frame, showing its rear and side profile. The background is a steep hillside covered in similar autumn foliage.

Cheap **Thrills**

Would the cheapest working Porsche for sale in the UK be a dream or a nightmare? Robb Pritchard wanted to find out, enter this bargain Boxster... Story & Photography: Robb Pritchard





The prices of most Porsches have been on a sharp upward spiral for a few years, but while the most desirable in the 911 range go for what in the trade is termed 'silly money', there are still some that constitute a real bargain. A quick browse through the classifieds and it's clear that the 986 Boxster, made between 1997 and 2004, is by far the cheapest model, but is it any good?

The old adage goes that 'you get what you pay for' and this particular 130,000 mile 2.5-litre 986 was suspiciously cheap. At £2500 it was exactly £1000 less than the next Porsche on the list, and because of that (as well as the fact that it was blue) it wasn't my first choice. But as all the well priced 2.7-litre and 3.2-litre cars I was interested in were sold one after the other in the space of a single afternoon, I decided to go and have a look. With a non-running 944 and a 'spares or repair' 924 the



only Porsches priced cheaper in the listings it was actually the cheapest running Porsche for sale in the UK. At least it had a 12 month MoT so there couldn't be too much wrong with it, could there?

A four hour train ride from London to Kidderminster and the car, rolling into the car park as I pulled into the station, looked gorgeous, especially wearing the Porsche alloy wheels I've always liked. But up close it was a lot tatterier than the advert had led me to believe. The glaze was so marked it looked like someone had given it a good polish with a scouring pad, one of the front indicators was cracked and the photo on the website was of the only good wheel. The rest were suffering from varying degrees of aluminium corrosion and would need repainting. All of that was just cosmetic though. On the plus side the interior, beige leather with black trim, was perfect, and all the electronics worked, with no warning

lights on the display. The roof worked too, which is important if you don't want to spend lots of money on repairing it.

'It's just a Boxster, blah blah,' I have heard it said many times and always from non-Boxster owners, but get behind the wheel of one and there's little doubt that it's pure Porsche. The handling, the light and solid feel of the steering and the push of the engine, especially over 2500 rpm – I knew I was going to buy it half way through the test drive...

I had a little European road trip planned for a couple of stories for this fine publication in France and Germany, so I figured that if it got back down to London without fault it would be good for a couple of thousand more kilometres... but I didn't get too far down the M40 before I realised I was getting a bit queasy from fumes. When I pulled over at the Oxford services I was mortified to see steam coming out of the boot. Suddenly, buying the

cheapest running Porsche in the UK seemed the stupidest idea ever. I took the oil filler cap off and the plume of steam escaping into the cool autumn air elicited some sympathetic giggles from passers by.

A call back to the seller and he wondered if it might be because the car hadn't been driven properly for a while – since 2014 in fact – so perhaps the engine was damp? A quick Google search came back with several possibilities for malfunctioning parts, such as blocked breathers, a gas recycling pipe, or a faulty vacuum unit, but one I read was adamant it was the head gasket. A nervous test of the oil later and, with great relief, it was as clear and as fresh as the urine sample of a well-hydrated Olympian. So, not being something imminently terminal I carried on, with the window down, to London. When I arrived the oil filler pipe looked much less like a kettle spout – just dampness then – which

Suddenly, buying the cheapest running Porsche in the UK seemed the stupidest idea ever...





*One of his friends hit the
back of the car so hard that I
jumped and hit the gas...*





is apparently the same for the funny little splodge on the odometer.

On the Eurotunnel the first stop was Paris to visit the esteemed Mr Raymond Boutinard, his Le Mans 928 S we'll be featuring in the next issue, and I was cheeky enough to ask him if he'd drive around the block to tell me if the noise from behind the driver's seat was normal. I'd spent the last 350 kilometres worrying that the water pump was in its death throes. Having an ex-Porsche Le Mans driver over-revving it on the pavement gave me much confidence, and I guess you hear different things when all the pulleys are right behind you rather than in front on the other side of the bulkhead. But he could smell that the car had a timing issue. It was a skill I'd previously assumed was beyond the scope of human abilities, but apparently incorrectly combusted fuel is easy to diagnose.

The Le Mans car pushed out of the way and the Boxster plugged into the diagnostic machine, Raymond laughed as all its faults flashed up. My heart sank as I wondered how much a French scrapyards would offer for spares but they were for the tensioner solenoid, and air mass sensor which were on all a receipt for recent engine work. The garage hadn't reset the codes after fixing them. A couple of buttons pressed and they all went green, apart from the O2 sensors. These work with the timing to make sure the mixture is always correct, without them the car can run rich or lean. Raymond could smell that the 986 was running rich. Not a big issue, and at a cost of half again of what I bought the car for

it was something that could wait for a while. Fuel consumption would be about five percent less than normal. I didn't even know what the MPG was supposed to be...

Up on the lift there was a bit more bad news. The first thing I saw was an incredibly bad exhaust repair and a slight oil leak. "Ah, it means it's full," Raymond joked which, a little disconcertingly, is what my dad used to say about his old Land Rovers. At eye level I could also see that there was some blue paint on the front radiator grille.... Evidence of a respray, which in-turn could be evidence of an accident repair? But Raymond pronounced that there was nothing to worry about and the Boxster was mechanically sound, which was a really big relief.

That night I decided to take my beautiful Lithuanian friend out for a drive around Paris, which was an awful idea. Parisian rush hour traffic is more like a demolition derby, and the cobbles down the Champs de Elessay were so rough I thought the suspension was going to get ripped clean off the car. But that wasn't the worst part. On a dark backstreet following a diversion sign, an idiot strolled out into the road in front of us. Instinct told me something wasn't right and he started hollering. A few months in South Africa have primed me for a situation like this and when I saw a couple of his friends come out into the road behind us I nudged his leg to give warning that I wasn't about to get car jacked. At that moment one of his friends hit the back of the car so hard that I jumped and hit the gas, although we got away unharmed both the front lights were now



cracked. And the rear wing had a tin of beans sized dent in it.

Then on to Germany where the roads are specifically designed for people to really enjoy their cars. The speed derestricted Autobahns are a great place to do 130mph without having your driving licence put in the bin. But the outer lanes are full of people whose momentary inattention to what is in their mirrors could easily mean a very serious accident. While it was fun annoying some Audi drivers, having to break so hard that the ABS came on at over 100mph was scary enough that I decided to wait for a track day to have some proper fun. Also, the steering wheel is a bit too smooth to hold on to properly with sweaty and shaking hands.

The next stop was Knüpfing Motorsports where, despite the marvels being crafted in the workshop, owner Armin has nothing but praise for the Boxster, which was released when he was working on racing Porsches. Porsche was in rather dire financial straits in the mid-90s and strong Boxster sales bolstered the company through the period prior to the launch of the 996. Armin was putting the finishing touches to Jurgen Barth's 924T, another car soon to be featured here.

With everything running fine I decided to extend the trip and take an autumn break in Croatia. Once I'd got the rear quarter panel dent worked out so I could look at its curves without cringing, I was ready for a proper drive. Track days have yet to catch on in



eastern Europe so on an autumn weekend in Zagreb I decided it was time to push the car a bit to see what it was capable of doing. With 20 hairpins at national speed limit, and most importantly a one-way system, the road up Sljeme mountain just behind the city could have been built just for people to be able to enjoy their Porsches. It was used a few years ago as a stage in the Sydney-London Marathon, a stage won by a 911.

Dabbing the accelerator, clicking the buttons for gear changes at 1,500rpm, apart from the driving position and looking at the gorgeous dashboard and instrument display, it could be almost any other car – until you fold the roof back and put your foot down. Then it becomes a very special car. For my day job I have driven some amazing Porsches, and a £2500 2.5-litre Boxster in 'spirited' mode on a sunny autumn afternoon, powering up a mountain, is honestly on a par with the best of them. Apart from one thing...

With the mid-engined configuration

(Porsche's first non-front engine water-cooled engine) Boxsters have a perfect 50/50 weight ratio and handle accordingly, but one serious drawback here is this car's Tiptronic gearbox. With the steering wheel sawing one way then the other it's almost impossible to keep track of which way the buttons need pressing and at 3,500 rpm on a damp corner, pushing the downshift by mistake suddenly ends the fun. If you want a Boxster to drive hard, you absolutely need a manual gearbox.

In conclusion, the cheapest 911 I found was just under £10,000, exactly four times the price of this Boxster. Does it provide four times the driving satisfaction? Definitely not. This 986 Boxster truly was a bargain Porsche, for the amount of Porsche-per-pound you get here it is really an amazing car for 'silly money'. If you don't have tens of thousands of Pounds to spare for a classic or contemporary 911 but want similar thrills, then I urge you to take a Boxster of any generation for test drive. You will not be disappointed ☺





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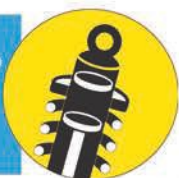
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David VS Goliath

While we're sure to lament the loss of Porsche's LMP1 prototypes in 2018, a full decade ago it was actually an LMP2 car – the RS Spyder – which returned the marque to Le Mans following a 10-year absence.

Story: Simon Jackson Photography: Porsche

After it won the 24-Hours of Le Mans outright with Stepane Ortelli, Laurent Aiello and Allan McNish in a 911 GT1 in 1998, Porsche was largely absent from the great endurance race for a decade. Plans to race in 1999 had been abandoned due to rule changes, while the LMP2000 project was also canned with production of the Carrera GT being cited as one reason for Porsche's pre-occupation elsewhere. Though the usual raft of 911s had competed at Le Mans in the intervening period, it was 2008 before Porsche sent any kind of factory-supported prototype entry to Le Sarthe, but it wasn't with the kind of car many had expected. Unveiled in 2005 was not a top-flight LMP1 car, but rather an LMP2 car that customer teams could purchase and race from 2007 onwards – it was the RS Spyder.

Problems with chassis supply meant that it was actually not 2007, but 2008 when customer RS Spyders would appear on racetracks, by which point Porsche's factory prototype efforts had been terminated. And so it was that a full 10-years ago this car that, in a roundabout fashion, returned Porsche to Le Mans after a decade's absence, not though full





They arrived at Le Mans as favourites for class victory

Porsche Motorsport entries, but via customer teams Essex and Van Merksteijn, works supported squads.

Purchasing an RS Spyder gained certain advantages as part of the package, namely vital Porsche factory support. This meant that these two teams were as close to bonafide Porsche entries as you might imagine, as such they arrived at Le Mans as favourites for class victory. Well, actually that wasn't the only reason the pair were tipped for success. At the head of the Essex entry was John Nielson, a former Le Mans winner himself, Nielson was joined by six-time Le Mans winner Casper Elgaard. Lending further weight came Porsche RS Spyder works driver Sascha Maassen. Van Merksteijn team owner, Peter Van Merksteijn, was aware that although his squad were European Le Mans Series winners, it perhaps lacked the specific Le Mans experience of the rival Essex crew. In order to best prepare a

1000km test was held at Paul Ricard, and two high profile drivers were hired, its Le Mans Series drivers in fact; former Formula One star Jos Verstappen, and his fellow Dutchman Jeroen Bleekemolen.

