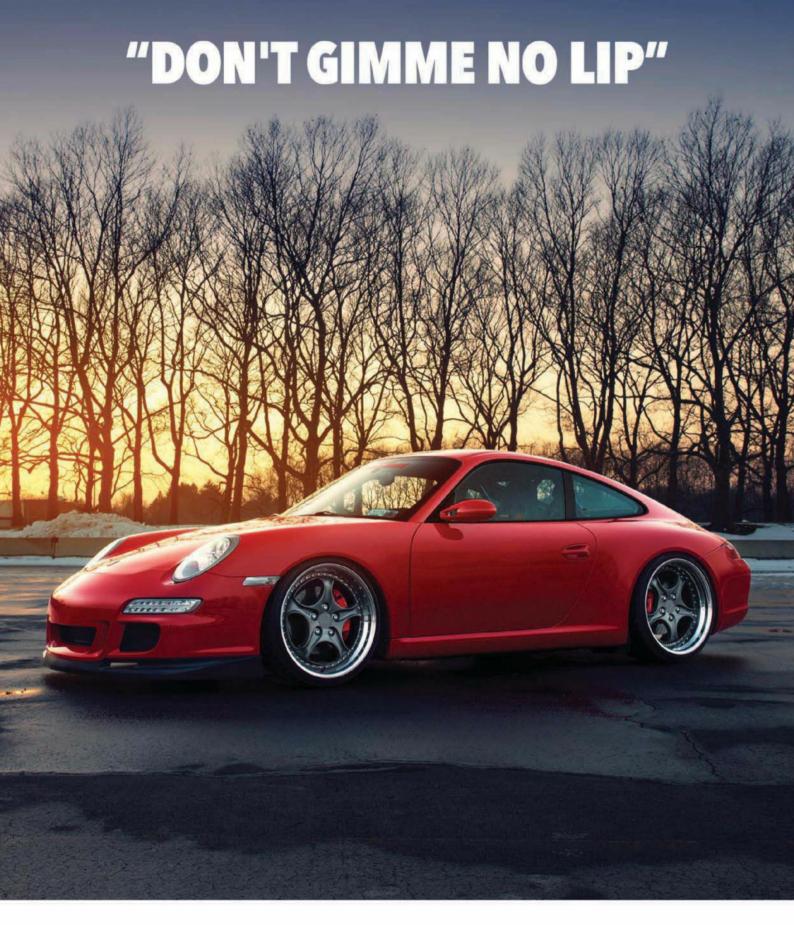


Boxster Spyders Manual and PDK 987 Boxsters do battle...







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Ignition



Simon Jackson
Editor y@retro_jackson

lidespread reports have emerged that the diesel Porsche is dead. No official word emerged from Porsche on this until recently, which suggested to me at the time that the commentary was not entirely accurate. For starters undoubtedly Porsche always intended to fulfil those outstanding customer orders for diesel cars it had waiting on its books. Confirmation did come more recently that the last Macan S Diesel has already rolled from the production line, and that we can expect no further versions of it or a Panamera powered by diesel to emerge going forward.

However, a diesel Cayenne will still be offered in the UK, we expect it to be Porsche's swansong for the fuel type. Porsche won't put a time frame on when we can expect to see the aforementioned diesel-powered Cayenne, likely due to the fact that it is still hurriedly working away behind the scenes on a software fix to bring the model into line with what is now expected of its emissions. It is keen to point out

that diesel engines have 'traditionally played a subordinate role' in its line-up, which is true, that demand for diesel models is falling and that 'interest in hybrid and petrol models is increasing', which is also true. But if, as we expect, this is the final fling for the Porsche diesel many, including me, will be sad to see the era end.

Though Porsche did not develop nor build diesel engines itself, it had a knack of engineering in its own tweaks to ensure that its vehicles so powered were a cut above the rest, even those in its parent VW Group stable. The Cayenne S Diesel is an absolute weapon of a vehicle on any road, in any situation. One of the torquiest cars Porsche ever produced, its agility and involving nature belied its size and weight – serving to change many a view that diesel was evil and all SUVs boring to drive. I'm yet to be convinced that there is a genuine real-world alternative currently on offer from Porsche that can put a smile on my face both on the road, and importantly, while I'm totting-up my fuel bills...



Contributors



Andrew Frankel @Andrew_Frankel

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

This month: With the imminent death of the Porsche diesel, this month Andrew drives an important vehicle – the new Cayenne E-Hybrid...



Dino Zamparelli

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

This month: Dino prepares for his assault on the 2018 Carrera Cup GB, for which he is a firm title favourite....



Philip Raby ©RabyPorsche

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

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Owned by the same family for more than 50 years, this 356 pairing might look identical and have similar histories, but which is the better car to drive?

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Paul Newman's first race was a Pro-Am event in a 914, his most famous the Le Mans 24 Hours in a 935 – might his skill behind the wheel rank him above all other racing actors?

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With 450hp, the latest 991 GTS offers similar levels of performance to a 996 GT2. Has the 911 GTS become too hot to handle, or is it still the pick of the Carrera range?















Porsche unveiled a new off-road concept vehicle at the Geneva Motor Show, called the Mission E Cross Turismo. Porsche say that the vehicle is already fit for the road and that a series produced car based on the concept will launch in 2019. The electrically powered design study is being labelled a 'Cross Utility Vehicle' (CUV), and it takes more than a few design cues from the upcoming Mission E. At 1.42 metres in height, 1.99 metres

in width and 4.95 metres in length, it is equal in length to a current Panamera saloon. The crossover concept car, features 20-inch wheels shod with 275/40 tyres.

The new all-wheel drive vehicle features two permanent magnet synchronous motors (PSM) producing 600hp, this allows it to accelerate to 62mph in less than 3.5 seconds and onto a top speed of more than 120mph in under 12 seconds. The Mission

E Cross Turismo has an 800-volt architecture, ensuring it is able to be connected to the fast charging network or the Porsche home energy storage system, additionally, the battery of the Mission E Cross Turismo can be replenished using induction, a charging station or a Porsche home energy storage system. The lithium-ion battery can be charged for a range of around 250 miles in just over 15 minutes

In terms of chassis design, the

concept features all-wheel steering and adaptive air suspension, increasing its ground clearance by up to 50 millimetres. Porsche Dynamic Chassis Control (PDCC) is also found, providing active roll stabilisation during cornering.

"The Mission E Cross Turismo is an expression of how we envision the all-electric future. It combines sportiness and everyday practicality in a unique style. Our vehicle will be fast to drive, but also quick to











recharge and able to replicate its performance time after time," said Oliver Blume, CEO of Porsche AG.

The four-door four-seater boasts striking off-road design elements as well as being innovative; it features touchscreen controls and eye-tracking technology. The luminescent white Porsche logo on the rear is composed of glass letters embedded in a three-dimensional cover with a circuit board design. Whilst charging the 'E' in the Porsche logo pulsates, and the circuit board element is also brought to life by pulses of light. This makes the flow of energy impressively visual for the customer. A large panoramic glass

roof extends from the windscreen to the boot lid.

Inside it is both flexible and dynamic. The backrest of each individual seat in the rear has a load-through facility enabling skis and other long equipment to be carried easily. The backrests themselves can be folded down and in addition, the boot features a rail system with adjustable and removable straps to allow users to secure items quickly and safely.

The dashboard's instrument panel is organised horizontally with an extra-wide display for the driver and front passenger. Freestanding, the cluster is angled towards the

driver and includes three circular display graphics with digital content on TFT screens. The centre console between the front seats rises towards the dash panel. Overall, the interior design features include visible lightweight structures, which can be found on the instrument panel and seats.

The innovative displays and 'smart cabin' operating concept is a design highlight of the Mission E Cross Turismo, it features a head-up display, the display also features eye-tracking control – using a camera in the rear-view mirror, the eye-tracking system detects which instrument the driver is looking at.

The displays he or she can see are then brought to the foreground, while others are made smaller when the driver looks away. Operations are carried out using smart touch controls on the steering wheel.

The same technology features on the passenger display, the passenger can operate various apps to control features such as media, navigation and air conditioning as well as contact lists. From outside the vehicle, drivers can access a range of information and alter settings using a smart device.

We expect this to be the first of several Mission E-based vehicles from Porsche.











RUF LAUNCHES SCR 2018

RUF Automobile launched its new SCR at the Geneva Motor Show...



RUF Automobile's latest car, the SCR, features a RUF-designed full carbon fibre bodyshell reinforced with an integrated roll cage and monocoque chassis, is powered by a 510hp, 347lb ft, 4.0-litre normally aspirated, six-cylinder boxer engine mated to a six-speed manual transmission. Weighing in at only 1250kgs, the new SCR is a result of two years of development work, the original prototype was shown at the 2016 Geneva Motor Show.

The new SCR celebrates the 40th anniversary of the original SCR (aka 'Sports Carrera RUF') which set the motoring world alight in 1978 by raising the bar for roadgoing sports cars. Design cues in the new SCR, such as the large front spoiler with round brake cooling ducts and integral oil cooler, pay homage to the original. The new car is priced at 650,000 euro and production is due to start in early 2020.



NEW TV SHOW: 'FLIPPING BANGERS'

A brand new UK car show, Flipping Bangers, launches this month on free-to-air TV channel Blaze. The programme follows petrol head friends, Will Trickett and *GT Porsche* photographer, Gus Gregory, as they fix and 'flip' neglected old cars for a profit. Having ditched their day jobs to trade in the cars that people avoid, the duo are risking it all as any losses will come out of their own pockets. To cover any overheads, they must double their return on every pound invested in the vehicles they buy.

Airing on TV channel Blaze (Freeview 63, Freesat 162, Sky 565 and Virgin Media 216) on Fridays at 9pm (starting on April 6), the 10 part series will display full transformations of classic cars focusing on a different model each week, one episode includes a Porsche 924. Speaking about the show, Gus said: "People think television is fake... but everything we do on Flipping Bangers is for real. It's our time and our money. I love making the show. It's a departure from my 'day job' and it's something I've wanted to do for a long time.

"Making money out of cars – especially the ones we can afford – is

not easy. But it's always enjoyable. I think I'm living the dream for many blokes who love to tinker with cars!"

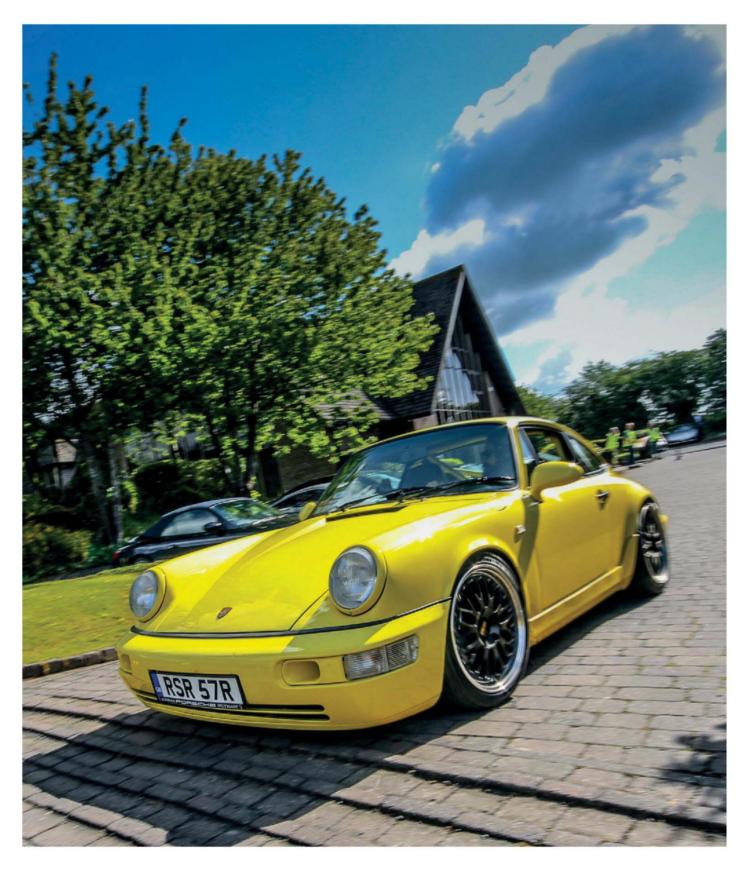
Gus is a respected photographer with a passion for cars and motorbikes, having built and restored several of each in his time. He is a regular photographer for this very publication, and part of the current *Top Gear* TV crew, shooting the production's major international features. Will is an acclaimed designer and boat builder who has already featured in numerous TV shows, including Kevin McCloud's *Man Made Home* on Channel 4.

GT Porsche photographer, Gus Gregory, stars in a brand new TV show on free-to-air channel Blaze...









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the





THE PORSCHE EFFECT EXHIBITION

The Petersen Automotive Museum in California is hosting 'The Porsche Effect' exhibition until 2019...

The Petersen Automotive Museum is hosting 'The Porsche Effect', a Porsche exhibition organised in partnership with Porsche Cars North America, open now until January 2019. Featuring a selection of the most historically significant street and racing cars from Porsche, along with artifacts and historical documents, this is the most comprehensive Porsche display outside of Stuttgart. Visitors will have a chance to see 50 of the brand's most iconic cars, located in an all-new dedicated vault in the museum's underground treasury. Illustrating the evolution of the brand from early in its beginnings through to its modern day road and race cars, the exhibit took a year to put together.

The vehicles on display include the 1938 Berlin-Rome Type 64 race car, a 906 race car, the Petersen Collection's own 901 and Continental, a rare model 'X83' Turbo S Flachbau 964, a rallyspec 953 911, the world-beating Gulf 917K, Jägermeister 962, the legendary 935 K3 Le Mans, and many more. On exclusive loan from the Porsche Museum in Germany is the 928 H50 study, a rare four-door prototype of the 928.

Porsche drivers including Hurley Haywood, Patrick Dempsey and Tommy Kendall have already visited the exhibition, which runs all the way through to 27th January 2019. Tickets and further information on 'The Porsche Effect' can be found online at www.petersen.org













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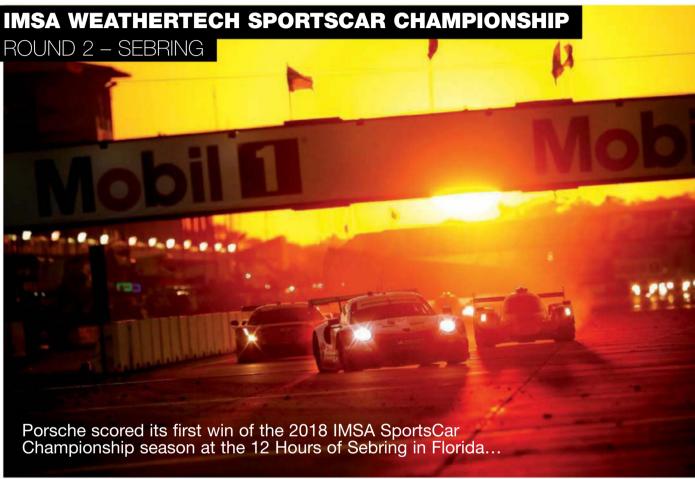
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PORSCHE WINS AT SEBRING



Porsche scored its first win of the 2018 IMSA WeatherTech SportsCar Championship season at the 12 Hours of Sebring. The second round of the IMSA season saw Patrick Pilet, Nick Tandy and Frédéric Makowiecki take victory in the 911 RSR at the 66th running of the historic race in Florida, which Porsche has now won outright on 18 occasions, taking 71

class wins since 1960. Furthermore, in the sister 911 RSR, No912, Earl Bamber, Laurens Vanthoor and Gianmaria Bruni finished third.

It was the No912 Porsche that qualified best of the 911s in sixth, with the No911 entry just behind. Vanthoor starting the No912 machine picked up two places as the lights went green, with Tandy in the No911 car climbing three spots behind him. The first of 11 safety car periods during the race came on the 14th lap, in the pits during those full course yellow periods, and during scheduled stops, all went to plan for Porsche. On lap 40 Vanthoor moved into the lead for the first time, and shortly before midway through the race Tandy also joined the frontrunners. It was his teammate Makowiecki though who dominated the GT field in the second half of the race, with two hours spent in the lead. A torn rear diffuser caused by a minor off-track excursion was all that threatened to upset the No911 Porsche's race, it was quickly replaced and the car remained there or thereabouts up front.