The car Essex and Van Merksteijn found in their respective garages was not second-rate. A known quantity following its running in the American and European Le Mans Series (where it had already won), this was an endurance racing car worthy of a Porsche badge. Its mid- longitudinally-mounted 3.4-litre V8 engine produced in the region of 500hp, in a car that weighed at its heaviest 825 kilos that's not too shabby. Porsche had been developing the RS Spyder since its debut in 2005, Sascha Maassen and German Lucas Luhr were two of its factory drivers putting in early testing mileage. The biggest changes came for the 2007 season, where Porsche revealed an RS Spyder 'Evo' – a much improved version of

the car. Behind the scenes wind tunnel work had gained further aerodynamic efficiencies, its carbon-fibre monocoque was modified making service and maintenance easier under time sensitive race conditions. Racing regulations called for the 90-degree V8 engine to be fitted with an air volume restrictor, nonetheless its power was steadily increased, it gained 23hp for 2007 over its original power output, now 503hp at a heady 10,300rpm, and it weighed 775 kilos at that point in time, but as we know it would gain a touch more weight before Le Mans 2008. Torque from the all-alloy normally aspirated 3,397cc engine was 273ft lbs at 7,500 rpm. A sequential six-speed dog-shift gearbox with a three-plate carbon-fibre clutch complimented the engine, mounted lengthwise it was integrated into the chassis operating as a load-bearing component. As you'd imagine gears were shifted via paddle, Porsche spent notable time



in particular refining the system for reliability, smoothness and precision. A double wishbone, push-rod actuated torsion bar spring, and ZF Sachs gas-pressurised damper combination took care of the suspension setup, braking came in the form of 380mm (front) and 355mm (rear) vented ceramic discs, with dual master cylinders.

Much of the 2007 season involved Porsche painting the RS as something of a giant killer, drawing arguably tenuous links with the car's namesake of more than 50 years previous, the 550 Spyder. But the thing is this wasn't all marketing hyperbole. In the American Le Mans Series alone (where Porsche's LMP2 machine was prepared and fielded by Penske Racing) during 2006 – the year that marked Porsche's return to prototype racing after a

seven-year absence, it had clinched one overall victory and seven LMP2 class wins in 11 races. Better still 2007 saw 11 class wins out of 12 races, but eight of those were consecutive overall victories, where it beat Audi's far more powerful LMP1 R10 TDIs. The 'Evo's' gains in cornering speeds and increased lightness over its forebear meant that it was able to outpace some of the illustrious LMP1 cars on the smaller tracks they met on.

Essex and Van Merksteijn had not been winning overall races in the Le Mans Series of 2008, but enough had been done to clinch LMP2 honours by sharing all available class wins between them. A momentum was building, might Porsche, Essex and Van Merksteijn have dared to dream of something more than just LMP2 victory at Le Mans in

2008? In March that year there came a very good reason to do just that.

At Florida's 12 Hours of Sebring, long established as a dress rehearsal for Le Mans, it was Peugeot's single 908 HDi that was undoubtedly the fastest car over a single lap, heading two of the aforementioned Audi R10 TDIs. Early into the race the Peugeot hit trouble though, chiefly with its hydraulic system, which put Audi in a position to win. However, like Peugeot, Audi did not have the reliability to do so, with brake system and turbocharger issues subsequently putting the team out of contention. That left the LMP2 Penske Porsches in the lead, the best of which was driven by Romain Dumas, Timo Bernhard and Emmanuel Collard. Their win wasn't just the first overall victory for Porsche at Sebring



Might Porsche have dared to dream of more than just LMP2 victory?



for exactly 20-years, it also meant that Roger Penske was the first team owner to win it, and the Daytona 500, in the same year. The omen for Le Mans looked good.

The No34 Van Merksteijn RS Spyder pipped the No31 Essex car to the class pole position by 1.1 seconds, lapping the 8.5-mile Le Mans circuit in 3m 32.301 seconds for 14th overall on the grid. That lead was maintained in the first hour of racing but only just, half a second down the road was the No31 car. During the second hour and the first round of driver changes, the Essex squad turned the tables to pull an eight second lead over the Van Merksteijn entry, only for the situation to be reversed again in the third hour. This back-and-fourth continued through the initial hours of racing, but one important thing was

happening: both cars were moving up the leaderboard and into the top ten. Typical of Le Mans, a problem then reared its head.

A left rear puncture after some six-and-a-half hours of racing hit the Essex car, it limped back to the pits loosing over two minutes to the Van Merksteijn Spyder. That, you might think, would settle the argument, but you'd be wrong. The No31 car of Essex had made its way back towards its rival by the tenth hour of racing, showing remarkable pace. For the Essex team though the pain wasn't over yet. As daylight fell an engine misfire sent the No31 entry falling down the time sheets, behind the Van Merksteijn car, now in eighth place. It was in many respects the final straw for the Essex Porsche. Though the team did its best to claw back some time, come the 19th hour

of racing it was Van Merksteijn in ninth spot a full minute ahead of the Essex machine, and it would only lose 10-seconds of that lead and one overall position to reach the checkered flag in tenth place, 50-seconds ahead of the No31 Essex car. The pair were comfortably first and second in LMP2, and as if to redress the balance, the Essex team would ease to LMP2 victory at the event in 2009.

Though the 2008 result wasn't perhaps the one that some at Porsche, Essex and Van Merksteijn might have dared to dream, the statistics were impressive. The leading RS Spyder managed to complete 354 laps to the winning Audi R10 TDI's 381, the Essex Porsche recording 347 laps. The Van Merksteijn Porsche's its fastest lap was 14.794 off the quickest race lap by Peugeot's 908 HDi, the



Essex car was a couple of seconds more off that. But for context we're looking in the wrong direction. Behind the two Porsches in the LMP2 class came a Pescarolo Judd – 14 laps down on the No31 Essex Spyder... Fourteen! And let's not forget that this race was the first 24-hour event for the RS Spyder, lest we forget Porsche's first Le Mans for a decade. Its domination, in context, was more than impressive.

When Porsche first revealed the RS Spyder it's fair to say that it met with a mixed reaction. Many wanted to see the Stuttgart squad competing in top flight prototype racing, and this second-tier LMP offering simply didn't meet expectations. However, as it would go on to prove, the RS Spyder was an important car for Porsche, one that would punch well above its weight. It was

one of the first LMP2 prototypes to mount a genuine challenge to the larger LMP1 cars from the like of Audi and Peugeot in Europe and America. The results tell us that 2007 was the most successful season of racing for the Porsche-Penske collaboration, with its bright yellow DHL sponsored entries, but what the factory-supported customer teams managed at Le Mans in 2008 was perhaps the most significant moment in the spotlight for the RS Spyder. In many ways it was a mighty impressive story of David versus Goliath.

A gathering shortage of spare parts for a customer teams saw Porsche wanting to wrap-up its support for the RS Spyder in 2009, but that was extended into 2010, and following the Petit Le Mans event the car's retirement was announced. In the context of what had come before it, the success of the

962, 956, and 911 GT1, and after it of course in contemporary times with the 919 Hybrid, it's perhaps easy to ignore the achievements and significance of the RS Spyder in Porsche racing history, but that would be unfair. Here was a car that not only returned Porsche to prototype racing after a number of years, but also one that managed to challenge cars, teams and drivers well above its station. That the Porsche name was back at Le Mans for the first time in a decade, and that it did not disgrace itself there, might well have served to foster future endeavours. Ten years on from when the Van Mercksteyn and Essex customer teams crossed the finish line at Le Sarthe, perhaps now we can fully understand the magnitude of the RS Spyder's contribution, and appreciate that it is fully deserving of a place in the Porsche prototype hall of fame o





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911 SC

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£54,995



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MARCH

8-18th
Geneva Motor Show
Geneva, Switzerland
www.gims.swiss

14-17th
IMSA: 12 Hours of Sebring
Sebring, Florida
www.imsa.com

17-18th
76th Goodwood Members' Meeting
Goodwood, West Sussex
www.goodwood.com

APRIL

6-8th
Porsche Carrera Cup GB
Brands Hatch, Kent
www.porsche.co.uk

13-14th
IMSA: Grand Prix at Long Beach
Long Beach, California
www.imsa.com

22nd
Sunday Scramble
Launton, Bicester
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Carrera Cup GB
Donington Park, Derby
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MAY

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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
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24-27th

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gt porsche retrospective

ONE
YEAR
AGO
MARCH
2017



We got behind the wheel of the latest 911 GTS one year ago, of the second-generation 991 we said: 'It is a car with a simply sublime blend of stability and agility.'

We also drove TechArt's first reworked 718 – a Boxster S, met a beautiful 944 Cabriolet, and examined a 964 tweaked with the personal touch. Celebrating the 910's 50th birthday we recalled how the car had won Porsche both the Targa Florio and Nürburgring 1000kms. Autofarm let us lose in a 911 2.7 RS that it had been involved with (we kicked up some mud), plus we trialled the new Macan Turbo with Performance Pack, then juxtaposed it with the Macan GTS to see which we preferred – the GTS impressed. We also sung the virtues of the 987 Cayman.

FIVE
YEARS
AGO
MARCH
2013



Five years ago we looked at why the 997 was a good buy, actually we went as far as saying it was the best 911 to have. Sticking with the 997 theme we took a 997 GT3 RS, the infamous 'HBY' press car infact, to the 'Ring, though we didn't actually drive it on the circuit – rather we investigated the road routes around the famous destination. We said: 'The induction roars with the ferocity of a lion who has had his tail trodden on.'

Also in this issue we compared Singer with RUF – the benchmarks for modified 911s. We also met a pair of UK-based 964s, also altered from their standard specification (right), and we celebrated a decade of the Cayenne, we commented: 'We have yet to experience a landscape a Cayenne can't cross that a Range Rover can.'

TEN
YEARS
AGO
MARCH
2008



This should be good for a laugh: a decade ago we looked at what kind of Porsche you could buy for £10,000. The cover somewhat gives the game away here, but suffice to say you could pick up a 911 SC for our sum ten years ago – hindsight's a wonderful thing, isn't it? Likewise a 944 Turbo or 986 Boxster (2.5-litre), our pick? It was actually the 944 at the time as we thought it was coolest option. You weren't expecting that, were you?

Further into this issue we put the 997 Carrera S and 4S head-to-head, mainly to see if more driven wheels had a vast impact on the driving experience of the 911. We felt the two-wheel drive S was the way to go. Lastly we celebrated the 956 – the follow-up to the almighty 917.

CHINA GETS 100TH SALES SITE

Porsche has expanded its presence in Asia by opening its 100th sales site in China...

Ahead of opening a new Porsche Experience Centre in Shanghai this spring, Porsche has created a new 'Porsche Studio' in the Chinese city of Guangzhou. Similar in concept to the 'Porsche on Sylt' site opened last year, the Studio is Porsche's 100th sales site in China.

China remains the largest single market for Porsche, it is also the most important market for 718 models: in the first three quarters of 2017, more than 5,100 Boxster and Cayman vehicles were delivered in the country.

Porsche plans to use this new style venue to interact with a fresh type of customer in a untraditional fashion. Located in a luxury shopping centre, this latest location is well placed to attract a different kind of interest, Porsche hopes to offer an insight into the complete range of its services, both in person and virtually.

"In recent years, China has become Porsche's largest single market", commented Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG. "Our four-door sports cars are especially popular in Asia but demand for two-seater models is increasing rapidly."

At 460 square meters, the new Guangzhou showroom includes an exhibition area for new vehicles, but all five model lines offered by Porsche can be visualised and customised virtually via iPad. The Studio is linked closely with a nearby Porsche Centre run by the Jebsen Group, making it possible for prospective customers to purchase vehicles directly on site.

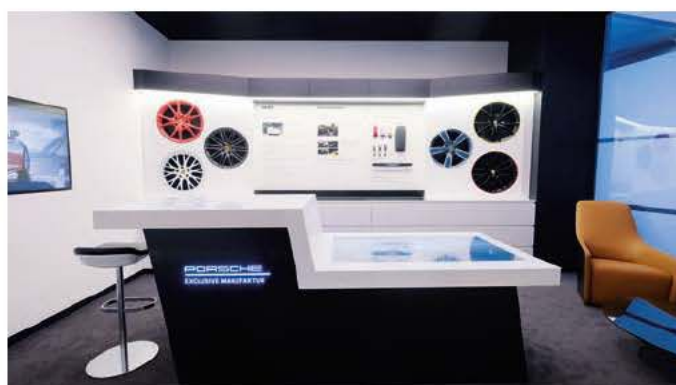
"Porsche Studio Guangzhou represents Porsche's innovative and forward-thinking strategy", said Franz Jung, President and CEO of Porsche China, "It combines the traditional Porsche spirit with the power of new technology. In China's increasingly volatile and dynamic



business environment, we believe that such futuristic digital offerings will strengthen the brand, encourage creative customer experiences and attract new partners."

The forthcoming Porsche Experience Centre in Shanghai will open-up Porsche driving experiences on offer in China to current and prospective customers. It will be the sixth such site after those already active in Atlanta, Leipzig, Silverstone, Le Mans and Los Angeles. With five sections in total, like those existing sites it will offer a race track and off-road course.

"Although we live in a digital age, the ability to offer a true driving experience has not lost any of its significance for Porsche – quite the opposite in fact", added Detlev von Platen. "Our experience centres in Europe and America are an important part of our sales landscape. Opening another site in Asia is a logical step given the increasing importance of this region," he added.





RECORD DELIVERIES FOR PORSCHE IN 2017

Porsche once again set new records for deliveries, with 246,000 vehicles passed to customers worldwide in 2017.

Porsche has once again set new records for deliveries. In 2017 Porsche AG delivered around 246,000 vehicles to customers worldwide, the figure exceeds the record set in 2016 by four percent. The hike can be attributed to 28,000 deliveries of the new Panamera; an increase of 83 percent compared to the previous year, a natural result of the new model being released.

"The hybrid models of the new Panamera in particular are being very well received by customers, validating our product strategy," said Detlev von Platen, Member of the Executive Board responsible for Sales and Marketing at Porsche AG. "The Turbo S E-Hybrid, as the top model in the line-up, is a clear embodiment of performance and efficiency. It sets new benchmarks in its class." Von Platen is also

optimistic regarding global Porsche sales this year: "With our product range and the strong sales regions of Europe, America and Asia, we are well positioned."

Interestingly, in addition to new Panamera sales, the 718 models have also significantly exceeded the previous year's sales figures. Around 25,000 718s were delivered in 2017, an increase of six percent. As you'd expect the 911 continues to sell well, in 2017 more than 32,000 vehicles were sold worldwide. However it is the Macan that once again remains the best-selling Porsche of all, it maintains its high figures from the previous year with more than 97,000 vehicles delivered – that's up two percent on 2016.

China remains the largest single market for Porsche with more than 71,000 vehicles delivered, a

significant 10 percent increase on the previous year. The figures for the USA and Europe are up two percent each, Porsche's domestic market sales in Germany (around 28,300) were down three percent. "In 2018, the new Cayenne is being launched in the key sales

regions that are the USA and China – this promises further growth", von Platen said. "Nonetheless, the exclusivity of the brand will continue be our top priority in future."

Porsche's aim for 2018 is to stabilise its figures at the levels achieved in 2017.



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Dan Bevis

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



Unusual times at Brightwells' recent outing at Leominster... while the hammer was falling time and time again for classics and modern-ish fare with Aston Martin, MG and BMW badges, there clearly weren't all that many Porsche aficionados in the room. With nine disparate Stuttgart sweethearts on the menu, only three of them found buyers; the first was a 996 Carrera 2 with low mileage and strong history, selling for an even £11,000. Second was an '82 SC Coupe, a model much in demand these days, this one having been recently exhumed from a lengthy hibernation and selling for £19,000. And thirdly, £18,000 bought an Oak Green 928 with a manual gearbox and a recent, thorough mechanical and cosmetic refresh. So what didn't the buyers fancy? Well, there was a shouty-looking 996 C2 with rose-jointed suspension, GT2 rear spoiler and ostentatious stripes that clearly proved a little too polarising. There was a fully-specced 996 C4S, again with a GT2 wing as well as a documented engine rebuild, although clearly the Cat C write-off proved too sour a taste. More of a mystery was the 1987 911 Carrera Super Sport Targa – great spec, great history... perhaps the fact that decent Super Sports have been tipping six figures was just too rich for this room?

*With nine Stuttgart sweethearts,
only three found buyers*



The Historics auction took place at Mercedes-Benz World toward the end of 2017. Why is this relevant to your interests? Because it wasn't just Mercs on offer, they had a number of intriguing Porsches to sell as well. The X50 plate on the 996 Turbo acted as a statement of intent, as did its lightweight OZ Racing alloys, Bilstein B16 suspension and six-pot callipers – a whole lot of modern classic muscle for the £28-38k estimate. The 1972 914 was a period-perfect slice of American mischief, imported into the UK in 2016 and well bought at a thoroughly reasonable £12,320 we thought.

While the 964 market has been going steadily but firmly insane of late, the spiralling values don't seem to apply to cabriolets to quite the same extent; we saw a ragtop 1990 model selling here for £25,760, which appears pretty palatable. The auction catalogue also stated that '17-inch Carrera Cup alloy wheels can be found in each corner' which is, er, reassuring.

Early Boxsters are still proving to be remarkable value; the £12,880 selling price of the 2004 car at this auction may be rather steeper than many you'll find, but this was a special one – a Boxster S 550 Anniversary. Porsche launched this edition in 2003 to mark the 50th anniversary of the 550 Spyder and, appropriately, only built 1,953 of them. They had more power, noisier exhausts, Seal Grey wheels and unique build plaques. A future collectors' item, this.

Not reaching its £78-92k estimate was an achingly pretty 930 Turbo in Grand Prix White. Originally delivered to America, brought back to Europe in '92, fully certified by Porsche, and bristling with factory options, it's sure to find a new home elsewhere soon. The values of these things are only going one way.

And to close the roll-call in style, who wouldn't love a Viper Green Gen-1 997 GT3 RS? This is basically what you'd get if you gave a child a set of crayons and said 'draw me a race car'. This one's got an interesting history, having started life in Sweden it then travelled on to Japan, before making the move to Blighty. The £140k estimate demonstrates just what a solid investment these fiery cars are still proving to be.

Hammer price:
£25,760



*Who wouldn't love a Viper Green
Gen-1 997 GT3 RS?*

Estimate:
£140k



Estimate:
£78-92k



Estimate:
£28-38k



Much like with Brightwells, Porsches didn't seem to arouse a lot of interest at H&H's sale at the Imperial War Museum at Duxford either. Perhaps everyone's too busy watching the news to pay attention these days? There has been rather a lot going on recently.

Failing to find a buyer at its £70-80k estimate was an '86 930 Turbo, built to order in Meteor Metallic with Burgundy leather. It had a super-high spec, although it looks a bit odd on those BBS splits – maybe they make it look a bit like a Covin? Who can say?

Similarly overlooked was the 1996 993 Turbo, its juicy £100-120k estimate keenly displaying just how people are clamouring for these things - although not on this day, evidently. The Zenith Blue paint looks spectacular on those wide hips though, and this is one of just 277 UK-supplied examples.

The more affordable end of the spectrum struggled too, with an absolute peach of a 944 Turbo failing to make the requisite £18k. Perhaps less surprising, however, was the unsold 1976 911 S IMSA racer – a formidable spec, but a very niche proposition at the thick end of £50k.

It wasn't all bad news though – a sparkling 993 Cabriolet crossed the block at £48,937.50 (that fifty pence clearly making all the difference), showing that while 964 drop-tops are still relatively cheap, their replacements are very much on the climb.

Reserve:
£50k



Estimate:
£100-120k



Reserve:
£18k



*Porsches didn't seem to
arouse a lot of interest
at H&H's sale...*

Over in Switzerland, the Porsches were making more of an effort to run the numbers at Oldtimer Galerie's Gstaad sale. A 911 Turbo 3.3 sold for CHF123,300 (approx. £93,000), boasting just 77,500km and three owners, a full history, a sunroof, and a choice of exhausts depending on how noisy you fancy being. The Turbo-look 911 Speedster's CHF230,000 (£174k) estimate was appropriate for such a bonkers little matching-numbers stunner, and the 1969 2.2 Targa, selling for CHF95,200 (£72k) had been fully restored to original spec. Something for everyone there! (Well, if they're into 911s, that is.)



EBAY WATCH:

997 Carrera 2

The lesser 997s are looking like tremendous value at the moment. 'Lesser' is a loaded term, of course; it's easy to get caught up in the lunacy of the GT3, the laser-guided terror of the Turbo, or even the everyday mischief of the C4S, but the Carrera 2 is still a formidable machine that most of its peers would struggle to keep up with on the right roads. Indeed, many prefer the so-called base model for its relative simplicity and undisturbed purity – it's the classic 911 formula: that swoopy, generation-spanning profile, with a perky engine sitting over the only driven wheels, no fuss, no messing. And the fact that you can find really attractive-looking examples for a whisper over £20k makes them a viable and entertaining alternative to that shiny new hatchback you may have been eyeing.

The one that's made it into our watch lists this month is a Cobalt Blue 2007 example [eBay item No. 173040855928]. It's got 75k on the clock with a full Porsche main dealer and Porsche specialist history, and its original owner really went bonkers with the options list. We're looking at Bose surround-sound, PSM suspension, sunroof, Xenons, parking sensors, PCM sat-nav, suede steering wheel, heated memory seats, rear wiper, 19" wheels, it's everything you need. A proper go-anywhere daily driver for £22,950. A lot of car for the money, right?

QUICK BUYING GUIDE

- 2005-06 997 Carreras can suffer from oil leakage from the rear main oil seal (RMS), this is well documented, note that cars from 2007 onward had a stronger intermediate shaft (IMS) bearing.
- The IMS issue is often cause for concern, with much hand-wringing going on over the subject of bearing failure and cylinder bore scoring, but it's not always the calamity it's made out to be. Only a small percentage of early cars suffered, and the later updates make for a logical fix.
- If the car's being driven enthusiastically (and it should be, that's what they're for) then don't be surprised if the brakes don't last too long – a set of discs and pads can last 20,000 miles, but check when they were last changed and check for worn pads or vibration under braking indicating warped discs. At £500+ per axle, it's a good bargaining chip.
- Resprayed noses are pretty common (dealers like to tidy up the stone chips), but be suspicious of mismatched paint shades, particularly alongside iffy panel gaps. Everything should be uniform; if not, it may well have had a shunt.
- Buy on condition and spec rather than solely on mileage. A low-mileage car that's spent all its life in a city will have been subject to countless short runs and traffic jams as well as probably being knocked about a bit. It's particularly important to check the cooling system for leaks.
- If you're buying a convertible, check whether it comes with a hardtop. The 997 didn't have this as standard, it was an option.
- It's not unknown for 997s to have been clocked – attaching a Porsche PIWIS reader to the digital motor electronics system will tell you if the actual mileage matches up to what it says on the dash.