Race result		
GTLM Class		
1. Tandy/Pilet/Makowiecki	911 RSR	328 laps
2. Sims/de Phillippi/Auberlen	BMW M8	328 laps
3. Vanthoor/Bamber/Bruni	911 RSR	328 laps



After 10 hours and 10 minutes of racing, on the 279th lap, Pilet took the lead for the first time in the No911 RSR, Tandy then defended the position with an inspired drive to the flag on the 328 lap around the famously bumpy airfield circuit. As a result of the victory Tandy, Pilet and Makowiecki move up to second place in the driver's classification, and Porsche advances to second in the manufacturer's championship too. The race also counts towards the North American Endurance Cup, the four-race competition encompassing the long-distance classics of Petit Le Mans, Daytona, Sebring and Watkins Glen.

Clearly elated, Nick Tandy commented after the race: "They say that the best victories come from the toughest races. Today was such a race. We didn't have the slightest problem over the entire distance and that was the key to our success. My last two stints were incredibly intense, especially the duels with the Ferrari and the BMW. We switched to new tyres during the last pit stop — after that, nothing could hold us back."

Patrick Pilet added: "This win was missing from my collection. It was a great team effort. The pit crew didn't make one mistake and our strategy was perfect. To celebrate this achievement with my friends Nick and Fred is incredible. After the qualifying, victory seemed a long way off. But when you're determined to achieve something and you go for it, you can do it. This race is proof of that."



PORSCHE JUNIORS SELECT TEAMS

The Porsche Juniors, part of Porsche Motorsport's Youth Development Programme, have chosen their teams for the 2018 season...

The two Porsche Juniors, Austrian Thomas Preining and Frenchman Julien Andlauer, have selected their teams for the upcoming Mobil 1 Supercup season. In addition to a receiving a funding package of 225,000 euro towards the races run in support of Formula 1, the youngsters gain from Porsche coaching on and off the racetrack designed to promote a long-term career in motorsport.

In 2017, Preining made waves in the Carrera Cup Deutschland with a victory at Hockenheim, and by taking first place at the invitation event at the Nürburgring run in support of the WEC series. He contested four rounds of the Supercup as a guest driver and impressed with three top ten finishes. Entering his second season as a Porsche Junior, the 19-year-old will race for the Lechner Racing team in the 2018 season, and he

will also tackle the Carrera Cup Deutschland with the same squad.

New Porsche Junior, Andlauer, will drive for the French Martinet by Alméras team. This year he contests both the Mobil 1
Supercup as well as selected rounds of Carrera Cup France.
The 18-year-old is the reigning champion of Carrera Cup France, last year he beat eight international candidates in a Porsche Junior selection programme.

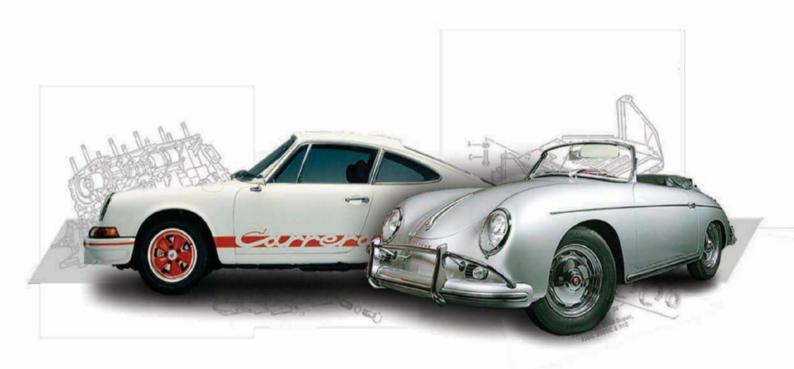
Two-time Le Mans winner, Earl Bamber, is an excellent example of the career possibilities for any of Porsche's Junior drivers. After winning the Carrera Cup Asia series in 2013, the New Zealander contested the Mobil 1 Supercup as a Porsche Junior. He won it in 2014, and then netted his first victory at Le Mans as a works driver the following year. Bamber repeated the triumph in 2017.





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ADELAIDE MOTORSPORT FESTIVAL

The Adelaide Motorsport Festival is claimed to be the largest car event of its type in the Southern Hemisphere, it attracts enthusiasts from across the globe...

Story: Richard Holdsworth Photography Bol

Photography Bob Taylor and John Lemm



The sun shone and the crowds flocked in as this most English of Australian cities reverberated to the sound of 60 Million Dollars' worth of competition cars, plus a further 270 rallying through the Adelaide Hills. On the track, Porsche interest lay in both the Supercar class and the Porsches Through the Ages class, both were more than just keenly contested. Michael O'Donnell in a 997 GTS Cup car carried the hopes

of the Porsche contingent against the McLaren 650 LT of Nick Percat in the Supercars. There are two ten-minute frenzied battles on the 1.5km Victoria Park circuit each day but the Porsche saw the weekend out with a two-second advantage over the McLaren. Not bad for a car with a deficit of over 200 horsepower! Behind the two front runners the battle was no less fierce with Malcolm Ramsay in his 991 GT3 Cup car, Phil Jaquillard

in the Cayman GT4 and Greg Keene in another Cayman swapping places throughout the two days.

This just whetted the appetite for the guys in the class labelled Porsches Through the Ages – from two 911 IROC cars to Dr Tom Klaveniek in his beautiful 356SC. The main battle was between Bernie Stack in the 993 RS and Graeme Cook in his IROC machine, and less than the proverbial thickness of a fag

paper separated the two – Cook took the last race by just 00.80 seconds. Graham's smile said it all, "First time I've beaten Bernie to the flag and he was first to shake my hand..."

Up in the hills above Victoria Park, 270 cars battled it out the 13 different categories of the three-day Shannons insurance sponsored rally which included a tilt at Collingrove Hill Climb and track time at the Mallala circuit.





motosport month





The team of Tim Prvzibilla and Dainis Silins in Tim's 911 Carrera RS had won the Thoroughbred Trophy for the past two years, and moving up to the full-blooded Classic Challenge they were delighted with sixth place despite losing first and third gears thanks to gearselection bushes going on the blink. It was good to see F1 star, Daniel Ricciardo's father, Joe, give his all in his '74 RS, the car getting its first outing its since full restoration.

The Thoroughbred Trophy saw detail changes to the rules and regs and re-dubbed Classic Challenge - and the team of Rob Ephgrave and Leigh Beeston got home first to make it three years in a row for a Porsche victory. Rob's car, a 1981 Australian delivered SC, has been owned for six-years by Rob's business, Adelaide Hills Panelworks, but they only formed up as a rally team little over a year ago.

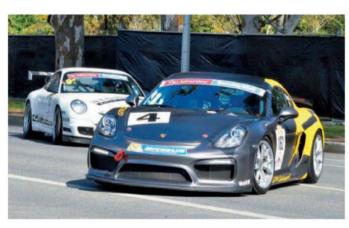
From relative newcomers to old hands in Roger Paterson and Richard Geue who have been scorching around Australian mountain terrain in various 911s since 2002. Today's

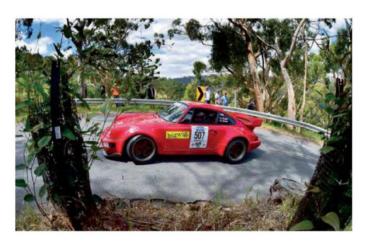
car, a 1974 RS, came home fifth in the Classic Challenge despite a clutch that slipped more as the rally went on.

Husband and wife team, Bill and Kathy Gill are something of experts in the Regularity class having competed in the Rally of the Incas in South America and by the time you read this they will have done May's Transamerica Rally. In Adelaide they have had eight podium finishes and in 2017 topped that with a first. Bill bought the 996 in 2008 with regularity runs in mind. "It is basically a standard car, 3.6-litre manual with bolt-in half cage, and my daily transport. First place was rewarding we'll be back next year..."

Event Director, Tim Possingham, has announced the 2018 Adelaide Motorsport Festival will be expanding. The rally will now cover four days starting on 28 November and running to December 1, while the Victoria Park sprint gets a third day, November 30 to December 2. The popular Gouger Street party returns to give carnival atmosphere on the Friday evening.









FREE E-BOOK REVEALS

HOW TO BECOME A BETTER, SAFER & FASTER DRIVER

'High Performance Principles' is crammed with straighttalking tips and techniques, all designed to make driving any powerful sports or supercar all the more engaging, more enjoyable, and more rewarding.

Written by Porsche-trained driving consultant, Ivan Thompsett, this new e-book was borne of a desire to freely share key advice to give you at least a taste of what you can expect to gain from elite-level driver coaching.

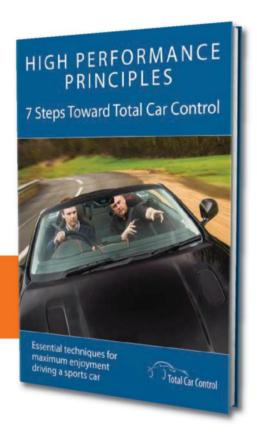
Total Car Control provides tailored driving masterclasses that are endorsed and recommended by the likes of H.R. Owen Plc, who describe the coaching as "The best performance upgrade you'll ever make". Supercar Driver club is another advocate, summarising with: "Whatever standard you are at or think you are at, you will learn so much, and get so much more enjoyment from your supercar than you thought possible."

Introducing quite a few of the techniques frequently covered in one-to-one coaching, seven chapters make a logical progression from the basics of correct seat set-up, through managing weight transfer and balance, to fast, precise cornering and over-grip-limit handling. Clear illustrations support the text, and numerous client testimonials add credence to how well the various techniques can be used to make owning and driving any great car all the more satisfying.

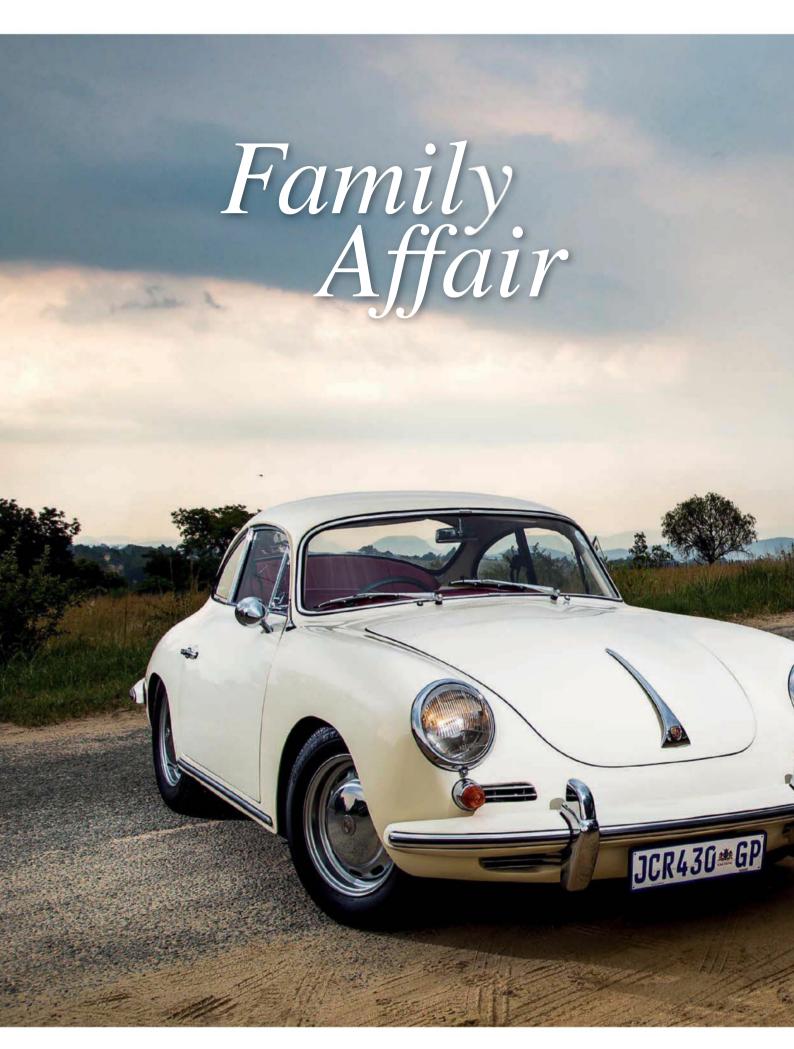
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- ✓ Step 7: Controlling Understeer & Oversteer











t seems the 356 is one of but a handful of Porsches that is regarded as pretty by brand enthusiasts and the general public alike. The early years of Porsche is a fascinating era, both in terms of road and race cars, especially when you start delving into the finer details of the changes between respective models. If you listen to podcasts by enthusiast Spike Feresten, in which he chats with renowned Porsche collectors (such as comedian Jerry Seinfeld and Outlaw Porsche builder Rod Emory), you realise how significant this sub-category of Porsche fandom is.

Today we find ourselves on the outskirts of Johannesburg, South Africa, and we're about to spend an afternoon with two 356s. I'm instantly re-enamoured with the venerable 1960s cars' soft, classy and compact curves. Porsche experts can discuss for hours which 911 model they yearn for most and why it should (or should not) have a rear wing, why earlier models are truer to the Porsche ethos than the later ones, etc. With the 356, however, there seems to be a broader consensus.

The custodians of these two 356s are a husband and his wife, the former eagerly shared his story. "When I was about 11 years

old, I saw the 356 B pull up at our school. It belonged to the school doctor. Incidentally I met his daughter just after I completed military service when I was 19. Then we got married in this very car.

"I managed a game farm for a number of years and Hazel, my wife, had to do the school run in the 356 on a sand and gravel road for several years ... it didn't break down once.

"When I turned 50 my father-in-law generously transferred the car's ownership to me. Subsequently I restored the car and it won the Porsche Club of South Africa's concourse in 2010, just shortly after its restoration had been completed," we're told.

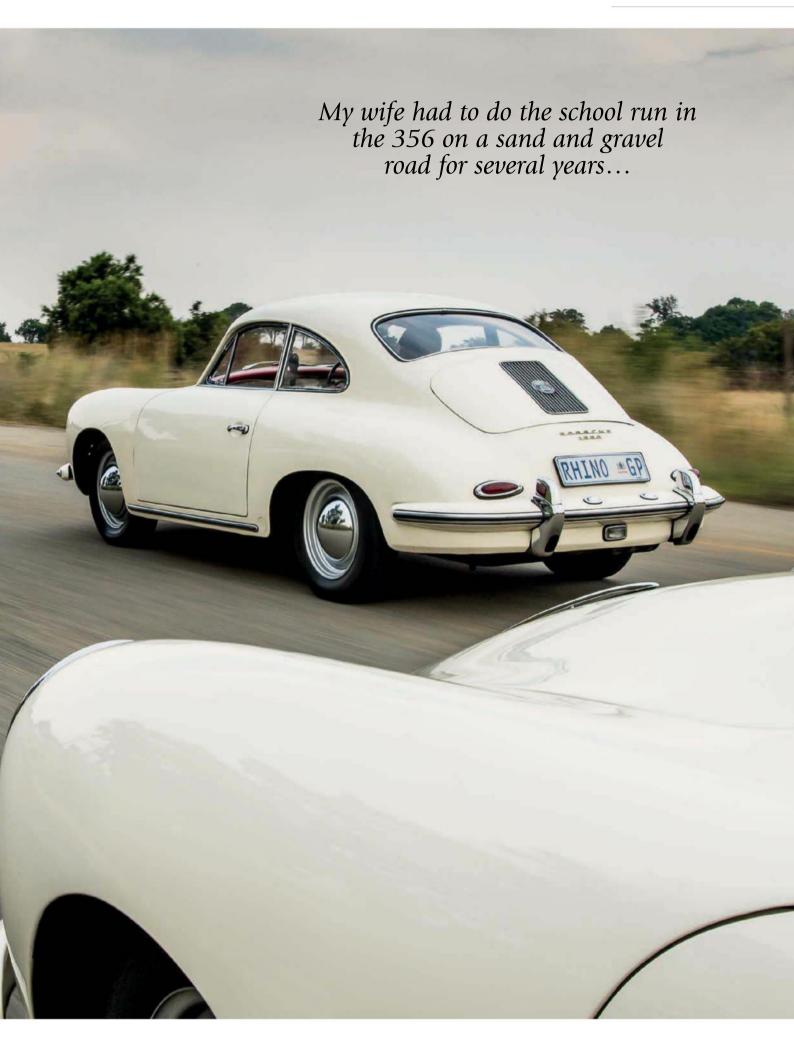
So, this car has now been in the family since 1962. But our father-in-law in this story clearly had an affinity for Porsche, because the B wasn't the only 356 he bought.