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Track Precision App

On circuit the latest Porsche Track Precision app assumes the role of your onboard driving instructor...

Story: Horst von Saurma, Simon Jackson
Photography: Porsche

The latest Porsche Track Precision app is available for all new 718 Boxster, 718 Cayman, and 911s, as well as all GT model Porsches. Requiring version 4.0 (or higher) of the Porsche Communication Management (PCM) system, and two equipment options, Connect Plus and the Sport Chrono package, the app enables the driver to display, record and analyse detailed driving data on their smartphone. However, using this data to improve your driving on circuit, not just your overall laptime, is where the real benefits are to be found.

Many decisions in life are made on gut instinct alone. During track driving that manifests itself through the adoption of optimal braking and turning points, the ideal moment in which to accelerate, and the question of when and why a certain line is faster than another. The stopwatch isn't as trustworthy a companion as you might first think though, it's not always a reliable gauge of what is a good or bad lap in terms of bettering your driving skill. It's black and white, and worse still it's retrospective, in that the driver receives the breakdown of information from the previous lap when it's too late, once they have already crossed the finish line. It offers few analytical lessons and therefore is of little or no use to the driver.

To find out how the Porsche Track Precision app can change all that, we're at Bilster Berg, a test and event track in the geographical centre of Germany. It's a picturesque location, situated amid the scenic landscape between Hanover and Kassel, the beauty of East Westphalia at its finest. The 4.2-kilometre roller coaster of a track that stretches out before us is highly regarded by those who know of it, the scene for many a press launch, many call it a mini version of the Nordschleife.

The car for our lesson is the 911 GT3, the bright yellow 500hp vehicle has a top speed of nearly 200mph, but moreover it is a demon in the corners which will prove thrilling around Bilster Berg. It features a conventional manual transmission. Our coach is Eduard Schulz, he plies his trade by day at the Porsche development centre, he's a specialist at Weissach in the department for the 'Porsche Connected Car – Drive Functions'. In short Eduard is the developer of the new Porsche Track Precision app, so there is no-one better qualified to teach us its workings. Though well acquainted with the track, the lofty combination of car, semi-slick tyres (Michelin Pilot Sport Cup 2 N2), and an open sunbaked circuit is a rather daunting one for any pupil to say the least.







THE APP

The Porsche Track Precision app is the focus of our endeavors today, thankfully not the level of the pupil's driving skill. With the app, Schulz explains, Porsche's developers combined several different ideas: "There have always been telemetry systems for pros, and then eventually the Sport Chrono

package. Over the past five years or so, more and more apps have been coming onto the market with which lap times can be measured using GPS, and in some cases even recorded. So at Porsche, we've had the idea of developing a professional race app for some time."

The hardware we're using is

an iPhone 6, we install it on a stable mount below the rearview mirror. Of the 130 circuits the app has information for, from roughly sixty domestic and international racetracks, you simply have to select the right one – Bilster Berg in this case – and start the system.

"The best results are achieved

with circuits on which there are many variations of the ideal [racing] line and thus numerous different braking points. This enables the driver to try different driving styles," explained Schulz.

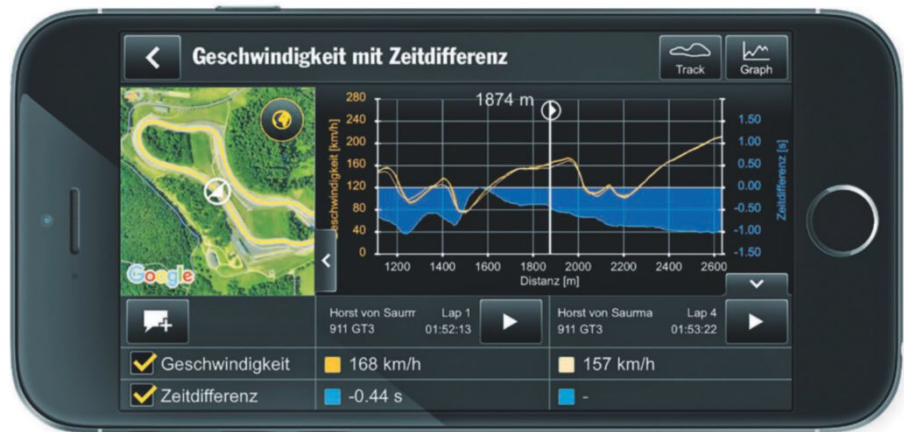
This point confirms our choice of precisely this circuit, for it is famed for its variety of racing line.



LAP TIMER

During our initial laps the system draws on all the data recorded by the GT3's onboard sensors; steering angle, brake pressure, throttle position, lateral and longitudinal forces, including all GPS data. The track's start and finish lines are automatically recognised, everything in between is registered and recorded. At the end of a run, after leaving the circuit, the results can be saved with a tap of the finger- even if only to share a lap time and all the recorded data with friends.

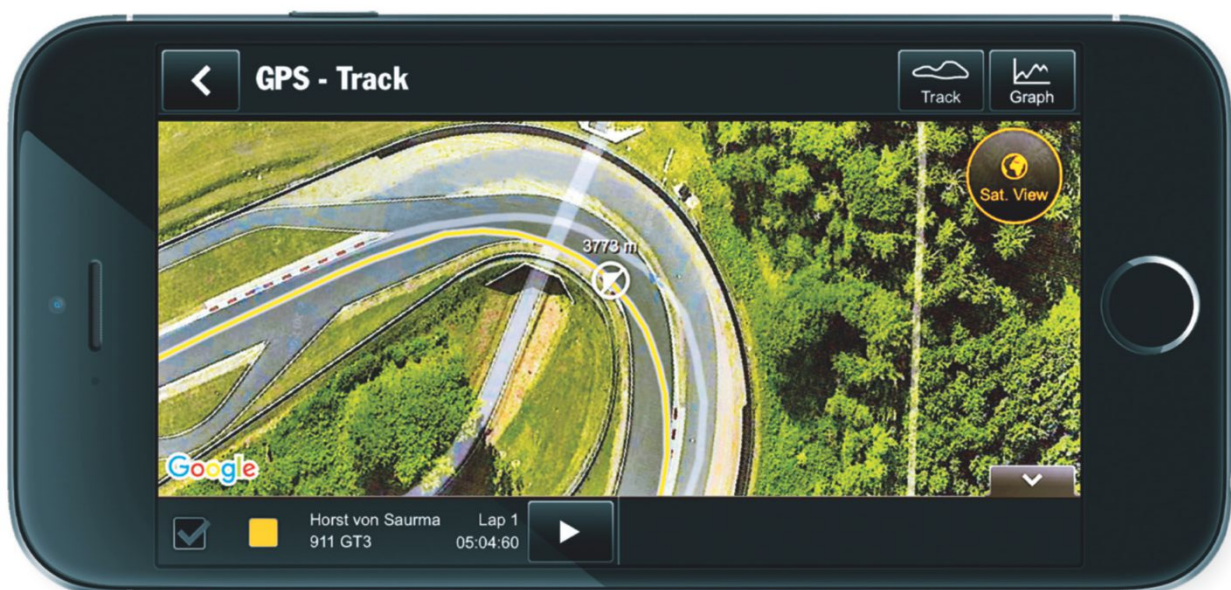
After only our first go the data recorded onto the smartphone allows for some initial analysis, and its video recordings are helpful as well. Synchronised with the video, the steering wheel in an animated onscreen GT3 cockpit moves in step with the steering angle of the car in reality. By the same token simulated pedals are depicted, both the brake pressure and throttle position selected over the course of the lap are represented. The lap timer function shows the overall lap and sector times to be displayed, among other functions the driver can compete against his or her own previous lap times.



GPA FUNCTION

Overall speed, engine speed, selected gear, lateral and longitudinal acceleration are all registered by the app. Furthermore, and this one is a bit of a revelation, so too is the oversteer or understeer tendency of the car. The recorded GPS data can be used to

recreate the entire lap in order to enable chronometric evaluations. Having your own line presented to you after a run, and digging into the finer details of each section of the track, or flipping to the corresponding video, really does simplify the self-analysis process considerably.





GHOST FUNCTION

Thanks to the animation, it's also possible to follow an imaginary vehicle along the ideal line, just like the 'ghost car' function which may be familiar to those who play video games. In practice this makes it possible to visualise your line and any places where you might be losing time on a lap. You can essentially have yourself dragged

along by the ghost car. An alternative is to have a bar diagram display in real time, this displays how much slower (in red) or faster (in green) your current lap is compared to the reference lap, much like the green (personal best) or purple (overall fastest) colours used to illustrate a driver's sector times in Formula One. This is handy as, if the red bar is too

high on a particular run, you can spare your tyres and cool the lap without further delay. If the bar flips from red to green, as it did for us at the end of the second sector, then you know that you're on course for a record time compared to the fastest lap completed during a previous stint. It's a gratifying validation that you're doing things correctly, and that

the app is helping you to improve your track prowess. And that didn't just go for me, app developer Schulz was delighted as I crossed the line as well: "Our analysis was effective – one second faster than the first time around."

Before, I could only have guessed why I was faster, now I know and I have the evidence to prove it..





981 CAYMAN CSR



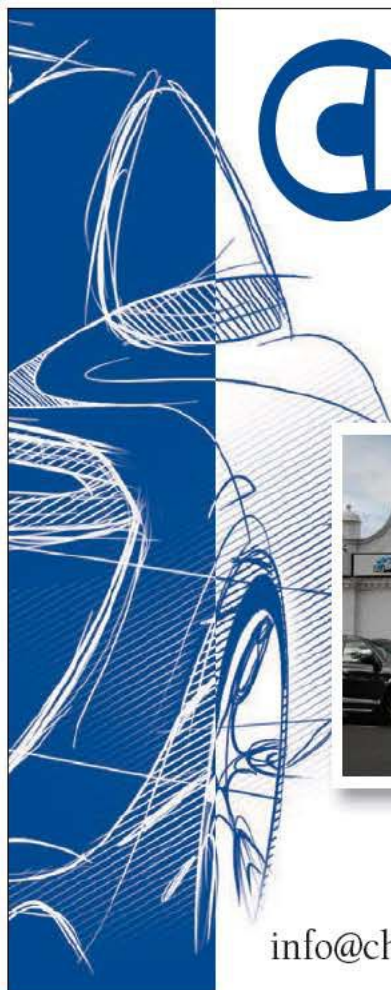
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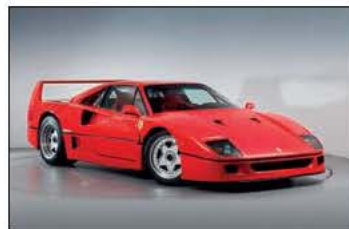
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2014 PANAMERA S E-HYBRID

It represents several 'firsts' in my motoring history to date, this Panamera. First Porsche, obviously. First V6 engine too, and the first to feature supercharged induction. First with black wheels and first with 20-inch wheels (and one is curbed now too, something which I'm thoroughly peeved about; more on this later), plus the only car I've owned to have carbon trim. And the first with active aero. Other than the black wheels, I suspect it won't be the last Porsche I own to feature any of the above, but whether or not it's the last Porsche I buy which features the primary 'first', that of hybrid capability of course, is unclear.