"My father-in-law bought the C in 1970 and drove the car almost daily. The C's restoration was only completed in 2015, however. It wasn't a bare-metal restoration as I wanted to keep it as original as possible. In 2016 the C also won the Porsche Club's concourse in its class while the B won again in 2017."

Even though this enthusiast has other











Porsches in his collection, he makes it a priority to drive the pair of 356s.

"I try to drive them once a week. It is becoming a problem though. People want to sit in them, stand against them and then we are not even talking about other drivers that has little respect for these old classics."

At first glance, the B and C might look

identical from the front, but the owner points out the different designs of the bonnets. Whereas the B's design is pointier towards the front, the C has a more flat nose. The subtle changes continue towards the flanks of each, where the C's rear three-quarter glass-and-side-window areas have been enlarged compared to those of the B. Also note the thinner C-pillar of

the C, no pun intended, which allows the C to have a larger rear window. The B left the factory painted Ivory (code 6004) and the C in Light Ivory (6404).

From the rear perspective, the two engine vents are different, but their bumpers are identical. However, the owner admits the exhaust tips that protrude from the C's rear







bumper are aftermarket, even if the feature is perfectly functional – it limits bumper staining caused by the expulsion of exhaust gases. The indicator lenses on the C should also be replaced with the correct units (such as those on the B). The owner also added a badge on each ventilation grille, one being a 'Legends of 1963' and the other 'Porsche 356 Register of

Southern Africa'.

In the C the owner has a large wooden box that holds decades' worth of history. This includes an original 356 C driver's manual, a repair and maintenance book, papers from events that the car has attended, old and new bulbs and an early life book stating that the owner's father-in-law purchased the car in 1970

for R3,000 (the South African currency) with 24,730 miles on the clock. Two years later, at 40,500 miles, he replaced all the brake pads. There is even a 356 toolkit in there.

Upon opening the engine cover, the differences between the engines are notable. There are ever so slightly more exterior parts to the C's engine than that of the B. Still, both





bays are clean... it is very evident that these cars are lovingly maintained.

I open the doors and note that the B has a Karosseriewerk – Reutter – Stuttgart badge at the bottom of the right wing and the chassis number (NR. 112739) is stamped on a Reutter Karosserie plaque. Why? Well, at the time, it was Reutter that built the coupé and convertible 356, Karmann the hardtop coupé and D'eteren the Roadster.

However, in 1963, Porsche bought the Reutter coachbuilding company and the Reutter chassis plaques were replaced with a Porsche Karosserie version, as is the case with the 1964 C, which reads 'Porsche Karosserie NR. 129629'.

In terms of braking, the C features frontwheel disc brakes (the B has drum brakes all round), plus there is a 1mm thicker anti-roll bar and shorter, pre-stressed rear torsion bars. Although its capacity remains the same, the C's powerplant features a number of updates over the B's motor. The piston crown and valve timings are modified, including the inlet and exhaust ports. This is also the case with the valve spring retainers, the crankcase ventilation, main bearings and the crankshaft. Even with such modest power, a limited slip differential was offered as an option.

Climb inside and at first the interiors look identical, especially since both cars feature deep red leatherette interiors (the B left the factory with black leatherette). The owner gestures to the carpet provides an interesting pointer: "One of the best ways to see if a car has been restored, and redone correctly, on the interior is the weave of the carpet. It should be a period correct square weave".

Although both interiors have been reupholstered, they were trimmed in the









correct colours. However, slowly the differences between the (earlier) B to C become apparent. Both offer three-spoke steering wheels, but the C's version offers an additional chrome section. The B has a smooth, simplistic instrument panel with three dials, a radio and a glove compartment and knob to open or lock it.

The C's instrument panel is deeper towards the centre, where you find a small light, ventilation controls for the windscreen, a clock and a surround for the ashtray with two additional knobs. Both cars feature (very) small rear seats. There is nominal luggage space behind them, but they can easily be folded flat when pulled forward to free up extra storage space. As is the case with period cars such as the VW Kombi, the small rear windows can be opened partially.

I decide to drive the B first. Even though I'm 6 foot 1, and the steering wheel is large, I

don't struggle to find a comfortable position behind the steering wheel. Such a large wheel also allows for more leverage at slow speeds – important in these early cars without power steering. In front of me the bonnet dips away in the middle and the pair of front wings stretch characteristically to the headlights.

Twist the key and the four-cylinder engine starts with a little help from the throttle pedal. It is a relatively soft and thumping sound. Being a rather hot Johannesburg day, I open the triangular side windows and push it all the way to direct the air to me, perfect for once you are on the move.

Even at slow speeds the 356 has a compact feel to it. This is partly owing to the narrow front windscreen, which is close to your head, as well as the fact that I can see some of the roof lining around my head from my peripheral view.

The four-speed gearbox doesn't have the most direct of shift actions, but then, few early 356 or 911s do. There is also a unique way in which the lever slot into each gear, for example second gear is a very short movement compared to the rest.

But, after a few shifts you learn where to point the bended lever. After all the fluids are warmed up, I stop short shifting at 3,000 rpm (at which point the 356 is already moving at a decent speed) and watch the needle climb towards 4,000 rpm. The engine pushes this 920kg car with such an honest level of acceleration, and if you want to have fun yu can for the car reacts well during turn-in and changes direction in a way that any sizeable American car of this period would never be able to replicate.

The 60hp delivered at 4,500 rpm is never going to be exciting if you simply look at



the numbers, but you would be missing the point if this is your only judging criteria. On the open road this car can cruise at 70mph comfortably, while top speed is a claimed 100mph though you'd be unlikley to test it.

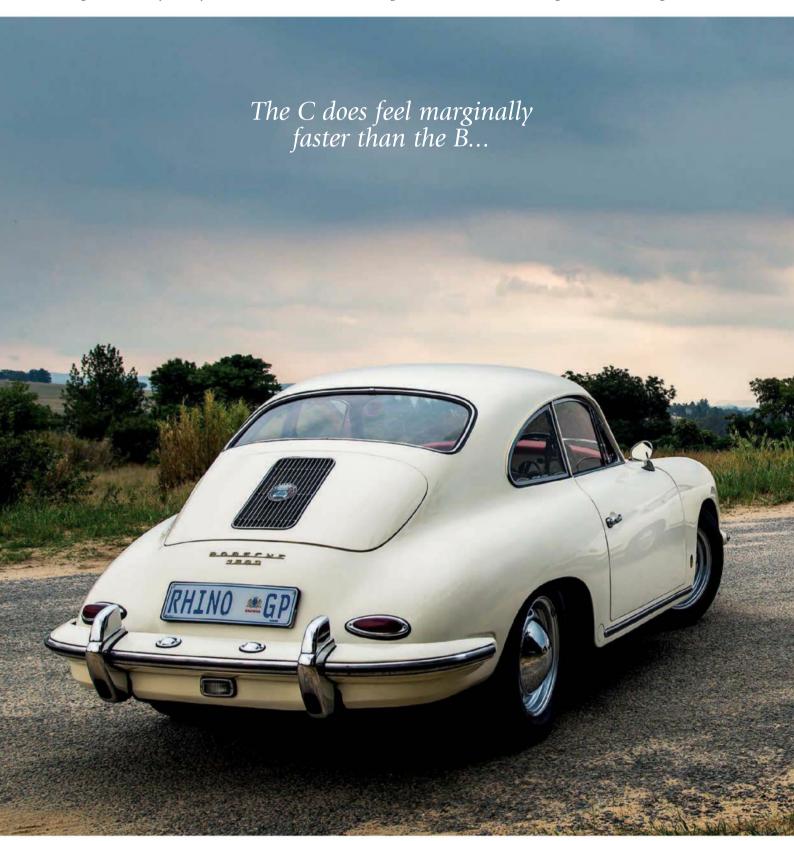
Initially, the C feels identical to drive to the B. This includes the feel and the relative directness of the steering, the cabin ambience as well as the engine response in the first part of the rev range. However, even though the base engine is the same (1,582 cc), several updates have been made from the B's engine. A look at the rev counter reveals the redline appears 500 rpm later at 5,000 rpm.

Peak power of 75hp is now delivered at 5,200 rpm, while torque has increased from 81 lb ft at 2,800 rpm to 90 lb ft at 3,600 rpm. In summary then, this engine is more rev-happy than the B. The C weighs a claimed 15kg more (935kg) while the claimed top speed is also up by 15km/h to 175km/h (just under 109mph).

I discover that I sit higher in the C than the

B, but that may be simply because the C's seats have been reupholstered in the recent past, whereas the B's pews were updated notably earlier. Comparatively, the C doesn't feel palpably faster than its sibling – the engine's characteristics are similar to that of the B's, but I find it difficult to experience the 25 percent gain. The owner mentions to me that the B's engine was masterfully overhauled and ever since then it has been running perfectly.

He urges me to drive the C again and



this time, when I rev the motor markedly harder, the car feels appreciably more alive. By virtue of having more revs at my disposal, the C does feel marginally faster than the B and another contributing factor is the livelier throttle response; I test it a few times and can confidently state that the C's accelerator is significantly more sensitive than the B's. Having said that, tuning, servicing and maintenance all play significant roles with these cars – the differences in driving

experiences largely depend on these factors.

In 1964, Porsche manufactured 3,823 units of the 356 C coupé, while 4,413 B coupés are said to have left the production line. There is little that differentiates the driving experiences, but with that ever-so-slight incease in power and its front disc brakes, I understand why driving a C – or any of the last 356s – is more appealing to some than the early, slower models. However, the lure of driving a car closer to Porsche's origins is just as appealing O





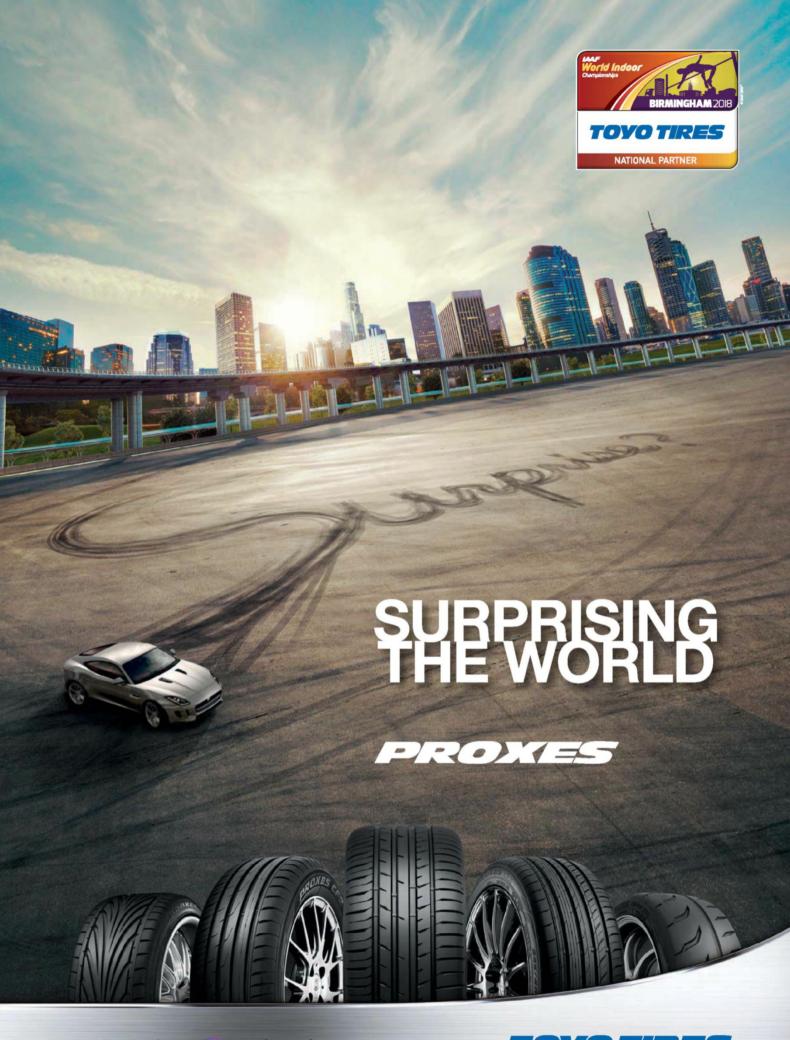












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by John Glynn



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

Of the million 911s produced 70% are said to survive. Our intrepid tyre kicker considers the use of technology to locate the missing ones...

I 'm one of those people who installed Sky satellite TV when my kids were little, as cartoons playing 24/7 was a godsend. I later added a Formula 1 HD subscription. As my three girls moved on to YouTube and Netflix, I ended up keeping the £44-a-month package as the F1 subscription was cheaper than starting a new one and the kids still watched the occasional bit of Sky.

Eventually, the cost and toxicity of everything Murdoch-related became too much, so I unplugged the box, cancelled the subscription and bought a Humax Freesat box instead. You only get free-to-air satellite channels — so I'm not sure how F1 will be sorted — but it offers integrated catch-up services, Netflix and the picture quality blows the Sky HD Box away, all while saving me £500 a year.

Switching to Humax has actually brought us back to watching some TV together. One of the most interesting programmes I watched recently was a Channel 4 thing about lost Mayan cities. The most interesting bit of it was showing how Light Imaging, Detection and Ranging (LIDAR) technology was being used to 'x-ray' the dense jungle canopies of Guatemala and discover cities buried in the forests that had been abandoned twelve hundred years ago.

All previous unearthings of these Mayan cities had focused on the central plazas and huge central pyramids, leading experts to believe that the cities were condensed arrangements, with maximum populations of 70-80k people and a total Mayan civilisation of up to a million. However, LIDAR

used from aircraft had measured ground heights through the gaps in the trees. Mapping the heights of patches often just a few inches across proved that the biggest cities had tens of thousands of buildings, housing hundreds of thousands of people, giving the Mayans a total population of up to twenty million: vastly more than had been previously believed.

Ancient civilisations are fascinating. Elements of what they held sacred still chimes with us today, as the new religions incorporated many of the ancient feasts and beliefs to convert new recruits. Understanding these people gives context to our own civilisation, showing that the human frailties which ultimately destroyed those societies thousands

of years ago may eventually destroy our own society in a similar fashion. Given what we are doing to our planet at the moment, this is not such a depressing thought.

To me, Porsche fandom is a religion all of its own. I wrapped it up with the "cult of Porsche" label when I started my blog back in the day, and remain convinced that huge swathes of this movement are tied to the ancient love of tribe. We all need to belong, as a comfort to our sensibilities. Enjoying a connection to others and watching them deal with their own struggles proves to us that we are not alone, and therein lies one of the joys of connection. So if LIDAR can help to expose the lost secrets of the great civilisations of the ancient world, what can this

technology, or similar, do to help uncover the lost history of our own cult? It got me thinking.

The millionth Porsche 911 was built some time ago. An oft-quoted statistic says that seventy percent of the Porsches ever built are still on the road, or at least they survive. If this percentage is any way accurate – and it sounds somewhat plausible – then at least 700,000 911s exist worldwide. I don't get the sense that this movement has 700,000 911s hanging around, so there must be more than a few holed-up in sheds all over the world, forgotten like overgrown relics.

I follow the Unobtanium feed on Instagram, where brothers Adam and Matt Wright share Porsche barn finds, unearthed by responses to their "we buy any Porsche" ads. They seem to have no trouble finding stuff with hardly-seen small ads, so someone who could develop technology that could 'look' through old wooden barns and garages and discern a reasonable amount of metal arranged in one chunk, at a Porsche sort of height, would have a fair chance of finding some of the lost treasures of our 50-year cult.