Impressive though the technology is, truth be told there are one or two areas which grate slightly. Like the way I can briefly get out of the car whilst the V6 is running, then climb in again and just drive off, as per countless BMWs down the years. But try the same trick with the systems primed (electric motor ready to

roll) but without the engine running because it's not needed (battery fully charged and/or sufficient ambient temperature), and unless you're very quick, upon re-entering the car one has to switch off the systems and then restart. Why, I don't know. I cannot imagine it does much good for the lights which, having just started up and warmed through, are then killed and re-ignited a few moments later. Very annoying. But not as annoying as what happens to the radio. Get everything set (station, volume etc) and even commit it to key memory. Then briefly step from the car. You then have to switch off/on. And where's the radio? Turned down again. So twiddle the button in order to gain a little volume and oh, hit the heated seats and steering wheel buttons again, neither of which appears to be retained in the car's short-term memory. Things are run very 'lean' in one of these and the key memory doesn't cover all the areas you think perhaps it would. I've

had the same gripes in some Audis in the past, so perhaps it's a VWG group thing.

So in terms of 'living with' the technology, it can sometimes be a pain. But take nothing away from the effectiveness of the deployment. I regularly get 13 miles solely on electric power in the mornings before the engine kicks in (and the original battery is now on 43k miles, plus it's bleedin' cold at the moment), and running back and forth on my 36 mile round commute, the Panamera returns between 40 and 42mpg. Considering the 2.1 tonne kerb weight, this is jolly good. Ok, I may not be driving everywhere with the throttle nailed to the bulkhead, but even so, it's very commendable.

As are the scavenging efforts from the drivetrain during normal driving. Lift-off from speed in hybrid mode and the engine cuts-out, the car effectively coasting whilst also applying a little re-gen in order to juice the battery pack. Maintain a

steady speed on a descent and the engine dies again in order to save fuel. And amusingly, dropping downhill off the M11 and onto the M25 one evening, the engine lay dormant for well over a mile with no obvious detrimental impact to our speed over the ground. And to top it off, the battery meter had visibly risen a little upon then joining the M25.

Hence whilst the added 300kg of hybrid bulk ultimately robs the chassis of a fluidity present in the (relatively) lighter models (and more on this soon), it's clear that the engineering has been wrought such that maximum benefit can be gleaned from the installation. And it has other benefits too, such as pinning the rear to the road in the recent snow, the Panamera and despite 295 rears, coping admirably with the inclement conditions.

And charging it is a breeze. Unlock, swing open the garage door, grab the charging cable, pop the hatch, and slide the connector in. If you time



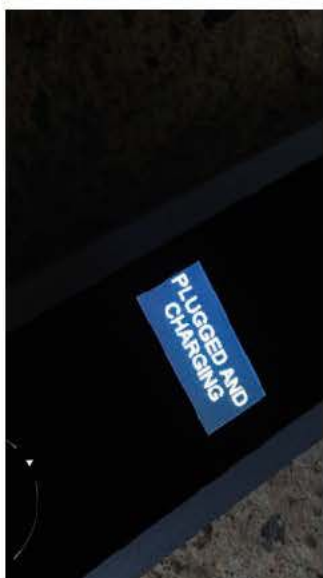
it correctly, you'll get to the power switch before the car auto-locks and can just swing the garage door shut and walk away, otherwise a brief press of the lock button is all that's required. Apparently it is supposed to lock automatically anyway, but I've not figured that bit out as yet. Come the following morning, unlock the car, kill the power, whip out the cable and you're done. I've not used the function to delay the start time of the charge, neither have I used any other charging points. Michael Wood services on the M5 appears to feature compatible devices though, so we'll have a play with those at some point and try not to fry ourselves to death.

All of which sounds like I love the hybrid drivetrain. And I am indeed very impressed with it. But I like to blip the throttle at traffic lights, feeling the torque effect gently rotate the car on its springs. And I prefer to let an engine run for a minute or two on cold mornings before driving off

(Porsche tell me I need not worry of course, but I've been schooled in the importance of mechanical sympathy, thus I like to see a little oil temperature before working an engine), and have the freedom to jump out to check the front door to the house is actually locked without having to switch everything off/on again afterwards. Ergo, I suspect my next Panamera may feature more Neanderthal propulsion.

As to which model that could be though, a day spent at the Porsche Experience Centre at Silverstone gave me a chance to appraise the Herculean biturbo diesel V8 in the latest Panamera, albeit in a somewhat distilled environment. A combination of that interior plus 422hp and 630lb/ft shovelling two tonnes of saloon around Porsche's purpose built facility apparently without effort, was an impressive display. That said though I've seen and, more pertinently, heard the Turbo variant since then. Ergo I





reckon I'd prefer one of those. Time will tell.

I also had an extended go in a 991 Carrera Cabriolet at Silverstone, having not driven a 911 of any description for a little over 15 years. Tipping the nose of the 991 into some of the circuit's more demanding corners, feeling that 'bob' and the bite of the brakes nailing the front into the apex, brought it all back surprisingly quickly. But the sound registered the most. Not because of the muting effects of turbocharging, but because after years of coming from insulated saloons, it initially felt as if a layer or two of sound deadening had been peeled away from the 911's engine compartment,

such was the volume of engine noise washing around the cabin. Personally, I thought it sounded glorious. Overall, a thoroughly enjoyable day, even if towards the end I failed to catch the 911 on the skidpan (in the absence of PSM, I hasten to add...). Oh and braking from speed with one's eyes shut, per the direction from the mentalist instructor strapped into the passenger seat, was ruddy terrifying!

And to close, that kerbed alloy. Drat. This was inflicted one evening over Christmas, leaving an NCP with a ridiculously tight exit and a fiendishly curved approach to the barrier. All of which sounds like a classic 'racing driver excuse', except said exit really was too tight for

the Panamera's front track, and the offside connected with the kerb. Long story short, Swindon OPC has quoted £600 with VAT to spray them all in silver, which I've mused over anyway, so once my impending work trips are out of the way, that will be done.

Mark Williams

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

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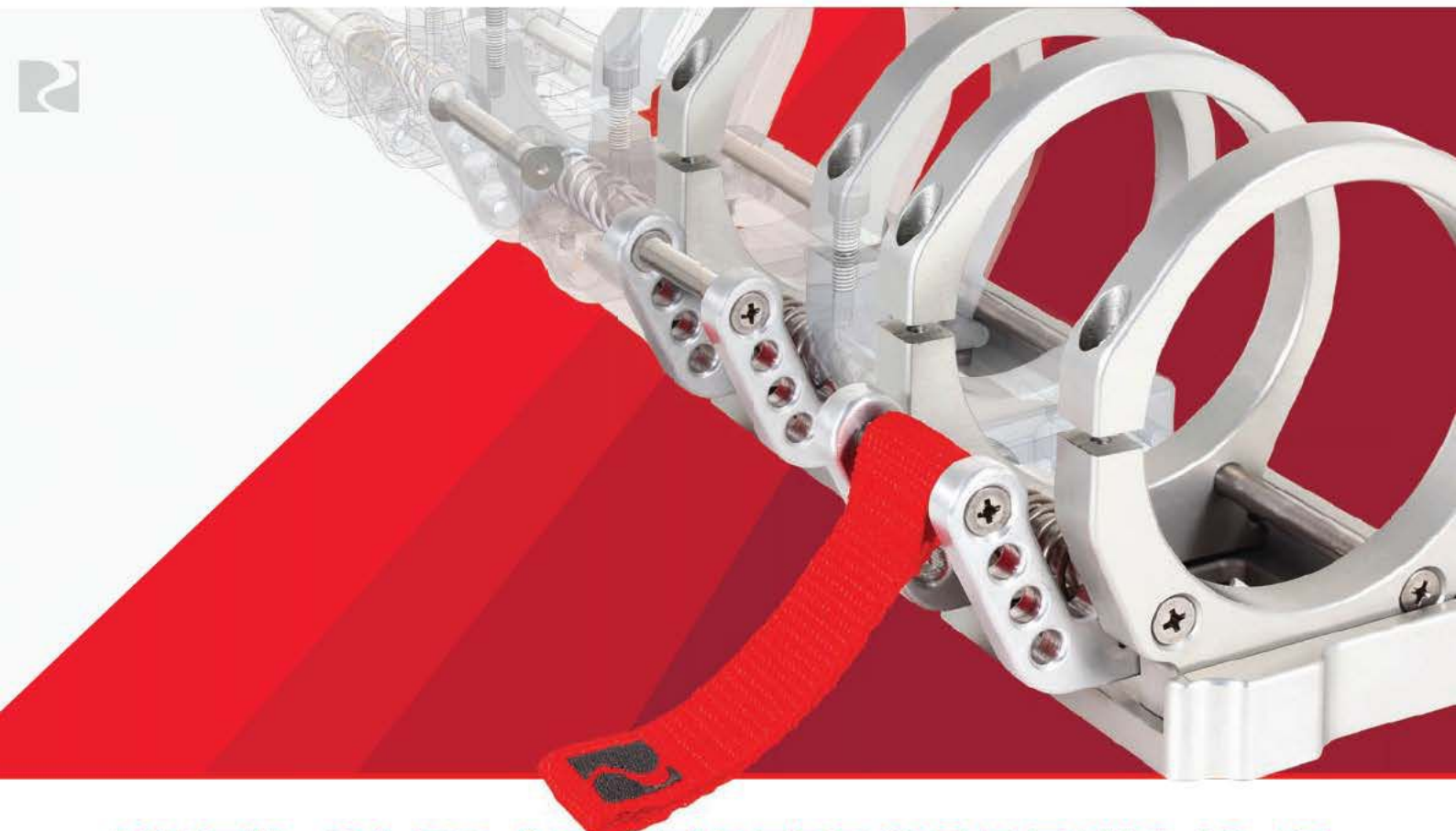


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1981 911 SC

I have never quite understood how cars become 'barn finds', other than a bit of marketing to increase the value for something that is just downright tatty. Especially with a car like the 911, how do they become so neglected? After what feels like a year with the SC off the road, on stands, with one side's front torsion bar missing, I am beginning to understand. First it was funding, and then time to get things done... or just not being lazy and afraid of a little cold weather; I rebuilt the 924's engine with

snow on the ground, I must have softened with age.

Given the time since the last SC update I feel we need a quick recap. Driving to work last year I got out of the close and heard a loud bang from the front of the car, when I got out I could see that the offside corner was sitting very low. It was likely a broken torsion bar, with an outside, very slim chance, one of the mounts had broken. It was the torsion bar. I looked at the pricing, cried at what the original bars cost and then ordered a full, uprated set,

from Elephant Racing. A few days later and I received a call telling me there were none available and no lead time. I decided to risk a used bar, and come back to the upgrade option at a later date.