You may be shaking your head, but anyone who thinks this is impossible should note that LIDAR located several undiscovered Mayan cities in the Guatemalan rainforest during one two-hour flight, and NASA is already running isolation camps in deserted parts of Hawaii to identify and train out the psychological stresses that will be faced by future Mars astronauts, because we are definitely going to Mars at some stage. Everything is possible if you put your mind to it

There must be more than a few holedup in sheds all over the world, forgotten like overgrown relics...



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



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The diary of a specialist Porsche dealer and consultant – www.philipraby.co.uk

This month, Philip Raby does his best Sigmund Freud impression...

ve often said that I'm not a salesman – my background is in the world of magazines and I still think of myself as a writer despite now spending most of my time selling Porsches. However, I have realised that, often, I find myself acting as a counsellor. Customers stop by for a coffee and to talk.

They want to chat about cars and work through what sort of Porsche is best for them, as often people know they want a Porsche, but have no idea what model. I'm always happy to gently guide them and point them in the right direction; even if it means they end up buying a car from someone else. I'd rather not push someone into buying a particular model of Porsche just because we happen to have that one in stock, if it's not the right choice for them.

If you're involved with Porsches every day, it's easy to become complacent about the different types, but if you're a newcomer, the model numbers alone are a minefield. How do you explain that the 964, 993, 996, 997 and 991 are all, in fact, 911s, but many of them are actually badged 'Carrera' and not '911'? Of course, these

days, people turn to the internet for information and that leads them to the shady world of forums, where every man and his dog is an expert on Porsches. Our hapless newcomer then reads stories of IMS failure. bore scoring, RMS leaks and, before long, begins to think that, actually, a Porsche is a bad idea and perhaps a Nissan Micra is the way to go. Again, it's my job to guide customers through the various different models of Porsche - 911 or otherwise and suggest what would suit them. I'll also explain the potential pitfalls and put the risks into perspective.

The internet is also a great place to research values of Porsches but. again, it can be misleading. Yes, sure you can buy, say, a 997 for under £20,000 but do you really want to? The old adage 'buy cheap, buy twice' rings particularly true with Porsches. I tend to advise people never to buy the cheapest car they find, but increase their budget to get a welllooked after example. Or, if they can't do that, then they consider something else; if a 997 buyer has less then £20,000 to spend, I'd guide them towards a good 996 instead, or perhaps a Cayman. I said to someone the other day that they

budget wouldn't get them a good example of a 964 and they'd end up spending time and money bringing a ropey one up to scratch, and they actually admitted that they'd never considered that paying more initially

The old adage 'buy cheap, buy twice' rings particularly true with Porsches

could save money down the line. While on the subject of money, one of my pet hates is the expression "What's your best price?" Best for who? The buyer or the seller? I had this recently when a woman rang about a lovely 924S Le Mans we had. After asking if the car was still available, she immediately said "What's your best price?" I explained that the car was fairly priced and we were getting strong interest in it. "Oh, I'll put you onto my partner as I'm ringing on his behalf," she replied. The man came on and his first question was "What's your best price," to which I gave the same response. He then went on to tell me about another Le Mans with lower mileage and less owners which he could buy. I politely suggested that perhaps he should do, then. I later looked up the Porsche in question and it was £2,000 more than ours...

My gripe about this is that price shouldn't be your prime consideration when buying a Porsche. If this person had asked pertinent questions about the car, its condition and history, then he'd have been in a better position to understand what its value was. As it happened, we sold the 924S the same week for the asking price, to someone who was absolutely delighted with it. In fact, we could have sold it several times over, as the Le Mans is a rare and desirable Porsche. Our Welsh couple are probably still looking and, if they end up buying cheap, well they may well buy twice...

Going back to counsellors, I needed one myself this week. A regular visitor is Jack Pecoraro who running the YouTube channel Number27 - check it out, it's good. Jack produces entertaining videos about cars and often features our stock. While he was here, he helped move a couple of cars around so he could do an indoor shoot and, once he'd finished, bade his farewells and headed back to London. It was a couple of hours later that I realised Jack had gone off with the keys for a 964 which still needed to be put away. I rang him and he offered to make the one and a half hour drive back, but I told him to hold off a while. I rummaged through our box of keys and tried a 924 key in the 964 door - it unlocked immediately. The ignition needed a bit more wriggling around but I was soon able to turn it to release the steering lock. I couldn't start the engine because of the immobiliser but at least we could push the car safely inside. It's just a good job it wasn't a modern Porsche with more sophisticated locks. The Royal Mail delivered the 964 keys back the next day but it was a stressful moment, and I'd no one to talk to about it! O



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by Dino Zamparelli



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

The start of the 2018 Carrera Cup GB season is close, Dino Zamparelli can't wait to get going...

s I write testing in the new second-generation 991 GT3 Carrera Cup car has just begun. The new race season is just weeks away, but because England is so cold between December and February. there isn't much point venturing out to test before March. Indeed, during my first run in the new car, at the start of March, the temperature reached the dizzying heights of six degrees Celsius! This means the whole process of driving the car is different, from the operating window for the tyres, to its general balance and base setup. Testing in March is really for drivers to blow away the cobwebs and to get used to the smaller things that make up the bigger picture.

I realised during the first test, the 'media day' at Silverstone, that it had been around six months since I'd driven a fast competition car on circuit - that's quite a long time when you think about it. The day is timed, despite spending much of it doing the media work required for the remainder of the season; capturing videos, interviews and photos. For me it was a time to properly meet my new race team, Redline Racing, a chance to get used to the new car and to generally make sure I felt comfortable. It was great to get back in to a Porsche Cup car on circuit.

The big news for me is that I've got a new racing sponsor/partner in Nationwide Accident Repairs. My new car was unveiled at Silverstone in the colours my arch rival, Dan Cammish, has run for the last three years! The deal came about relatively late, I was contacted by Nationwide in February

after it decided to re-enter into the championship. With Cammish moving into the British Touring Car Championship, it paved the way for a new driver. Thankfully for me, we managed to put together an agreement that will see me racing the blue and orange Nationwide Redline Racing car. I'm looking forward to the partnership with both, I'm excited to be working with a team and sponsor that have had so much success, with both Tim Harvey and Dan Cammish, in Carrera Cup GB. It is a mouth-watering prospect for me and I'm excited to get going!

I'm also ready to continue learning; just because I've done three seasons with the first-generation 991 with three different teams doesn't mean I stop learning. My engineer and I at Redline have started working together well, and I'm already open to new things. I believe the moment you think you can't learn anything new is the moment you start going backwards.

The first few test days have gone well and I've been really impressed with the new team. The deal with Nationwide allows me to keep hold of my other racing partners that I have built up over the last three years, and I will still be doing lots of work with those partners and sponsors, including hospitality, track

days and driving tours. But the deal allows me to focus purely on racing this year, to concentrate on driving and aiming for wins, and ultimately the 2018 title.

Being the highest placed 2017 returnee driver, that probably automatically makes me one of the favourites to win. But I'm sure the competition in 2018 will be strong. However, I'm just going to get my head down and work forward from last year. I don't work with tags against my name, I just work on the driving and let the results come in. If at the end of the year we've scored more points than anyone else, then that'll mean we'll be champions. It's a simple as that. There are a few more test days before the start of the season – we're hoping for a few dry days to get fully dialled-in before we hit Brands Hatch in anger for the opening round. Watch this space O

The moment you think you can't learn anything new is the moment you start going backwards...



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





Carrera GT

Basalt Black • Austrian Red Leather Carbon Seats • Manual Gearbox Porsche Ceramic Composite Brakes UK Supplied • 4,645 miles • 2006 (06)

£694,995



911 GT2 (996

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

£149,995



911 GT3RS (997)

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

£139,995



911 Turbo S (997)

Carrara White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 24,598 miles • 2011 (61)

£99,995



911 Carrera 4 (993)

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

£99,995



911 Turbo (997)

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

£69,995



911 Turbo (997 GEN 1.5)

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

£67,995



911 Carrera 2 (993)

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

£65,995



911 SC

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

£64,995



911 Carrera

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

£64,995



911 Carrera 2 S (991)

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

£62,995



911 Turbo (996)

Basalt Black • Black Leather Seats
Tiptronic S Gearbox • Satellite Navigation
BOSE Sound System • 55,346 miles
2003 (53)

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

Porsche is growing rapidly, but it must ensure that it doesn't loose its unique spirit in the process, says Simon...

orsche delivered its annual financial report a few weeks ago, in short as a company it is doing rather well. Out of any kind of context the numbers for 2017 are simply eyewatering but the percentage gains help our understanding. Revenue is up five percent year-on-year to 23.5 billion euro, operating profit is up 17.6 percent. Porsche continues to grow psychically too. Today it employees just under 30,000 people, compare that to 2013's figures, 19,450 employees, and you begin to get a taste of the rate at which it has expanded over recent years - this will accelerate further with the advent of vehicles such as

the forthcoming electric Mission E.

China remains the biggest growth market for Porsche by some margin, up 10 percent year-on-year. Europe as a whole is up two percent, but perhaps interestingly, the domestic market in Germany is down once more, this time by three percent. The 246,375 deliveries Porsche made in 2017 means that it is up four percent overall on 2016, Panamera deliveries increased by 83 percent, a natural spike as a result of the new model coming online, hybrid uptake continues to show an upward trend as I have discussed in this column before

When you look closer at the delivery breakdown for each model

the idea that Porsche remains predominately an SUV builder with a sideline in sports cars is rather supported. While sports car deliveries remain relatively stable. up slightly even, in 2017 Cayenne and Macan sales were almost double that of the 911, Cayman, Boxster and Panamera combined. That the Macan is the best selling Porsche has been the case now for a number of years, no wonder then that we saw the new crossover Mission E Cross Turismo concept released recently (p8) - it seems Porsche will continue to invest in SUV-style vehicles going forward. When it's making so much money from them that is hardly surprising.

Given the mixed reception that the 718 received, Boxster and Cayman combined deliveries were on the same footing in 2017 as they were in 2013/2014, when the 981 was in full stride. Porsche delivered 25.114 718s in 2017, compared with 25,704 981 versions in 2013 – that suggests the switch to downsized turbocharged engines for those models has had little or no detrimental impact on sales. I found that slightly surprising for the Porsche enthusiast grapevine would have you believe otherwise.

The rate at which Porsche continues to grow, and how that will play-out in future, is very evident both from the numbers it presents in reports such as this, and the language it uses when describing itself. It is larger, more profitable and (I guess) therefore more successful than ever before in its history, which is both exciting and a little frightening at the same time.

We all know that Porsche's family feel has altered considerably over the years, but at its heart that notion of the company being one big clan remains. That might sound a little romantic in this day and age but I truly believe it to be the case here, it is part of what has made Porsche what it is today, and why its rivals struggle to touch it in terms of the relaxed, positive confidence exuded from its products, but more importantly its employees. Look at the Motorsport team and you'll see this in action perhaps more overtly than anywhere else. From the drivers themselves through to the catering staff and beyond, there is an air of family and friendliness that you just don't get elsewhere - win or loose these guys stick together with a passion for what they do, and their company. Ultimately, Porsche is as much about the people as it is about the vehicles. In these days of change and vast, rapid expansion, it must be extra careful not to loose that emphasis and the sprit that makes it such a popular brand o

Porsche is as much about the people as it is about the vehicles...



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









ons with famous fathers often grow up in their shadow. When your dad is Ekkehard Zimmerman, the famed creator of the glorious Kremer K cars of the late 1970s and a host of other iconic automotive design marvels, growing up with the smell of fibreglass resin and bodywork mouldings about you must prove influential, it did for a young Patrick Zimmerman. It's true that dp motorsport has been customising and upgrading Porsches for decades, but with a surge of interest in Germany's finest cars over the past few years, its inventory of exclusive and unique weightsaving and performance enhancing products has been steadily growing. The founding father of dp Motorsport, Ekkehard has recently retired but that hasn't called to an end the firm's activities - far from it. In parallel with the creation of his father's final car, the

dp Motorsport 993 RS 3.5 Red Evolution we featured in our November 2017 issue, his son Patrick has been busy creating dp's latest Porsche, one designed to demonstrate just what the modern day dp Motorsport is capable of producing. Imaginatively termed 'Project Yellow', this 964 is a demonstration car in the fullest sense as it has been built almost exclusively from parts solely available from dp's catalogue.

Parked in a workshop with its walls adorned with posters of Flatnose cabriolets, the 1979 Le Mans-winning K4 and the distinctive 944 Cargo, Project Yellow isn't only a special looking car, it is a direct descendant of those iconic dp Porsches that have come before it – it is entirely part of the same prestigious family. Lit up in the photographer's lenses it's not just this car's striking paint scheme that makes it so emotive though, it's the dramatic

aura it emits too. Without doubt it looks like something an experienced Porsche driver would love to push hard, and perhaps a car that anyone else would just be too terrified to drive fast. But that's the first impression of many which things prepared at dp Motorsport tend to impart for it seems they have a special mathematical equation for awesomeness. The recipe sounds simple enough: take a standard Porsche as the zero sum, minus 25 percent of its weight, add 30 percent more power and you get a car that is 100 percent cooler. Project Yellow then is mathematically perfect.

A 1990 964 Carrera 2 is a pretty gorgeous car to start with, but being the donor vehicle for this project the car you see here was stripped down to its bare shell with most parts discarded prior to a rebuild. Being known specifically for its lightweight components and wide retro-style Turbo wings and flared panels,

It has been built almost exclusively from parts solely available from dp's catalogue...



Q&A with Patrick Zimmerman:

GT: What condition was the base car in when you found it?

PZ: "The donor was a 1990 964 that had enjoyed a nice life, it had 220,000 kilometres on the clock, but it was a bit tired. It was still working fine but it needed some work to get it back into perfect condition. We were going to do so much work on it that it didn't really matter what car we used, but we found this one at a good price so we took it."

GT: What was the inspiration for the build?

PZ: "Back in 2012 I made a sleeper 911 that I loved. Compared to some of the projects we've done at dp it looked quite ordinary, but it was a very light build 3.2 Carrera that used to shock everybody with how fast it was. I based the philosophy of this car on that; light, fast, but not too extraordinary looking. If you look past the bright colour you will see that it is not too extreme. We have converted many of our customer's cars into Clubsports in recent years so we decided to try make the ultimate model with that philosophy; take as much weight off as you can and give it a nice amount of power."

GT: Does the car drive as you expected, or better?

PZ: "On paper the car had a great power-to-weight ratio, but once we had it up and running the way it handled and accelerated was actually a lot better, or more noticeable at least, than we were expecting. I thought that it was going to feel more like a racing Porsche than a road-going one, but it was more reminiscent of a go-kart. You turn the wheel and it goes wherever you want with no argument – the handling is absolutely amazing."

GT: What was the hardest part of this build?

PZ: Nothing was too difficult as everyone involved in the project has been doing this kind of thing for a very long time. However, we've never built a complete car with all of these aftermarket parts so there were a few instances where we found there wasn't quite a perfect fit, so we went back and remade what we needed to with a slightly different approach. We're only talking differences in millimetres, tiny details, but I could see it and I wanted the car to be absolutely perfect."

GT: What was your favourite part of putting this car together?

PZ: "For me the best elements are the carbon body panels. I know what the stock ones weigh so each time we fit a carbon panel, one that I could hold with my little finger, we got a good understanding of how light the car would be eventually. I am also really proud of how the interior looks, I knew what I wanted from the design, but, when you are installing it piece-by-piece, you don't really see the full picture, I wasn't too excited until I started installing the final pieces – it looks perfect. It's just the right combination of leather, alcantara and carbon. You know you have a good car when you really love just sitting in it – I smile in this one before I even start the engine."











dp Motorsport utilised much of its own stock – all made out of carbon and weighing less than half that of their steel counterparts.

The front spoiler manages to look both contemporary and classic at the same time, complimenting the car. It's the same story with the SCRS tail, half way between a duck and a whale tail, it really suits the car accentuating the retro look further. The plexiglass, which dp used to supply direct to Porsche by the way, saves a few kilograms over the standard glass.

The car's original interior, all of it, was

completely surplus to requirements, any part concerned with comfort and sound proofing has been completely replaced. A special lightweight dashboard with custom dials was fitted, so too a Momo steering wheel, the seats are Recaro Pole Position items laced in carbon and everything is covered in a combination of black leather and Alcantara – accentuated with dripping of bare carbon trim. It looks half track car, half supercar. The bolt-in rear hoop rollcage is another dp in-house item. However, looks are only half of this project. Performance

is an equally vital prerequisite. Underneath the suspension is provided by KW with a set of Clubsport springs and dampers, with Superprobushes on the front and Uniballs at the rear. Lightweight 18-inch Oz Ultraleggera 3 rims are adorned with Michelin Cup 2 tyres (225/40s at the front, 295/30s at the rear).

The 964 boasted a none too shabby 247hp as standard, but with its 3.6-litre block boredout slightly to 3.8-litres, and with the fitment of Schrick 3.0 camshafts, 71mm throttle valves and an M&M sport exhaust, power in

Any part concerned with comfort and sound proofing has been replaced







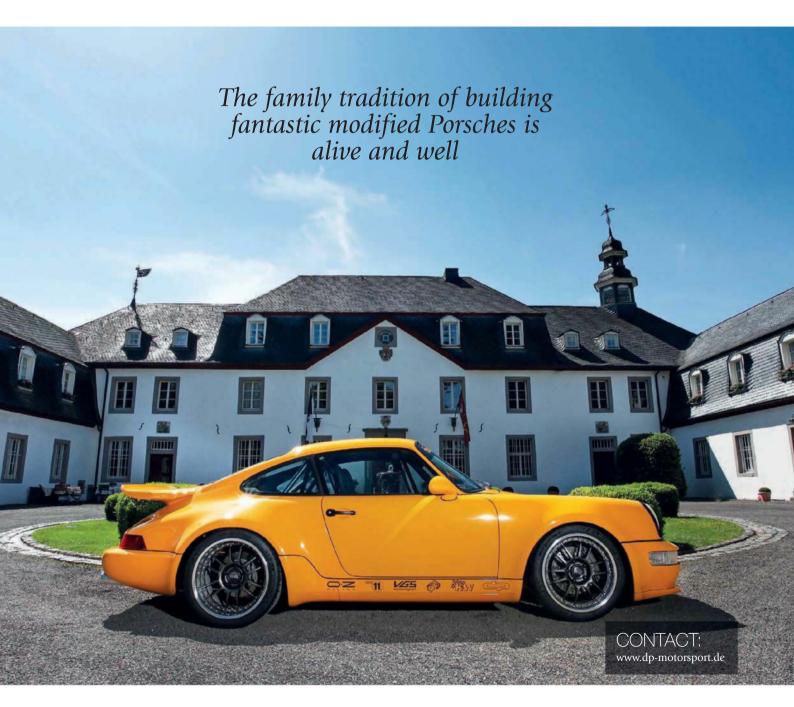


this example is increased to a significantly improved 329hp. The extra horsepower only has to move 1035kg, so the power-to-weight ratio of this 964 has seen a significant improvement. Drive is transferred through a G50 gearbox fitted with a 964 RS gear set, that ensures it can better cope with the increased power, to help with grip around corners a

differential lock is installed.

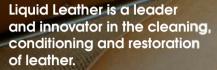
It's a stunning machine this, arguably as competent and unique as any Singer, but Project Yellow's main purpose is to be a rolling parts catalogue, everything on the car can be ordered off the shelf from dp Motorsport. Even so Project Yellow is so much more than the sum of its parts. It's the end result of a

son who spent his life watching the marvels his father created, one who is here stepping up to unveil his own creation. Ekkehard may have retired but the family tradition of building fantastic modified Porsches is alive and well in the hands of Patrick. If this first creation is anything to go by, it is clear that dp Motorsport's future is as bright as its past O





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Porsche 911 1967 2.0L Coupe Manual Gearbox, LHD, Ivory White 6604 with Red interior



Porsche 912 1969 Coupe Manual Gearbox, LHD, Champagne Yellow 6822 with Black interior



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



Porsche 912 1967 Coupe Manual Gearbox, LHD, Bahama Yellow with Black interior



Porsche 930 Turbo Carrera 3.0 1977, Manual Gearbox, LHD, Sahara Desert with Cork leather interior

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Change Of Plan

With the Porsche diesel all but dead, we are constantly reminded that hybrids are the future. This new Cayenne E-Hybrid then is quite an important vehicle...

Story: Andrew Frankel Photography: Porsche





or SUV owners, a hybrid is like Brexit.
You may love the idea, you may utterly loathe it, but the day is coming and if you want to continue to live life as normally as possible, there is very little you can do about it. Rightly or wrongly (entirely wrongly in my not completely uninformed opinion), diesel is dying because its manifest benefits have been swamped by a perfect storm of political grandstanding, and stupidity coupled with wilfully venal reporting in the mainstream media from those more concerned with viewing figures or circulation than the increasingly under-rated concept known as the truth.

You may have read in the motoring press that Porsche has decided to cancel all its diesel programmes with immediate effect, a move that hugely affects UK buyers of the Macan, Cayenne and Panamera. Porsche denies that this is true, stating merely that diesel sales have been put on hold pending further developments, but a quick trawl around the PCGB website revealed only a 'Platinum Edition' of the old Cavenne still available. Don't blame Porsche for this: they are reacting to customer demand, which has fallen off a cliff for reasons outlined above. Bear in mind too that Porsche gets all its diesel motors from elsewhere within the VW Group, some of which have in the past proven to have taken a somewhat unorthodox approach to emissions compliance; this may have nothing to do with Porsche, but still drags its name through the mud as a result. In Porsche's position, would you continue to expose yourself to that risk?

And finally, as I write this, a court in Germany has allowed Dusseldorf and good old Stuttgart to ban older diesels from their centres, a move that establishes precedent and which will doubtless be rolled out to other cities in Germany and then, in the way of such things, across Europe. And the point is this: no actual legislature will now have to waste time and risk unpopularity banning

diesels altogether because the torpedoing of consumer confidence that is already resulting will constructively do it for them. Modern diesels are clean, they are far less wasteful of fossil fuels, cheaper by far for high mileage users, offer excellent range, terrific power delivery and, let's not forget 20 percent less CO2 than petrol engines. And we're all about to turn our backs on them.

Which is why cars like this new Cayenne Hybrid are to become so core to the Porsche proposition in future. Porsche, as we all know, is now an SUV manufacturer which knocks out a comparatively small number of sports cars on the side, and its hybrids have already assumed a critically important role in parts of the world where diesel has never caught on, particularly in its largest markets like the US and China. Now with diesel on its deathbed in Europe, these are the cars that will increasingly become part of Porsche's mainstream offering and a niche no longer. Of course Porsche has had a hybrid Cayenne on its books for years, first with old fashioned Ni-Mh batteries and latterly with lithium-ion cells that can be charged from the mains. But as we shall see, this latest new SUV is quite a step forward.

Indeed it takes its electrical drive system direct from the new Panamera hybrid, which means its power output rises from 94hp to 134hp and its all electric range from 22 miles to something nearer 30 miles (at the time of writing the car had not been homologated so Porsche could only give rough estimates of such figures). Its maximum speed using electricity alone goes up from 77mph to about 85mph, but it's worth noting that all these figures are slightly but significantly inferior to those recorded by the same system in the Panamera. Blame weight, height and drag coefficient for that.

So you'd expect it to use the same engine as the Panamera but it doesn't, not quite at least. They are closely related – very close in







Andrew drove the new Cayenne E-Hybrid during Porsche's final evaluation period...















fact – but the Cayenne engine is a three-litre and that of the Panamera a 2.9-litre unit. Why the distinction? Because the smaller engine has a larger reinforced crankshaft whose size restricts the stroke length of the pistons; it is that way because in certain applications it produces far more power than will be required by the Cayenne Hybrid - the Panamera S, for instance, has 434hp, which is at least 100hp more than the Cayenne engine has to offer, at least before you've added the power of the electrical motor. So why have the smaller but stronger engine in the hybrid Panamera but not the hybrid Cayenne? The only logical explanation is that Porsche is planning a more powerful V6 hybrid for the Panamera, but not the Cavenne.

The other big difference in the powertrain of this new Cayenne E-Hybrid and what turns out to be the not so similar system in the Panamera E-Hybrid is that while the five door saloon uses Porsche's own double clutch PDK transmission, the Cayenne uses ZF's conventional eight-speed automatic gearbox. Why? Predominately because Porsche regards it as essential that the Cayenne retains the ability to tow the maximum 3,500kg load allowed by law and the PDK in the Panamera (and, lest we forget, the Macan) is rated only to 2,500kg. And it certainly provides the customer with a good reason to spend the extra on the larger of Porsche's two SUVs.

If the Cayenne E-Hybrid has a problem it is one it shares with all similarly powered cars. Carting two completely different forms of propulsion around plus the means of powering both does nothing for the waistline at all. The Panamera E-Hybrid weighs 320kg more than the same car without electric motors and batteries, so there's no good reason why the same won't apply to the Cayenne, pushing its weight up from not much more than 2,000kgs to not much less than 2,400kg. The likely effect on the car's real world fuel consumption, particularly during long distance cruising when the electrics are not at their most efficient is not difficult to predict, any more than is the adverse effect all that extra heft on the car's handling.

I drove it, on and off, for a couple of days in South Africa and I'd be lying if I said I did not spend a chunk of that time thinking how much more fuel efficient a good diesel would be under this bonnet. But that option is not available right now and, if I had to guess I'd say that's the way it's going to remain for the foreseeable future; so there doesn't seem to be a lot of profit in dwelling on the matter.

Besides this does not mean that as it is the Cayenne Hybrid is a car without considerable appeal or, indeed, not capable in ways even the diesel would struggle to match.

For a start it's quick - Porsche has released no figures but it won't take much more than five seconds to hit 60mph from rest. It doesn't feel particularly rapid if you just drive it normally, there's no sense of the pent up potential so memorable in the old V8-powered Cayenne S Diesel, but that's because your right boot has to instruct both powertrains to give their all simultaneously. But when they do, the Cayenne E-Hybrid provides proper Porsche performance and will continue so to do until it's travelling at a speed some distance the far side of 150mph. The engine is pleasant to listen to but not thrilling. It's a Porsche-Audi joint venture motor and in its character probably owes more to Ingolstadt that what you might hope for from Stuttgart.

And yet it still has a certain charm and one I found missing when I drove the hybrid Panamera. It has a smoothness and sophistication I found lacking in its lower, swoopier sister and, at first I was at a loss to figure out why this might be. At first I presumed that in the interim Porsche must have worked hard on the systems that integrate the petrol engine and electric motor to smooth out the lumps and bumps in the power delivery I'd noticed in the Panamera. But when I started asking around the Porsche engineers who accompanied me on this prototype drive, I discovered this was the truth, but only part thereof. The real reason the Cayenne E-Hybrid delivers its power so much more satisfyingly than the Panamera has nothing to do with either the hybrid





system they share or the differences in their V6 engines. It's their gearboxes. Bluntly, PDK transmissions are very good at certain things: changing gear very quickly and responding to the throttle being the most obvious. What they are less adept at is taking up the slack in a less than entirely taut powertrain. That's why they work so well in a 911 GT3 RS and rather less so in a Panamera E-Hybrid. By contrast a conventional ZF auto 'box was born mask the peaks and troughs of a powertrain's torque delivery and the result in the Cayenne is that most of the time it doesn't feel like you're driving a hybrid at all, which is a good thing.

And the combination of hybrid power and that auto 'box also confer another amazing

talent on this Cayenne, one that sadly very few owners will get to see: it makes the car simply amazing off-road. I couldn't believe the boulder strewn hill I was asked to drive up but the system allows you to mete out the power so precisely you can move the car over an obstacle one tyre tread block at a time, with the electrics doing the bulk of the heavy lifting. It's a supremely confidence inspiring trait and because it lets you drive with such accuracy, it not only improves your chances of reaching your destination, but doing so with your Cayenne intact.

The Cayenne E-Hybrid is not the car to turn me to the hybrid's cause, make me see the light and conclude that diesel has had its day. But nor is any other on sale, at least among those with four seats. I fear that when people realise how much heavier hybrids are, how much more fuel they actually use in real world driving and therefore how much higher are their CO2 emissions, there may be something of a backlash against them, which is also perhaps why Porsche is not entirely ruling out a return to diesel.

For now however, the Cayenne E-Hybrid is the best of its kind I've driven and represents real progress even over the Panamera. It's not a car I loved, but I did grow to admire its many talents. In a car that already leads its class, if you don't want a diesel, it is the first alternative you should investigate O





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991 CARRERA (ALL MODELS) » 500+BHP

991 CARRERA (ALL MODELS) » 500+BHP

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994 CARRERA (ALL MODELS) » 500+BHP

995 CARRERA (ALL MODELS) » 500+BHP

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Does the 987 Boxster Spyder offer a back-to-basic driving experience worthy of its name, borrowed from Porsche's 1950s 550? We compare manual and PDK examples on track to find out... Story: Mark G Whitchurch Photography: Laurens Parsons



f you know cars then 'Spyder' is a word that won't have you recoiling and jumping for the closest elevated surface, but it is one that will conjure up images of sculptural, lightweight, mechanical forms. A romantic nod to the sporting horse-drawn carriages of yesteryear, the Italians were the first to adopt the name, to add glamour to only the most special of artisan automotive creations. However, add this arachnidan name to a Porsche and you are also hooking into a legacy of unrivalled motorsport success. A word association that can trace its origins back to the inception of the marque, in particular Ferry Porsche's determination to uphold Porsche's association with top-flight motorsport - established by his father before the Second World War with Auto Union and Mercedes-Benz.

Whilst the Porsche 356 was gaining notoriety on track in club events, a focused lightweight racer was in demand to propel Porsche back onto the international stage. The resulting 550/1500RS unveiled at the Paris Automobile Salon in 1953 might have technically hit the mark, but it needed a name to boost its marketing appeal. The Spyder moniker was soon agreed upon and an icon was born, one that would see factory entered 550 Spyders win classes at Le Mans, Sebring and the Carrera Panamericana - firmly placing Porsche on the international winner's rostrum. Light and agile, the compact 550 Spyder radically evolved the 356 form to create a purposeful yet beautiful racing car. With

its mid-mounted 1,500cc double overhead camshaft, roller bearing crankshaft engine and twin ignition system, the 550 Spyder was fast. Renowned for being easy to drive, it soon attracted Hollywood star James Dean to the glamour of motor racing. It is this association, and his untimely death in his 'Little Bastard', that positioned the name within folk law. Now firmly part of Porsche brand language, the Spyder name has graced a host of open-top race winners from the monstrous 917 Spyder of the 1970s, to the dominant RS Spyder endurance prototype of the 1990s. As with all successes on the track, the Spyder name has looked to bring the spirit of racing to the showrooms, most recently with the 918 Spyder.

However, today we have gathered at Castle Combe what I believe to be the purest modern interpretation of the original Spyder ethos, a car that takes the spirit of the 550 and propels it into the 21st century. The 987 Boxster Spyder made its debut at the Los Angeles Autoshow in 2009. Although less than 100 of these lightweight specials were imported to the UK, it was billed by Porsche as a third model in the Boxster line-up rather than a limited edition, sitting above the Boxster and Boxster S. Like the original Spyder of the 1950s, this modern reincarnation is low and sleek whilst maintaining a recognisable Boxster silhouette. Available only in red, black or white, its rear 'double bubble' decklid helps to stretch its form, visually lowering its centre of gravity and affording it a look that made the 550 so

endearing half a century before. Within the cabin lightweight red RS-style fabric door pulls catch the eye and hint at the diet Porsche engineers enforced on the Spyder – gone too is the driver's binnacle cowl. The original specification also removed both stereo and air-conditioning to further reduce weight, yet many customers added these creature comforts back in. With my bottom firmly placed in the carbon fibre leather and Alcantara clad bucket seat, these 987s adhere to that minimalistic Spyder philosophy, yet undoubtedly offer a special cabin with Porsche quality much in evidence throughout.