The used torsion bar arrived in reasonable order, although not quite as good as the one in the seller's stock eBay photo and, who can really tell how good a metal rod is. I cleaned up the surface rust and treated the areas with a rust convertor, one that had worked well on the 924 S. I then painted the bar

with some black calliper paint I had laying about, on the assumption it would be hard wearing. Last week I began the re-assembly process. I was finding it difficult to get the parts to fit together again, so took a figurative step back and had a second pass at cleaning up the various components.

As I was cleaning the end of the wishbone I noticed the rubber ball joint cap was split; I had a history of these failing at MoTs, on various cars, and had always replaced the ball joint, at some expense, until I



discovered replacement end caps! A re-grease and a couple of pounds worth of rubber cap and all was well once more.

Even with all of the bits cleaned and lubed, or greased, it was still hard work refitting everything as it should have been; I had laid out the removed parts in a sensible order, but that lost some clarity

in the seasons that had passed since I started this job. I considered dropping the ride height a little, I want to get it done at some point, but with other work I want to do on the car at the moment, I figured this would keep until I look at the suspension again. I have not checked my work yet as the wheels are still off the car – I set

the height against the nearside, the gap between the hub and the wheel arch. I thought I would start putting the bar under load as it has not twisted in a while, so I have jacked up that strut a little, and will increase the load over the next couple of days, as I continue my wheel cleaning.

Matt Biggs

Matt Biggs
911 SC

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



2004 996 40 JAHRE

A way from sleepless nights and England's disappointing winter tour of Australia, the 996 has proven to be a little lively in the cold and the damp. The car feels tentative, I think it's a combination of the tyres, although they were new on when I bought the car, and are correct for the car, they're just not very good; as soon as an offer comes up I'll get myself a set of Michelins, plus it means they'll have missed the degrading effects of winter. From experience with the 924 S and the difference between having the suspension set up stiff and soft, I suspect the MO30 option is just adding to the handling problems in the cold. I have been very impressed with the PSM-LSD combination, though. A few times, going around roundabouts,

or pulling out of junctions, the back end has come round a little – it feels massive, like I'm a real hero, but I'm sure it's just a couple of degrees. For someone who's not used to going sideways the whole time the 911 has been very gentle with me, so much so that I've not had that moment of panic and backed off the throttle. While I do worry about the front end at times, that it's not going to grip, there is loads of feedback through the steering and it's very easy to sense where the grip is, and how much available. As I have said before about the SC, if you like the idea of a 911 but are put off by the rear drive handling reputation, don't. Get shopping.

So, all fun and games, then? For a while it was, yes. That was until one morning on the way to work, in the dry, no shenanigans on my part,


in case you were thinking there was a life lesson on the way, from the above. I was trundling through town and the engine light came on and the car started juddering as soon as I applied the throttle. I wasn't far from the office so I gently moved the car through the gears enough to build up speed to get me into the car park. I made another call and the car was soon going onto a low loader, under its own power and the engine was running perfectly, naturally.

The car was back at eporsche and I got a call, there was a non-present fault on cylinder three, but the car was running fine and, even with 20 miles of use, the fault failed to re-appear. This was not what I wanted. Nonetheless the engineers took their best guess at a coil pack failure and replaced that for good measure. They also had a look at a

clunk I was getting from the gearbox / engine area when I pull away from a standstill, there was some play in the gearbox mounts but they appeared to be in good order with no obvious causes presented. I got the car back as soon as possible and I'm back to enjoying it again. I also need to pray that, as the warranty period fast approaches its end, any further problems reveal themselves as soon as possible!

Matt Biggs

Matt Biggs
996 40 Jahre

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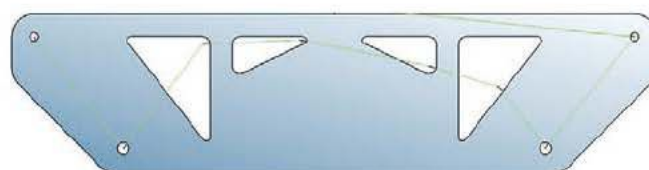


1978 911 SC

Since installing the Momo Prototipo steering wheel the interior of the 911 has remained pretty neglected. OK, when I got the car I tidied up the carpets, wiring, made some RS door cards and fitted a sheet of carpet in the back to give it the 'RS' theme (mainly to get rid of the sun-bleached and damaged original rear seats), but over the last couple of years it's been untouched. The front tombstone seats were generally dog-eared and worse still, torn badly exposing the foam inside. It was time it got some attention in the seating department and I wanted something special and bespoke.

As you've seen in the pictures the car is all black: subtle, classy and timeless, yes. Boring? A bit. Despite loving the look of them finished I've resisted detailing the Fuchs wheels

to avoid adding even more black to the mix. There are days I love it, but others I wish it was searing orange or lime green, A real in-your-face '70s colour. The seats were the perfect opportunity to bring some of that '70s flavour to the car. Having looked around I chose to work with Cobra as it offer some the very best period Porsche seats in its classic RS range. For over 30 years Cobra Seats has been manufacturing exclusively in the UK, earning a reputation for technology, design and functional excellence. Since its origins in the '60s, tailoring cockpits for greats like Moss, McQueen and Clark, to today, the business has been family run with the same hands-on passion for building incredible seats. Through the signature program you can choose an almost unlimited range of colours, add contrasting trim panels,

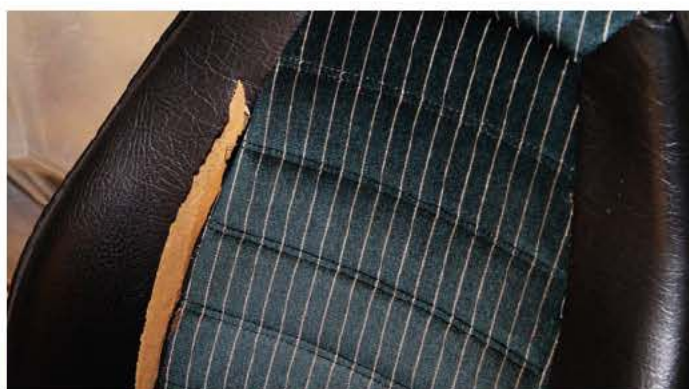


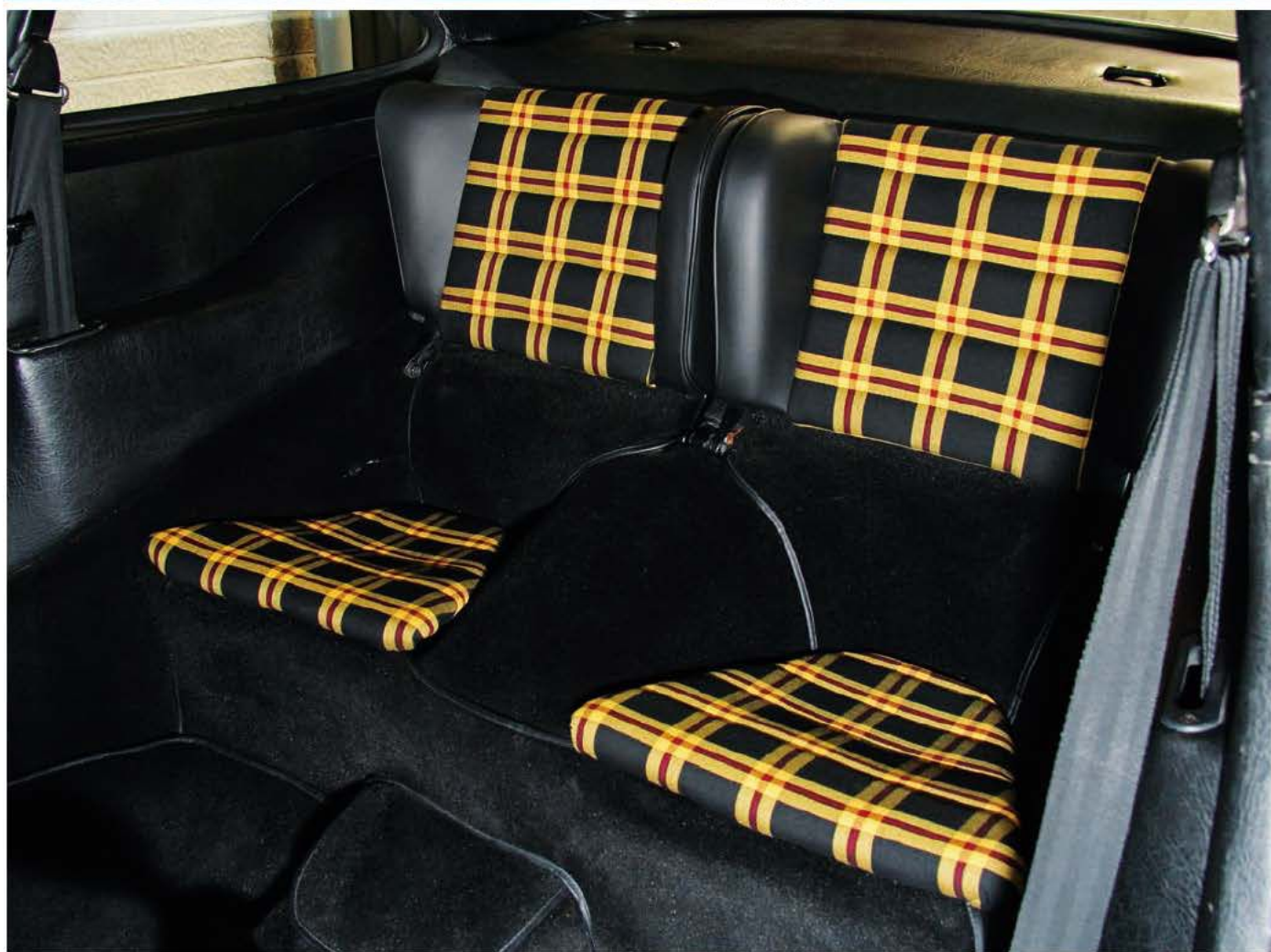
contrast stitching and a massive range of materials from Connelly hide to the latest high-tech fabrics.

I chose the RSR seats for their lightweight, support, comfort and of course the fact they look fantastic: period correct and really adding to the car's 'RS meets Sports Purpose' theme. With the Signature service I was able to pick my own materials and colours to get the look I wanted. From the factory you could order your '70s Porsche with tartan centres to the seats, I wanted to keep with this theme but introduce my own take on it. I chose a yellow and red tartan to pick up on the yellow and red details of the horn

push and RS door pulls, not to mention the badge colours. For the outers Cobra offered a gorgeous black leather as an upgrade from the standard vinyl. The rear seats were then trimmed to match. The whole package was finished with incredible attention to detail and quality: from the stitching and piping to the use of the correct carpet on the back of the rear seats, they are stunning. They deliver the perfect amount of colour to the car inside and out, visually bringing what was a boring black car to life. I couldn't be more pleased with them.

Starting with the rears I reinstated the original carpet after first





removing my black sheet of 'mock-RS' carpet and glued it back in place. The rear seats were fixed back on their hinges and I used double-sided tape to locate the seat cushions. To fit the fronts I wanted to retain the factory adjustable seat rails so I removed them from the originals tombstones and measured up the mounting holes on the Cobra seats.

I drew some brackets roughly and had a friend design them in CAD, then had them laser cut from 3mm steel. He even included some cut-outs to reduce the weight without reducing the strength. My frames could then be assembled to the rails and bolted to the seats. Taking care I lifted them into the car and bolted them to their brackets completing the install.

If you don't fancy making your own rails Cobra offer a range of subframes to suit all Porsches from pre '73 right through to today making the install even easier.

As well as transforming the aesthetics of the car they have transformed the driving experience: the seats hold you in your place amazingly without being tight or uncomfortable like conventional racing seats can be, and, being high-backed, they are brilliantly supportive too – perfect for some endurance racing, or maybe just a trip over to the Spa-Francorchamps circuit in Belgium in the spring to watch some. Yes, that's on the cards.

Rob Richardson

Rob Richardson
911 SC

 [@Racereightysix](#)





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Where from? www.racingmodels.com

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Where from? www.aftertherace.be

Belgian firm 'After The Race' is perhaps best known for its Porsche related art works. Its beautifully presented doors and bonnets tend to recreate famous Porsche racing liveries in a distressed 'race used' fashion, these are striking pieces of art designed to be hung on walls and admired. The Brussels-based company is a collaborative affair between Founder and Art Director Jean-Denis Claessens, and Contemporary Artist, Edmond Thonnard.

Having recently completed a bonnet celebrating one of the last wins for a 911 on a WRC rally (Monte Carlo, 1978), the team were asked by a client to create a livery for his 993 track day car. The result is what you see here, which has been finished in paint, not a vinyl wrap, inspired by the period Gulf Porsches but also hinting at the 917, 911R, and 997 GT3 Cup liveries with which we are all so familiar. Should you be interested in something similar then After The Race would be happy to discuss the artistic options open to you and your car.





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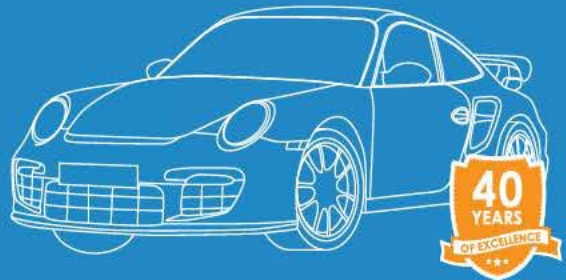
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QUICK LIFT JACKS

How much? From £173.99

Where from? www.bg-racing.co.uk

B-G Racing's Quick Lift Jacks are engineered and manufactured with durability and ease of use in mind. Suitable for a wide range of vehicles including: formula, saloon and rally cars, they could also be used in a home garage. There are four sizes featuring a very low height designed to locate beneath the differential and front or rear chassis member of a car, thus raising it to a fixed height in one swift movement. A safety locking device ensures the handle cannot be raised unintentionally. Produced from high-grade mild steel with a durable and highly visible red powder-coated finish, all four sizes feature nylon roller wheels to allow easy manoeuvrability.



PORSCHE DESIGN PALLADIUM

How much? €69.00

Where from? www.porsche-design.com

Porsche Design Palladium is described as 'a powerful, modern fragrance combining a refreshing citrus note with aromatic wood nuances'. Presented in a hi-tech flacon with a classic, classy and functional look, the Eau De Toilette here comes in a set with a matching shower gel.



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1:24 WELLY DIECAST 918 SPYDER

How much? £16.95

Where from? www.racingmodels.com

Porsche's 918 Spyder hybrid supercar will need little introduction here. Produced between 2013 and 2015, a total of 918 were built but if you're not lucky enough to own the real thing then perhaps this Welly Diecast 1:24 scale model, with opening doors, will do instead. Add code GTPORO10 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



MEN'S SWEAT JACKET

How much? £100.00

Where from? www.porsche.com

This Men's Sweat Jacket is part of Porsche's Metropolitan Collection. Slightly dubiously it is said to be inspired by the 911 Cabriolet, but ignoring that odd fact its sporty cut with a fashionable hood looks neat to us. It is 65% cotton, 35% polyester and is available only in Black. This item's Porsche Driver's Selection article number is WAP 965 XXX OF.





CARBON PASSPORT HOLDER

How much? €175.00

Where from? www.porsche-design.com

This high-end, high-tech passport holder from Porsche Design features real carbon material, it has an extremely durability nature and stylish design aesthetics to boot. Accented with black nappa leather, it will fit almost all international passports and has additional slots for business or credit cards.

ESPRESSO / LATTE MUG

How much? £12.99

Where from? www.firebox.com

Here's a revolutionary new way to enjoy your caffeinated beverages, this mug is an espresso cup and saucer on one side, and a regular-sized mug on the other. Made from white porcelain, the new two-in-one cup is dishwasher and microwave safe and ready to take in its stride whichever coffee drinking mood you might find yourself in.



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1:43 718 RSK

How much? £53.95

Where from? www.racingmodels.com

The Hary Blanchard 718 RSK F2 was raced to seventh place in the inaugural US Grand Prix in 1959, held at Sebring. This was Blanchard's first and only Grand Prix appearance. This Spark 1:43 scale model neatly replicates the car. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



SPACE ONE WIRELESS HEADPHONES

How much? €395.00

Where from? www.porsche-design.com

From Porsche Design come the over-ear speaker Space One Wireless headphones. With natural sound, rich bass and clear heights, the active noise cancelling headphones connect to your devices via Bluetooth and are said to be highly comfortable thanks to the use of deluxe memory foam. Space One is equipped with an Li-ion rechargeable battery and can be used for up to 30 hours with the Bluetooth and noise cancelling functions switched on, they'll last longer if you turn one or the other of those functions off.



PORSCHE DUFFLE BAG

How much? £40.00

Where from? www.porsche.com

This Duffle Bag is part of the '#Porsche Collection' – the hashtag perhaps mean's it's reserved strictly for the cool kids. Finished in Grey Melange Anthracite, the bag is waterproof and features an outside pocket, adjustable shoulder straps and an overall capacity of around 45-litres. Design elements such as the large plastic buckle in Acid Green against the Dark Grey plastic material give the bag a sporty look. This item's Porsche Driver's Selection article number is WAP 050 424 0J.

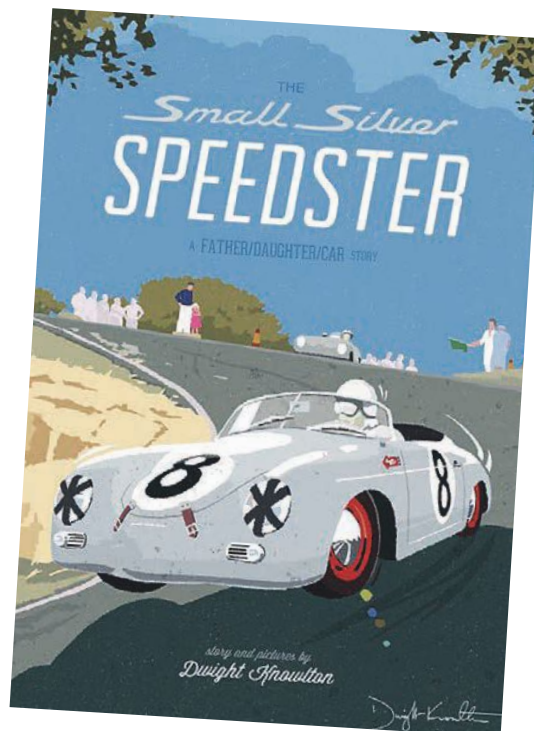
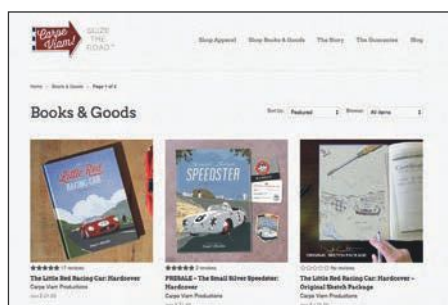


THE SMALL SILVER SPEEDSTER BOOK

How much? \$21.99

Where from? www.carpegear.com

The Small Silver Speedster is a beautifully illustrated fiction book from Dwight Knowlton. This, Knowlton's third book of a similar style, is set in 1957 and follows a father and his young daughter as they fly to New York to pick up their new 356 A Speedster. The pair break the Speedster in with a cross-country drive home to California via Route 66, then prepare it for sports car racing. This gentle story, one for both kids and grown-ups alike, was initially funded via Kick Starter, those early backers now have their copies, to buy yours for immediate shipping simply visit the website. There you'll also find Knowlton's other car-related illustration works, some of which is available to purchase on T-shirts and posters.



1:43 PANAMERA SPORT TURISMO

How much? £42.00

Where from? www.porsche.com

This 1:43 scale Panamera Turbo S E-Hybrid Sport Turismo is new from the Porsche Driver's Selection. Its exterior is painted in Carrara White, while the interior comes in Black/Chalk. This item's Porsche Driver's Selection article number is WAP 020 763 0J.



MOMO INDY STEERING WHEEL

How much? £242.39

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

This Momo Indy Heritage steering wheel is traditionally finished in beautiful mahogany wood with a glossy finish. Its 350mm diameter rim is accented with brushed aluminium spokes, the Momo logo features on the horn button and is engraved on the bottom spoke. This classic wooden steering wheel reflects the true heritage of Italian brand, harking back to its beginnings in 1964.



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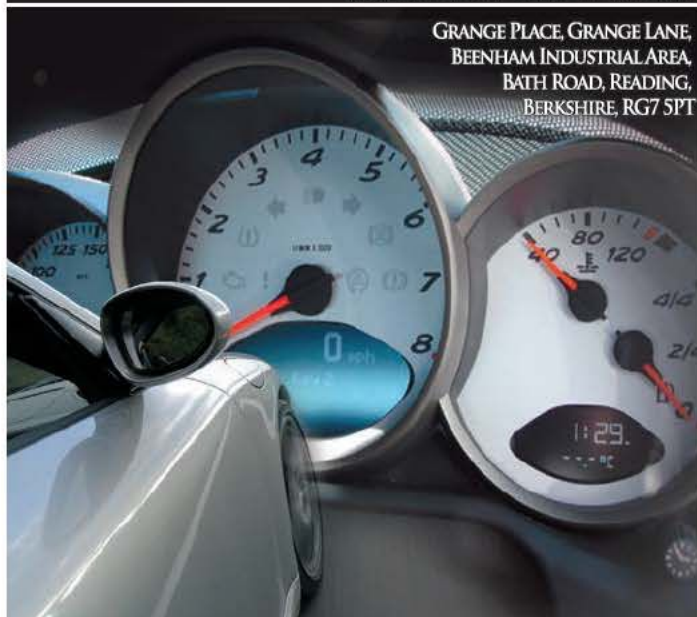
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MEN'S LEATHER GLOVES

How much? £100.00

Where from? www.porsche.com

Part of Porsche's Classic Collection are these men's gloves. The classic driver's gloves feature two rows of perforations on the front and back. They are made from 100% nappa lambskin leather and come in any colour you want, as long as it's black. Available in sizes small, medium and large, their Porsche Driver's Selection article number is WAP 519 00X OH.