The lightest Porsche of a generation, it weighs in at just 1,275kg, so the Spyder offers an 80kg saving over a regular Boxster. This is achieved with aluminium doors (-15kg), that Carrera GT inspired one-piece aluminium rear deck (-3kg), carbon fibre bucket seats (-12kg) and the lightest set of 19-inch alloy wheels Porsche had made to date - saving another 10kg per corner. Lower side window glass and the lack of an electronically folding roof finish off the Spyder's hardcore diet. Complementing these material savings comes a healthy boost in power, boasting the same direct-injection 3.4litre flat-six motor as fitted to the Boxster S, the Spyder is blessed with another 10hp to bring it up to a state of tune in line with the Cayman S. This re-profiling of the engine has the benefit of shifting peak power to 7,200rpm, 950 revs above the maximum engine speed of the Boxster S, as well as offering 273lb ft of torque











THE SPECIALIST VIEW:

Simon Cockram, Director of Cameron Sports Cars, has seen a handful of 987 Boxster Spyders pass through his hands in the past decade.

"These are rare and highly desirable collector cars which have enjoyed a good few years of rising prices. Particularly sought after in the launch colour of White, they can also be rather spec sensitive," explains Simon. "Customers often added back in the radio and air-conditioning as well as opting for less extreme sports seats and upgraded leather trim.

"Some customers also changed the lightweight wheels for aesthetics

purposes and removed the decals. Too many creature comforts and personalisation can detract from the spirit of the Spyder, you can end up with what is effectively a Boxster S without a roof. Must haves include the Sport Chrono Package and Sports exhaust.

"The cars that are becoming sought after are the ones with low mileage and with a specification that is akin to the Spyder ethos of lightweight and minimalistic," advises Simon. "A PDK car might be that bit faster, but it's the manual cars that are commanding a premium in the current market."





at 4,750rpm compared to 266lb between 4,440–5,500rpm in a Boxster S. Helping to optimise these benefits, the 987 Boxster Spyder is fitted with its own bespoke suspension system. Specifically tuned for purpose, shorter, stiffer springs are complemented with firmer dampers and beefier anti-roll bars front and rear. A 20mm drop in ride height together with the swap of a folding top for a minimalistic bikini system, the Spyder's centre of gravity is lowered by 25mm compared to its regular Boxster cousin.

This all translates into an engaging and exhilarating driving experience, particularly on a damp race track with cold tyres! The two cars we have assembled here offer contrasting specifications; whilst the white car has a PDK gearbox and standard brakes, the black car offers a traditional clutch and six-speed manual transmission and the much sort after Porsche Carbon Ceramic Brakes (PCCB). Which one most closely adheres to the ethos of the 550 Spyder is subjective, and very much down to your taste in gearbox.

Side-stepping the PDK versus manual debate until later, time behind the wheel of the White one owner 6,000-mile example quickly highlights the key differences over a regular Boxster S – it feels a level more engaging. This heightened sense is achieved via a number of facets; firstly the steering, which is lighter, sharper and offers greater feel. Turn-in to both fast and slow corners feels sharper, in part

due to that shifted centre of gravity as well as the reduction in weight, both in body and unsprung weight thanks to the lightweight 19-inch wheels. Acceleration is also more immediate, greater power is provided and it's more accessible throughout the rev-range. Whilst an addition of just 10hp doesn't sound like much, when combined with its 80kg diet and revised engine mapping, the smile on my face is a clear indication of the differences felt. Release the full sound of the exhaust with the sports pipe button and the whole experience moves up the visceral scale. The sweet bark of the six-cylinder soundtrack is addictive, albeit the wheelspin on this cold track soon orders restraint. This PDK car offers Normal, Sport and Sport Plus modes, helping to heighten throttle response and slacken off the traction control, but there's no PASM adaptive dampers to follow suit. Neatly moving onto the suspension, this is undoubtedly firmer than a Boxster S in Normal mode, but totally livable with on our pimpled British roads. On the track it comes to the fore offering compliance when necessary, as well as less body roll leading to greater levels of precision into the chicanes and faster corners for which our location, Castle Combe, is so famous.

Swapping to the Black Spyder largely offers more of the same, albeit with some key differences. Fitted with the highly desirable PCCBs (identified by their yellow callipers), I was interested to compare the feel in terms of pedal bite, braking performance and the handling effects of the reduced unsprung weight. Since Porsche introduced PCCBs on the 911 GT2 in 2001, much work has been done to ensure the feel of ceramic brakes are akin to that of standard steels, whilst still offering the key benefits of this technology. The Boxster Spyder is proof that this has been achieved with good pedal feel and progressive bite from cold. It is possible to detect a further reduction in unsprung weight, but in such a nimble car, carbon brakes are a 'nice to have', not an essential option. That said, speaking with the owner of this car, PCCBs did come into their own when keeping up with a Ferrari 488 in a blast across the Ardennes Forest to Spa Classic in 2017... The ceramics offered more 'meat' allowing for later braking into the numerous tight bends on the mountain roads, ensuring the Ferrari always had a peppy Porsche in its rear-view mirror

As we have eluded to, the key difference between the two cars here is the transmission; PDK versus manual. Which is 'better' is a hugely subjective question, I feel it depends if you are a fully fledged member of the PlayStation generation or you class yourself as more of a traditional enthusiast. Let's start with the facts, Porsche suggests that with a standard six-speed manual gearbox the Spyder will hit 62mph in 5.1 seconds, compared to 5.3 seconds in a Boxster S. Incidentally the top speed is down to 166mph due to the lack of a

THE ENTHUSIAST VIEW:

Somerset-based Porsche enthusiast Seth Love-Jones has owned his black manual Boxster Spyder for the past two years, using it for spirited drives across Europe and Sunday morning breakfast meetings.

"I rarely have the roof up!" grins Seth. Combining the funds from selling a Lotus and a TVR and previously enjoying the stripped-out experience of a BMW M3 CSL, the Boxster Spyder was appealing for its lightweight sporting feel whilst combining the technology and quality of a premium sports car.

"I wanted a limited production sports car with a back-to-basics driving experience" explains Seth. "Our best trip yet was to Spa Classic in 2017, we took the scenic route through France and up through the Ardennes Forest, the Spyder felt so alive on the mountain roads, plenty of power and brakes and so well balanced, it was a blast!"

conventional roof. A seven-speed, dual-clutch PDK-equipped car can reach 62mph from rest in 5.0 seconds (or 4.8 if you use the launch control system). On the track PDK is also faster, with gear changes taking a click of a paddle – less than a second to action – compared to the time to operate a clutch and lever. Power delivery is also optimally controlled with a dual-clutch system offering more efficient acceleration. As well as slicker changes and greater performance though, PDK also allows you to concentrate more on the track ahead, achieving faster, cleaner lines, resulting in lower lap times. It would seem there is no contest.

However, driving both of the these Spyders back-to-back results in a less logical conclusion. Reminded of the ethos of the Boxster Spyder you soon realise that there's a craving for a fully immersive experience generated by this car. An amplification of your senses through heightened levels of control, performance and agility occurs, these are the benefits for sacrificing your creature comforts. One of the key elements of this is your feet dancing across the pedals, reaching for the short-shift gear lever and the skill and involvement in managing the power delivery through the operation of the clutch. Whilst you maybe tenths of a second off the pace of a PDK car, the experience is that much greater in sensation that you won't care.

The 987 Boxster Spyder is undoubtedly a worthy Porsche to revive the Spyder name in its purest sense, evoking the spirit of the 550 Spyder whilst offering the modern day enthusiast a technically advanced and hugely engaging experience. And the sacrifice for this amplification of the senses? Well it's that roof – definitely one you wouldn't want to have to put up quickly in the rain. Like all things Porsche, it's a clever design, but with the car's top speed restricted to 124mph when the roof is in place, it is ultimately best left stored in the boot. It seems an umbrella in the passenger footwell is a faster and more effective defence again the British weather O







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Rogue One

Porsche's first mid-engined 911 was a project that brought together its design and racing departments like never before. A road-going prototype and an uncompromising racing car, 20-years ago the GT1 won at Le Mans. Story: Simon Jackson Photography: Porsche





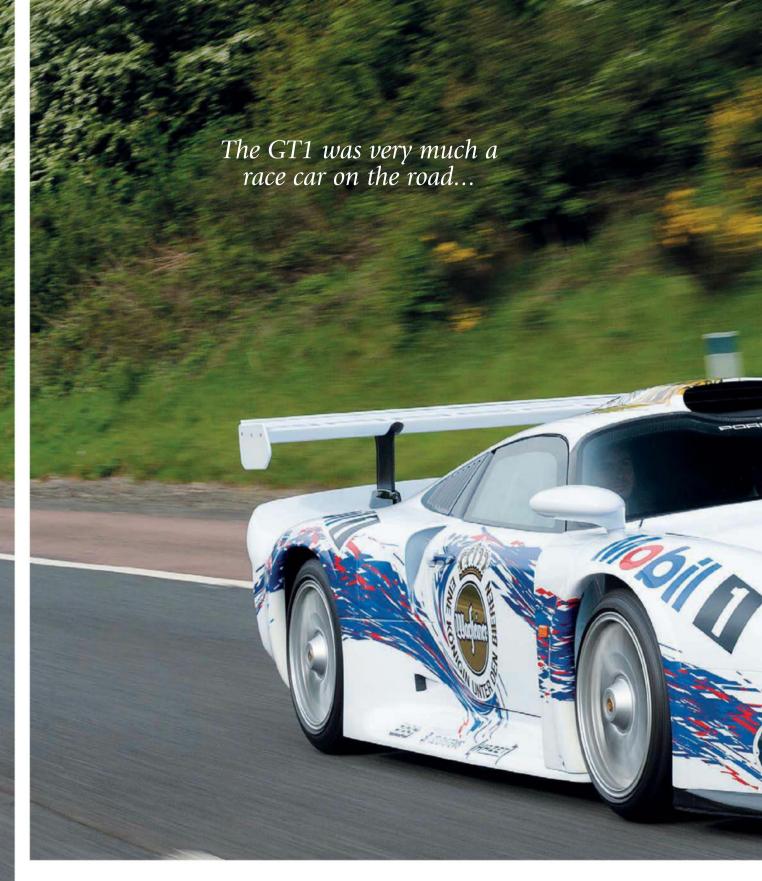


uring the early 1990s Porsche's top level motorsport efforts were facing something of a crisis. With an ageing GT contender in the shape of the 911 GT2 Evo, the long and short of it was that nothing available to Porsche, or its customers at the time, could keep up on track with the McLaren F1 GTRs. When cars from Woking not only won at Le Mans in 1995 but finished first, second and third in class, it was felt that something at Stuttgart needed to change - and fast. Just a matter of six weeks later decisions were being made at Porsche. A new racing car was clearly the order of the day, but what form should it take? Whatever this new offering from Porsche might be, one thing was certain; in order to meet with GT racing regulations it would need to be homologated into a road-going car. Porsche was keen for the car to bear more than just a passing resemblance to the 911, in fact it wanted to draw an overt link between its new racing machine and its road-going fare available in showrooms the world over. There was however one big problem: the rearengine layout of the 911 was not by any stretch an ideal one for creating monstrous levels of downforce. This was because the engine's location compromised the aerodynamic possibilities at the rear of the car, and downforce Porsche needed by the bucket load if the fight was going to be taken to the McLarens. Its experience in building and racing mid-engined cars was of course extensive (think 904, 914), but that was not the answer that fitted here. Instead Porsche was to return to an idea first explored in the 1970s; combining the look of the then current 993 with the aforementioned mid-engined arrangement. When the 'GT1' project was given the green light in 1995, the first true mid-engined 911 was born.

Herbert Ampferer, Norbert Singer and Horst Reitter were the brains in charge of the project's design, and it was no easy task even for men of their calibre. The car's front end needed to resemble as closely as possible that of the road-going 993, both for the purposes of crash testing and for racing homologation regulations, together with the obvious marketing benefits that brought. It was Reitter who largely determined the technical aspects required of the design, but in charge of bringing it all neatly together was Harm Legaay's design department, and in particular a Briton, Tony Hatter, the very man responsible for the design aesthetics of the 993 road car.

For the very first time Porsche's design and racing departments worked hand-in-hand, but aside from the issues of differing working practices that such a union between opposing departments created, there was an even bigger problem. Retaining the look of the 911 with a vehicle first and foremost required to prioritise function over form was no walk in the park. The board at Porsche was already concerned about the spend this project demanded, indeed some insiders at the time firmly believed the board would never sign-off on the GT1 when it came to the crunch. If there was one key thing that was certain it was that the board would categorically not endorse a car that didn't largely resemble a Carrera...

Despite the project's budget being large, it was not allencompassing. For example the McLaren boasted a carbon fibre chassis, there was no such luxury for the GT1, which instead would have to make do with a metal one. Nonetheless one advantage that Porsche now had was an ability to maximise the new car's aero package, testing in the wind tunnel began on quarter sized models. Though forced to retain most of the 993's front end for crash test purposes, the road car's MacPherson strut suspension was not utilised, instead replaced with a double wishbone arrangement. Eight (front) and four (rear) piston Brembo brake callipers took care of stopping the car, an existing six-speed gearbox was uprated and fitted. The 3164cc flat-six engine, cooled completely by water, interestingly was derived from the Dauer 962s that had raced



with notable success in 1994 – the engine offered some 600hp and 480lb ft of torque to the GT1 project – at its heart came KKK K27.2 turbochargers. Also performing a supporting role was the 959 for much of its engine technology found its way into the GT1. But, while some aspects of this engine were known and very much proven (the bottom end especially), plenty was new too – the use of water to cool the cylinders being of particular note.

It was very early 1996 when the first

completed cars were ready, one road car and one racing version. The road car was required for homologation purposes, but it would serve to test the potential popularity of the new car. For the street variant Porsche retained what it could of the standard 911, that meant that the cabin was a familiar setting – even the 911's famous five dial instrument binnacle was present. That first car ran a normally aspirated 300hp 3,249cc engine and was registered for road use in time for Le Mans testing in April that year. That the road-going car would

receive 'only' 300 horsepower would prove a sticking point for potential customers, taking this onboard Porsche decided to make the street cars as close to their circuit counterparts as possible. This directly impacted the asking price, which registered as the best part of a cool one million US dollars, nonetheless 30 orders were taken for both road and race cars, the competition machines being taken by a handful of respected names, including Kremer. Detuned only sightly from race specification in order to pass emissions tests, the road-



going GT1s ran different engine management but still put out 544hp and 442lb ft – later cars being even more powerful by producing in the region of 600-640hp. A dual mass flywheel and limited slip differential (40 percent locking) appeared, but in replicating the race car so closely, even in terms of driving position (read bolt upright!), noise and levels of comfort and refinement, the GT1 was very much a race car on the road, not just a shadow of the racing car its existence enabled to compete. Homologation regulations required

25 road-legal cars to be built (Porsche built roughly that number), the first few delivered in 1996 were reminiscent of the 993 (chassis numbers 001, 002, and 003), the rest completed the following year, wearing the 996 model's distinctive headlamps (chassis numbers 004–022). But that the lighting both front and rear is what bore the closest relation to a 911 Carrera mattered not. For in short, the thing to remember about the street-legal 911 GT1, the Straßenversion (Street version), is that aside from being capable of reaching

62mph in a little over three-seconds and a top speed of 194mph, it was a ultimately a roadgoing prototype racing car the likes of which only a company with petrol running through its veins could build. The competition version was equally special, and a car that would bring Porsche a record-breaking racing result as you will read over the page. In both forms this was a true Porsche and a thing of utter greatness, which is perhaps part of the reason that to buy one today you'd be paying more than one million pounds...



GT1 IN COMPETITION

Porsche arrived at Le Mans in 1996 armed up to its eyeballs. Not only did it roll a pair of works GT1s from its liveried transporters, but it also threw a wink in the direction of the Joest Racing TWR-Porsche WSC-95 prototypes located further down the pit lane. No matter that it had decided not to race the WSC-95, which ever way you looked at the '96 race there was cause even before the start to begin etching the word 'Porsche' on the winner's trophy. Further disheartening for anyone not driving a GT1 or WSC-95 that year was the pace both set which was, quite frankly, very quick. That it was backed by reliability too might well have been the cause of further crestfallen expressions up and down the grid.