1:43 911 GTR

How much? £7.00

Where from? www.racingmodels.com

The Ralf Kelleners 911 GT3 was raced to fifth place in the 1999 Pirelli Supercup series. This rare Onyx model, still new in its showcase, has been reduced from £22.00. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



METAL KEYRINGS

How much? £5.95

Where from? www.racingmodels.com/gifts

Racing Models has introduced a new range of keyrings to its inventory. Priced at £5.95 each there are a bunch of car related options, including (amongst others) a working metal coilover keyring with adjustable height and preload, a metal brake disc and calliper with a rotating disc, and a metal gear shift keyring with a working open gate. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.





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SPORTS RUCKSACK

How much? £82.00

Where from? www.porsche.com

This Sports Rucksack is part of the Porsche Driver's Selection. It features a main compartment with an opening for a headphone cable. It boasts water-repellent outer zips, and an ergonomic backboard with an air-circulation system. Coming only in Black, its exterior dimensions are as follows: 40 x 50 x 14cm. This item's Porsche Driver's Selection article number is WAP 035 008 0E.



RECHARGEABLE LED TORCH

How much? £36.00

Where from? www.porsche.com

This stainless steel and aluminium rechargeable LED torch is compatible with all 12-volt vehicle cigarette lighters, and it can remain plugged into the cigarette lighter without damaging your car's battery. It boasts a high illuminating power of 80 lumens with a colour temperature of 5,000–6,000K. Measuring 5.9cms, it has a battery life of one to two hours and a charging time of up to three hours. It will last for up to 5,000 charging cycles too. Its Porsche Driver's Selection article number is WAP 050 155 0G.



MAGNI-VIEWER

How much? £15.49

Where from? www.firebox.com

The Magni-Viewer is a simple concept: it magnifies your phone screen to twice its original size, making it a more pleasant way to watch films and TV series on your smartphone. Portable and easy to use, just slip your phone inside the Magni-Viewer and it magnifies your screen so you can watch movies at twice the size.



911 BASEBALL CAP

How much? £26.00

Where from? www.porsche.com

This 911 Baseball Cap is part of the official Porsche 911 Collection. The casual cap features a honeycomb structure in black with golden yellow details, which is reminiscent of the 991 Turbo S Exclusive Series created last year by Porsche Exclusive Manufaktur. This item's Porsche Driver's Selection article number is WAP 400 001 0J.



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Pie-Performance www.pieperformance.co.uk	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓		✓	✓
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Porsche Club GB www.porscheclubgb.com					✓							✓					
PortiaCraft Tel: 020 8959 1604													✓				
911 Virgin www.911virgin.com													✓				
Pro 9 www.pro-9.com.uk			✓											✓			
Promax Motorsport www.promaxmotorsport.com	✓										✓		✓				
PR Services www.prs356.com		✓											✓				
Ramus Porscha www.ramusporscha.com	✓	✓			✓	✓		✓	✓		✓		✓	✓		✓	✓
Regal Autosport www.regalautosport.com	✓		✓			✓	✓	✓			✓		✓	✓		✓	✓
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Revolution Porsche www.revolution-porsche.co.uk	✓	✓	✓	✓		✓	✓	✓					✓	✓		✓	✓
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APRIL 2017

Cover Story: 996 vs 997
Inside: One-off 959 Cabriolet driven, New Panamera 4 E-Hybrid first drive, RUF CTR3 duo, History: Porsche 804, 924 vs 987 Cayman, IMS bearings - Autofarm's own solution, *GT Infographic:* 959



MAY 2017

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



JUNE 2017

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



JULY 2017

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



AUGUST 2017

Cover Story: Millionth 911 driven
Inside: Prototype Carrera Clubsport driven, 981 Boxster at £25k, 1977 911 Targa 3.0, TechArt 928 S4, Destination Nürburgring - Part Two, 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

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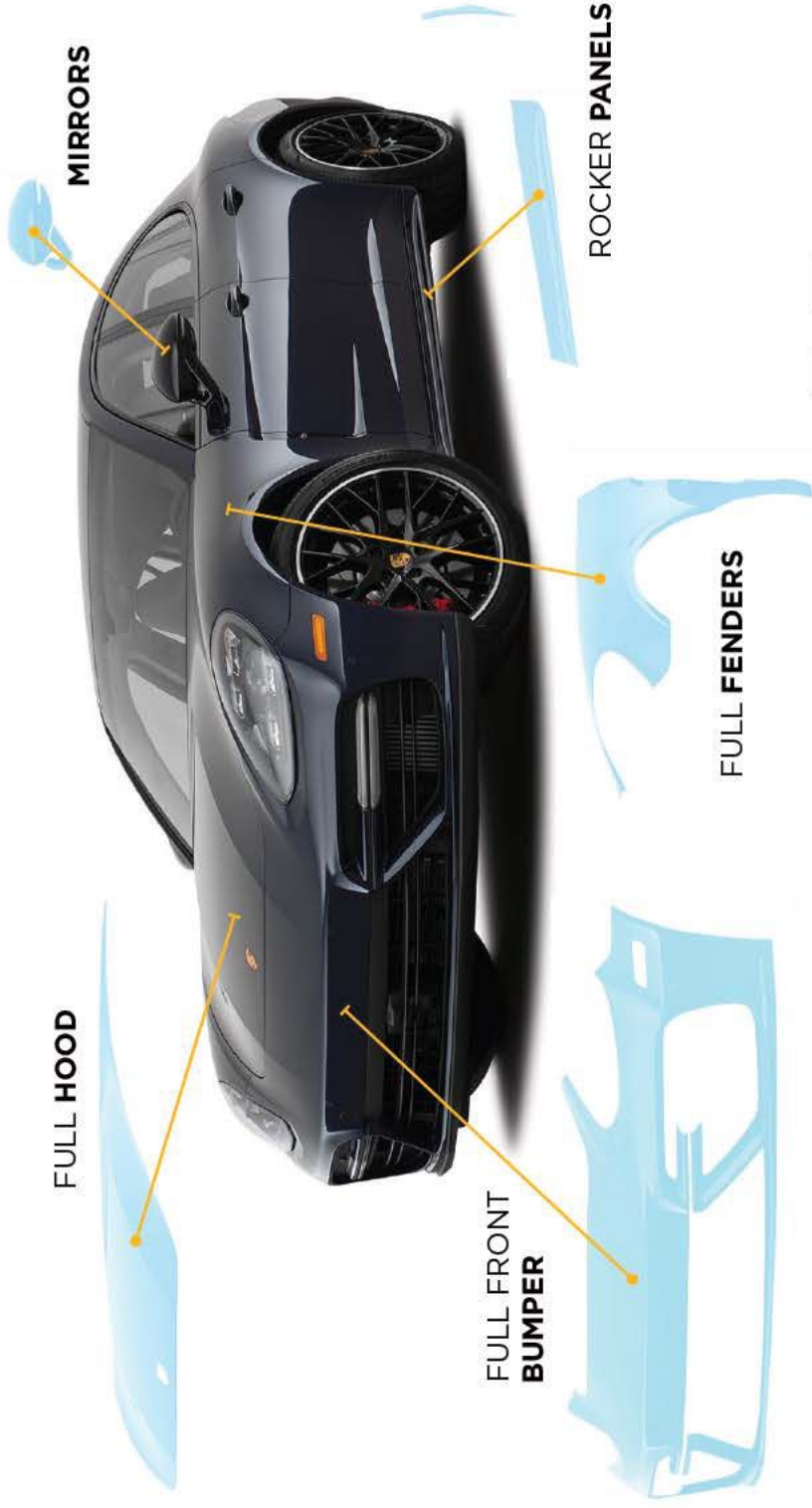
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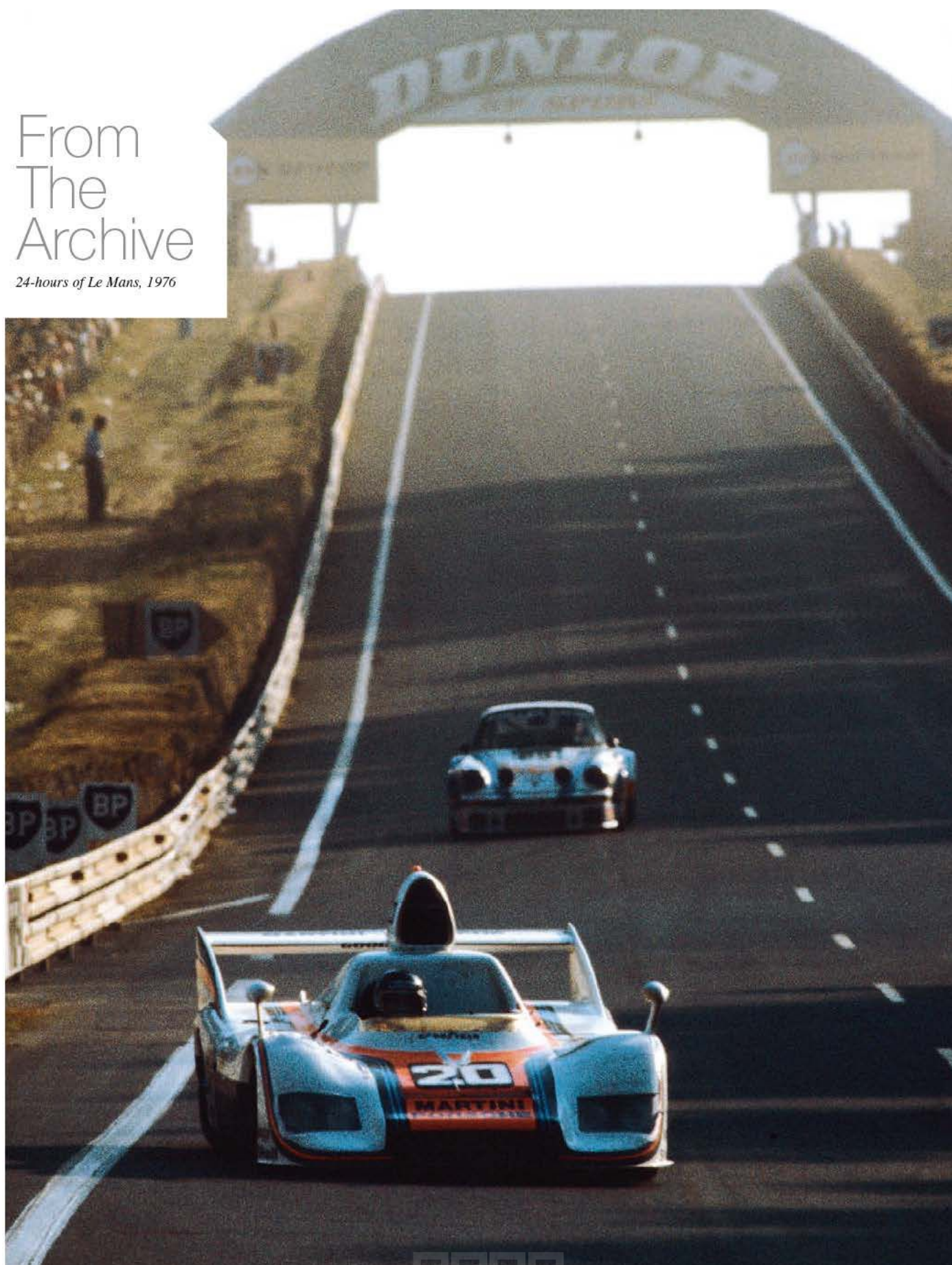
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