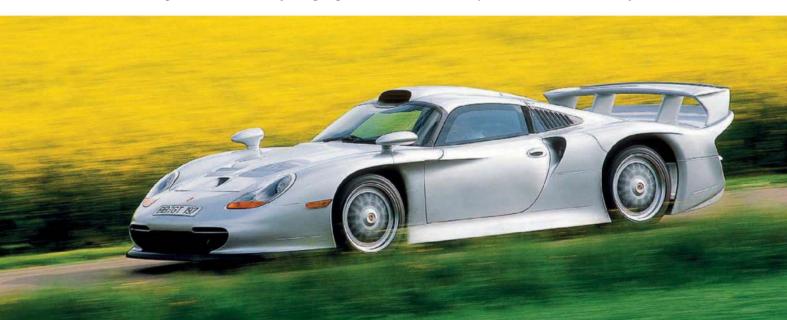
Ironically it would be a WSC-95 that would set the pace in qualifying, and there it would impeccably stay, behind came the two GT1s driven by a bunch of household names; Hans Stuck, Thierry Boutsen and Bob Wollek, Yannick Dalmas, Karl Wendlinger and Scott Goodyear. Come the race the GT1 might have lost overall

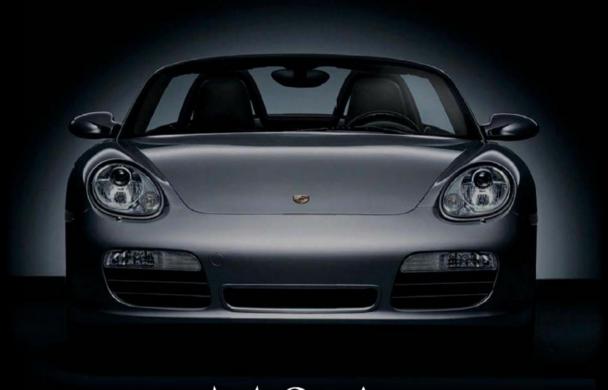
victory to the WSC-95 but it clinched the class win. Success in the BPR Global GT Series would follow that year, 1997 would give birth to the 911 GT1 Evo (Evolution), but it would not last the distance at the all-important 24 Hours of Le Mans

For 1998 Porsche built an all-new car. The 911 GT1-98 certainly resembled its forebear but underneath it was different with a sequential gearbox, revised aerodynamics and this time a weight-saving carbon fibre chassis. Throughout the 1998 FIA International GT season (as the BPR Global GT Series had become), the story was not one of domination for Porsche, it largely struggled to match the pace of the Mercedes-Benz CLK-GTRs and the new Toyota GT-One entries. And it might have been the same story at Le Mans that year were it not for the 'r' word - reliability. A true case of the tortoise and the hare, as the Mercedes and Toyota entries fell by the wayside the 911 GT1-98s, yes two of them, were there to pick up the pieces, giving Porsche its 16th overall victory

at Le Mans with both first and second places. It was a record-breaking result, meaning Porsche had won the great race more times than any other car manufacturer in history.

Porsche was pragmatic about the events of 1998, despite the result at Le Mans the GT1's finishes that season showed clearly that it could not compete with the Mercedes offerings, and so it would not reappear in 1999, at least not in a works capacity. Since the 1998 Le Mans race, the victorious GT1-98 has been part of the Porsche Museum collection in Stuttgart. However, the nature of the place ensures that its description as a 'Rolling Museum' stays accurate, for very few of its exhibits lay dormant for long, including the winning GT1-98. That car remains active, participating at events around the world such as the Goodwood Festival of Speed and Silverstone Classic, which means you could well see it in a demonstration in future. If you are that lucky, we'd advise you take a moment to drink-in its awe-inspiring looks and unmistakable presence o













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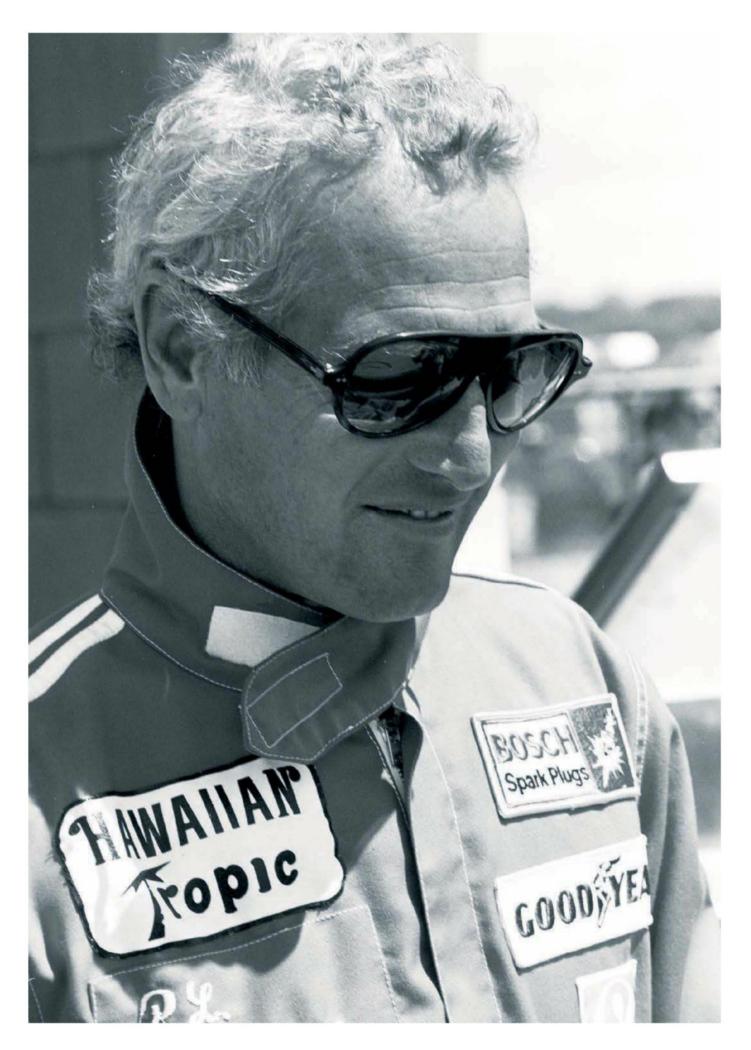
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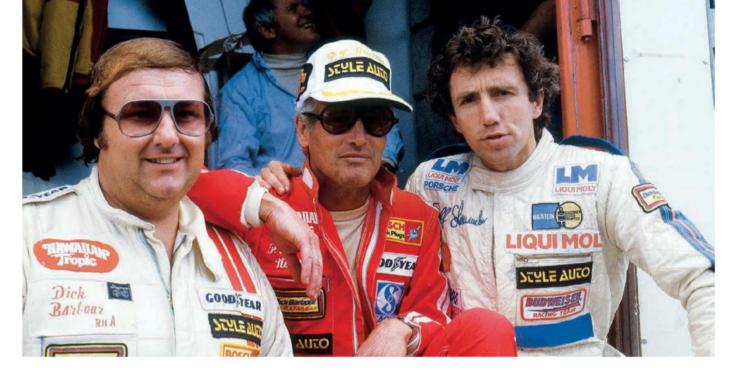


Hollywood Star

Paul Newman's first race was a Pro-Am event in a 914, his most famous the 24 Hours of Le Mans in a 935 – might his connections with Porsche and his skill behind the wheel rank him above all other racing actors?

Story: Phillip Bingham Photography: Porsche Archive





he return to action of a red Porsche
935 was a highlight of last year's
Monterey Motorsports Reunion, not
because of the car's previous Daytona
24 Hours and Sebring 12 Hours
victories, but because of a race it failed to win.
For the same unusual reason – the event where
it was beaten into second place – this 935
changed hands at the Pebble Beach auctions
a year earlier for \$4.84 million, the largest
sum ever paid for a Porsche of this type. The
delighted buyer said he'd been prepared to pay
so much because he regarded this as "the Holy
Grail of cars."

If that sounds fanatical, it's not quite as crazy as it seems. The car we're talking about here is chassis number 009 0030, the runner-up at Le Mans in 1979, where one of its three drivers was film star Paul Newman - which means that its new owner, American broadcaster and comedian Adam Carolla, has got himself a piece of two legends, one from Zuffenhausen and the other from the silver screen. And if anyone doubted the wisdom of the premium paid for the Newman connection, it was vindicated at an auction in New York last October when a watch previously owned by the actor, a 1968 Rolex Cosmograph Daytona, sold for \$17.8m. That timepiece makes 'the Newman 935' look like a bargain.

Newman was 54-years-old when he climbed into the 935 for his first and only race at Le Mans, an age at which most racers are thinking of hanging up the helmet, but he hadn't seriously started out in the sport until he was 47 and he wouldn't stop racing until he was 82. After pretending to be a racing driver in the 1968 movie Winning, he turned himself into the real thing. Between 1972 and 2007, going from middle-age to the twilight of his years, Newman qualified for ten Sports Car Club of America National Championship Runoffs, won four SCCA National Championships, and became the oldest driver to score a class win in the Daytona 24 Hours at the age of 75.

What's more, the Indy Car team he co-owned, Newman/Haas Racing, stayed at the top of its game for almost three decades, winning 105 CART/Champ Car races and taking Mario Andretti, Michael Andretti, Nigel Mansell, Cristiano da Matta, and Sébastian Bourdais to drivers' titles.

Equally impressive was Newman's dedication to racing and his courage to carry on in the sport even when teammates and friends were violently injured or killed. One of Newman's two co-drivers at Le Mans in 1979, Porsche ace Rolf Stommelen, was driving another 935 at Riverside International Raceway, California, four years later when its rear wing broke at 190mph, causing a crash that claimed his life. And one of Newman's teammates and pals, Jim Fitzgerald, hit the concrete barriers so hard in his Nissan 300ZX Turbo in the opening laps of the 1987 St Petersburg Grand Prix that the impact fatally broke his neck.

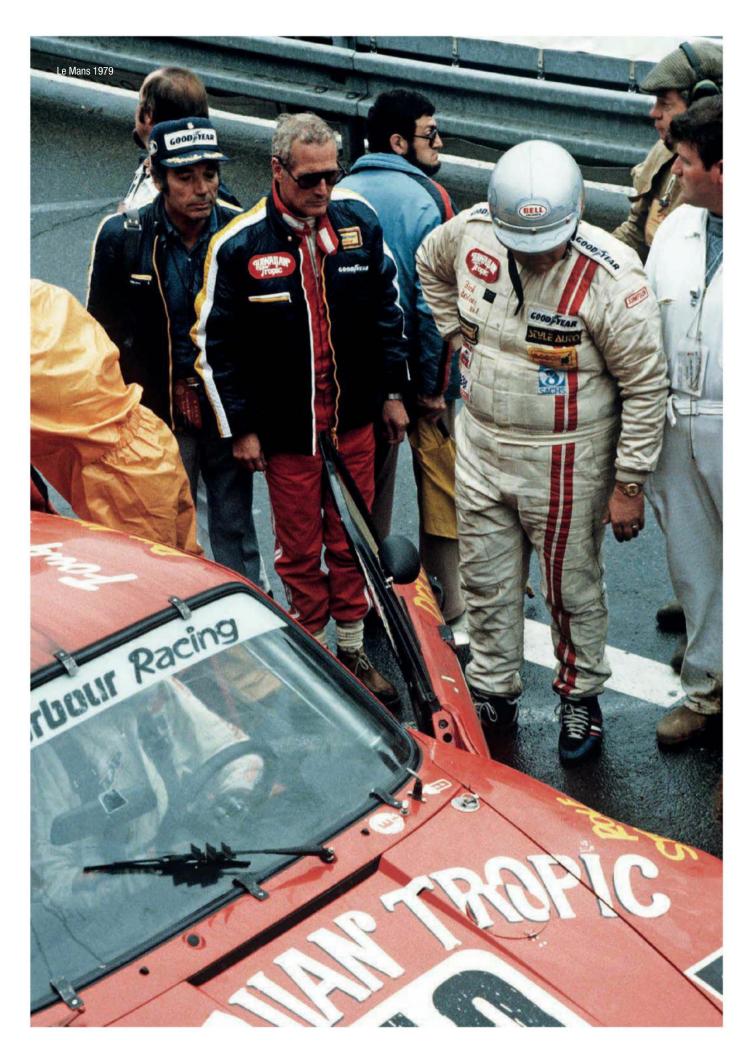
The start of Newman's danger-defying addiction was not so much his role in Winning, which he said "crystallized" an interest already there, but his participation in a 1970 Pro-Am celebrity race at Ontario Motor Speedway, California, for identical Porsche 914s. Paired with '63 Indy 500-winner Parnelli Jones, Newman discovered that seeking the perfect lap and improving his racecraft was as big a buzz as the sensation of speed. His next race in a Porsche wouldn't be until 1977, in a 911S that failed to finish the Sebring 12 Hours, and by then he was synonymous with an unlikely Japanese marque. In 1978, in two production-based Datsuns, a 280Z and a 200SX, Newman scored 12 victories from 15 starts. In 1979 he drove the 200SX to eight wins from eight starts, and in an IMSA GTUspec 280ZX he scored six wins from eight starts and won his second SCCA National Championship title.

Results like these get noticed and sponsors like nothing more. Which is why Budweiser beer, Pioneer Car Stereo, and Maxwell House



Improving his racecraft was as big a buzz as the sensation of speed







Even seasoned racers said the 935's turbo-lag and oversteer were tricky

coffee started showing Newman in glossy magazine ads and larger-than-life billboard posters, standing in his racesuit next to his warpainted 280ZX. As someone who preferred his racing to be low-key, often identifying himself on his car's livery simply as 'PLN', this was a change that Newman accepted only reluctantly. The racing-themed ads helped keep sponsors happy, but also brought a new slant to Newman's fame that reached across the Atlantic: "Everywhere we went at Le Mans," team owner Dick Barbour later recalled, "Paul's picture was up on giant posters." And that would spell trouble.

Barbour was a well-known Porsche racer, both as gentleman driver and professional team entrant, and Newman had told him of his dream of competing at Le Mans. To ensure this wasn't over-ambitious, Barbour first put Newman in a 935 at the Daytona 24 Hours in January 1979, where they shared driving duties with British sportscar star Brian Redman. This turned into a race of attrition, gifting the Dick Barbour Racing 935 with the lead before it also dropped out, but a reporter noted with polite restraint that Newman's performance in his pair of two-hour stints had merely been 'solid.' The actor was still learning how to master the 935, the first turbocharged car he'd raced and by far the most powerful. Even seasoned racers said the 935's turbo-lag and oversteer were tricky, and when Barbour and Newman raced in France five months later they would face tougher opposition. Daytona gave no clue they

could do so well at Le Mans – or that Newman would suffer such torment there.

Le Mans was a race more challenging and dangerous than any Newman had ever attempted before, and when he was out of the cockpit he needed to think through things with the same intelligent application that had made him one of the world's finest actors. But he was a star attraction at the French circuit and wherever he went the demands for his attention were ceaseless. Journalists asked for interviews, fans clamoured for autographs, photographers thrust cameras in his face. Even when Newman fled 20-miles south of the track to the Château de la Malicorne, which Barbour had rented in order to secure some privacy, he was faced with paparazzi scaling the castle's perimeter walls in their efforts to see or reach him. He was, he commented after returning to the US, "like a piece of meat out there" - and that, says Barbour, is why Newman never went back to Le Mans

To strengthen their chances at the Circuit de la Sarthe, Barbour and Newman would share their car with Rolf Stommelen, one of the greatest sportscar racers of the era. The 34-year-old German, who cast a distinctive figure in the paddock with big spectacles under a curly mop of hair, had won the '67 Targa Florio in a 910, the '68 Daytona 24 Hours in a 907, then Daytona again in '78 in a 935. Stommelen had also set fastest qualifying time at Le Mans ten years earlier in a 917, so it was no surprise when he was several seconds per lap faster

than Newman or Barbour – but on the 55 car grid, which included 11 other 935s, he could only qualify 16th. If it hadn't been for Newman's presence, the red 935 with the logos of the Hawaiian Tropic sunscreen brand might have gone unnoticed. Aficionados had their eyes on the factory-entered Essex Motorsport Porsche 936 of Jacky Ickx, who was seeking his fifth Le Mans victory and fourth in a row. Ickx shared the Group 6 thoroughbred with Brian Redman, and they started the race alongside the sister 936 of Bob Wollek and Hurley Haywood as joint-favourites.

At Le Mans, however, there's no such thing as a safe bet. First the Ickx car suffered brake calliper damage when new wheels were fitted during a pit stop, then it lost a tyre and had to limp eight miles back to the pits for repairs to tattered bodywork, and finally it halted out on the circuit during the night with a broken fuel injection drivebelt. The Wollek car lead briefly before being afflicted by an untraceable engine misfire, it dropped down the order, fought its way back to a distant second place, then withdrew from action when the misfire returned. And whilst the rain fell almost continuously for 12 hours, making this the slowest Le Mans in 21 years, one-by-one the other Group 6 cars also dropped out. For the last eight hours the battle for outright victory was fought by 935s. This was lead by the Kremer Racing car of Klaus Ludwig and Texan brothers Don and Bill Whittington, with their closest challenge coming from a pair of Gelo

If Newman had been British, the Queen would surely have dabbed a sword on his shoulder

Sportswear 935s run by Georg Loos. When the Loos cars also fell by the wayside, the Barbour 935 was promoted to second place. It was 12 long laps behind the leader, but with six hours of the race still to go Don Whittington pulled the Kremer 935 to a halt on the Mulsanne Straight, victim of another fuel injection drivebelt breakage, and suddenly it seemed Newman's Le Mans debut could have a Hollywood-style finish.

We now know, of course, that the perfect script eluded Newman and his teammates. The Kremer car was carrying a spare drivebelt, and Whittington was able to fit this and rejoin the race still in the lead. Stommelen was chasing hard, turning-in one fast lap time after another, but his efforts were undone when the Barbour Racing 935 was delayed during a pit stop by a jammed wheel nut – and then any last remaining hopes of scoring a miracle win were dashed in the closing miles of the race by a failed head gasket. Stommelen nursed the car to the finish, eight laps behind the winning Kremer 935 and two laps ahead of the third placed 935, also run by Kremer – and so,

despite the bittersweet feeling of being so near to victory yet so far, Newman could savour the once-in-a-lifetime experience of standing on the podium at Le Mans. Soon afterwards the actor-cum-racer said with characteristic self-criticism "I didn't drive too well today," but podium photos show him holding a Jeroboam of Moët & Chandon and cracking that famous million-dollar smile.

Newman would drive this Porsche 935 one more time, four weeks later, in the Watkins Glen Six Hours. Again he shared the car with Stommelen and Barbour, and again they finished second to a Kremer 935. This was the last time Newman competed at such an elevated level, but he would continue racing seriously for another 29 years, winning two more SCCA Runoffs in 1985 and 1986. He later told Automobile magazine "I really started to go downhill after that" – but if that's true, the decline was a long and gentle one, acted-out with all the good grace of a man who, as Mario Andretti once observed, had "the wisdom of someone in love with life."

Newman's credibility as a racer goes a long

way towards explaining the price paid for that 935. But the \$17.8m fetched by his Rolex, the highest price ever paid at auction for a watch, reminds us there's more to the Newman legend than just racing, and by association more also to the perceived value of his 935. More, even, than the two Academy Awards he won, the Golden Globe Award as best director, and the nine other Academy Award nominations in five different decades. You might say five-hundred million reasons more. and each one worth a dollar, because that's the monumental sum the actor's food brand. Newman's Own, has so far steered to charities by giving away all its profits. If Newman had been British, the Queen would surely have dabbed a sword on his shoulder. If Newman had been Catholic, his name might be put forward to the Vatican's Congregation for the Causes of Saints. As it is, he's remembered by a set of handprints cast in concrete on the sidewalk outside Grauman's Chinese Theater in Hollywood, and by a turbo-whistling, exhaust-popping, power-sliding, brilliant-red Porsche 935 o





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PORSCHE 911 (991) "GTS" 3.8 PDK (65-2015), Rhodium silver with black leather £90,000



PDK (10 - 2010) Basalt black with black



PDK (59-2009) Basalt black with black



(10 - 2010) Meteor grey with ocean blue



PORSCHE 911 (997) "2S" 3.8 "GEN 2" PDK (60 - 2010) Atlas grey with black leather



PORSCHE 911 (997) "4S" 3.8 "GEN 2" PDK (58 - 2008) Meteor grey with black £44 000



PORSCHE 911 (997) "2S" 3.8 "GEN 2"PDK (10 - 2010) Basalt black with black leather



PORSCHE 911 (997) "C2" 3.6 "GEN2" PDK (59 - 2009) GT silver with black leather



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



PORSCHE 911 (997) "C2" 3.6 "GEN 2" PDK(09 - 2009) Red with black leather



PORSCHE 911 (997) TURBO 3.6 TIP (58 - 2008) GT Silver with black leather



PORSCHE 911 (997) TURBO CAB 3.6 TIP (57 - 2007) Basalt Black with black leather



PORSCHE 911 (997) TURBO 3.6 TIP (08 2008) Basalt Black with black leather



PORSCHE 911 (997) TURBO 3.6 TIP (57 - 2007) Silver with black leather



PORSCHE 911 (997) "4S" 3.8 TIP CAB (08 - 2008) Basalt black with black leather



PORSCHE 911 (997) "4S" TIP 3.8 CAB (57 - 2007) Midnight blue with ocean blue



PORSCHE 911 (997) "2S" 3.8 (57 - 2007) GT Silver with black leather



PORSCHE 911 (997) "2S" 3.6 TIP (07 - 2007) Silver with black leather



PORSCHE 911 (997) "2S" 3.8 (57 - 2007) Atlas grey with black leather



PORSCHE 911 (997) "2S" 3.8 (57 - 2007) Midnight blue with black leather



PORSCHE 911 (997) "4S" 3.8 (07 - 2007) Silver with black leather



PORSCHE 911 (997) "4S" 3.8 TIP (56 - 2006) Silver with ocean blue leather



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



PORSCHE 911 (997) "2S" 3.8 (07 - 2007) Atlas grey with black leather



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



PORSCHE 911 (997) "2S" 3.8 TIP CAB (07-2007) Basalt black with black leather



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



PORSCHE 911 (997) "25" 3.8 TIP (55-2006) Silver with black leather



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



PORSCHE 911 (997) "2S" 3.8 (06-2006) Silver with black leather £30,000



PORSCHE 911 (997) "2S" 3.8 (06-2006) Seal grey with black leather



(06-2006) Atlas grey with black/grey leather



ORSCHE CAYMAN "S" 3.4 "GEN 2" 61-2011) White with black leather



(09-2009) Meteor grey with black leather



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ess than 20-years ago Porsche revealed a 911 renowned for offering 'supercar' levels of performance. At its heart sat a power unit that could trace its bloodline directly back to that of the 600hp GT1, and yet this supercar for the people remained both refined and useable. Indeed, in the 996 Turbo of 2000 we were presented with a 911 that produced 420hp in standard trim, 450hp with the X50 Powerkit option (which afforded the car different turbos and intercoolers), together with reprogrammed software and a stronger gearbox. Power enough on the road for anyone you might think, and more than a match (in figures at least) for its rare and feared ancestor, the 330hp 993 GT2. The 996 GT2 which

followed in that car's footsteps upped the anti further still with 455hp, which should I suppose come as little surprise given the natural evolution of all things Porsche. Indeed as time and technology progresses, what might have once been unthinkable, such as a 450hp road-going 911, becomes the new 'normal'.

However, one of your eyebrows might still move north a touch when you consider that not a Turbo, nor GT model 911, but that most 'ordinary' of 911s, a Carrera, now offers the same level of horsepower as those aforementioned range-topping models of days gone by. Yes, here's the thing: the latest range-topping 911 Carrera, the second-generation 991 GTS, according to Porsche produces 450hp. And I say "according to

Porsche" because unlike other manufacturers it has a historical tendency to understate, not overstate, the power figures of its cars. This means that I for one would not be in any way surprised if the actual figure this car is putting out was a higher number still. It's more than likely then that the latest 911 Carrera GTS boasts as much power, if not more, than a GT2 of just a handful of years previous. Progress? I should say... But might these advances have a negative aspect? Is there such a thing as a Carrera that is too fast for its own good? Now, with this level of performance, has the GTS moved too far away from its original USP? We already know that this car is accomplished on track for we tested it in that very regard last year. Now we will seek answers to our





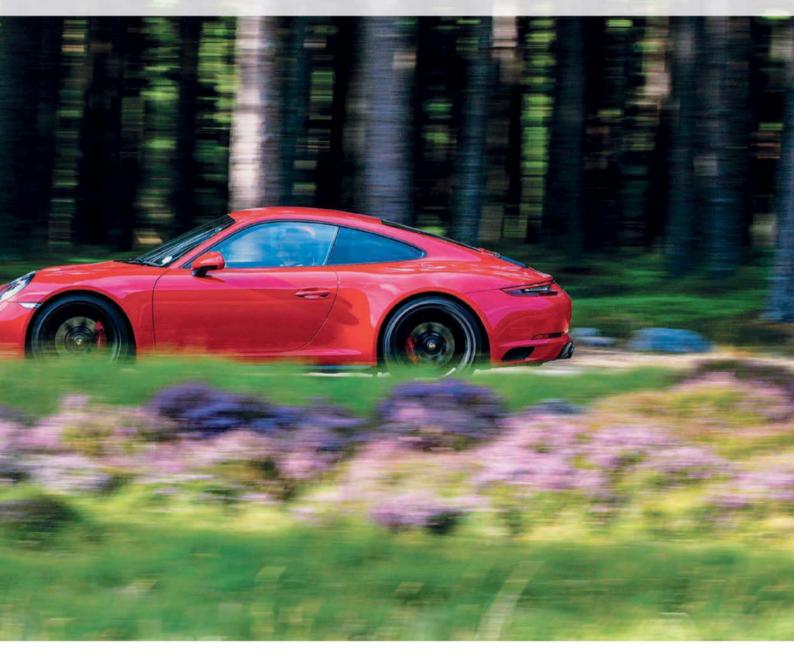
questions by driving the car on UK roads, but first to learn more about this 911.

For some time now the GTS has been an ideal 911 prospect, the pick of the bunch for anyone desiring a model with sporting intention without sacrificing usability or practicality – a middle ground if you will. In this latest guise the GTS prospect has certainly moved on. It comes, for the first time, packaged in the wider bodyshell (by 44mm) of the Carrera 4 in Coupé, Cabriolet or Targa form (with the greater track width that affords) – you can choose between two or four driven wheels in all but the Targa which comes only in all-wheel drive. It is powered by a twin-turbocharged 3.0-litre flat-six engine, not a normally aspirated one as in days of old.

And, though the pair share an engine, this is more than just a reworked Carrera S for it benefits from two larger turbochargers helping to produce its 450hp and 406lb ft torque -30hp and 37lb ft more than you'll find in the S model. That is, incidentally, 20hp and a sizeable 80lb ft more than that afforded by the first-generation 991 GTS, and importantly it is delivered earlier down the rev range (maximum torque is achieved between 2,150 and 5,000 rpm), but more on its drivability later. Our usual barometer, the 0-62mph dash, is dispatched in 4.1 seconds if your car is driven solely by its rear wheels with a sevenspeed manual gearbox and mechanical limited slip differential, the standard specification offered by Porsche. If you're wondering, the

fastest combination is the optional all-wheel drive with PDK (PDK is a £2,930 option here), reducing that time to just 3.6 seconds. In any regard the GTS won't stop before 193mph is displayed on its five pod dash cluster.

Porsche Active Suspension Management (PASM) with the Sports chassis comes as standard, that means the car sits 10mm lower to the ground than the Carrera S. Available in addition is the option for rear-axle steering and the adaptive anti-roll bars known as Porsche Dynamic Chassis Control (PDCC). PDCC is a £2,273 option which lowers the car 20mm and includes an aerodynamic front lip spoiler and adds an extension to the rear spoiler aiding aerodynamic performance. If customers choose to add rear-axle steering





(£1,592) they'll reduce their car's turning circle at low speeds, and they'll gain high speed stability too. In our experience the former benefits are easy to appreciate, the latter gains however are tougher to detect. Like the real world benefits of having a reduced turning circle, some will find the front axle lift system (£1,599) a worthwhile option, but if you get too trigger happy with the options list you'll be faced with a 911 GTS costing far more than the £95,795 base recommended retail price – let's not forget that a 991.2 GT3, albeit a different animal, is priced from £111,802. Incidentally, Porsche Ceramic Composite Brakes (PCCB) are a £6,018 option here too.

Aesthetically speaking this 911 stands out, in part thanks to its SportDesign kit which comprises a front end with large air intakes, black lip spoiler and SportDesign mirrors. There are further identifiers; smoked rear light clusters, black exhaust trims, and for rear-drive models such as the one you see in our pictures, a black trim strip running between the rear lights (all-wheel drive versions feature the now familiar light strip in place of this). Details finished in black are now expected of any GTS Porsche, so too on a 911 the forged one-piece centre-locking 20-inch wheels (first offered on the 911 Turbo) finished in silky black.

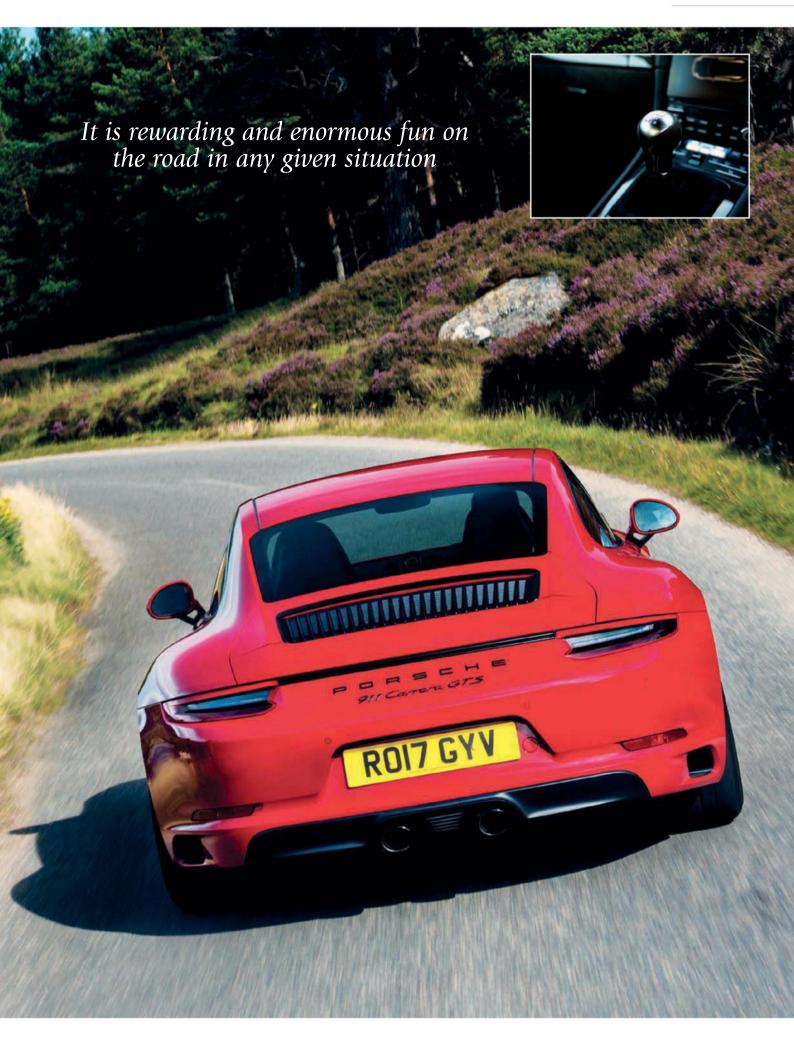
Inside there is the usual choice of seating, four-way electrically adjustable Sports seats Plus come as standard, 18-way adjustment can be specified for £1,991, fully electric Sports seats (14-way adjustment) at £1,031, but many I'm sure will consider Sports Bucket Seats (from £2,517). These lightweight buckets with folding backrests and a carbon-weave seat shell finish do suit the GTS, I'll admit. As with all GTS models, unless you add leather to the cabin trim, the seat centres are finished in Alcantara which fits with the rest of the inners (including the 360mm GT sport steering wheel with Alcantara rim), distinguishing between the Carrera and Carrera S models is a unique stitching pattern. The optional GTS interior package (£2,324) adds, amongst other things, a contrasting stitching colour, and a contrasting rev counter. Coupé models can have their rear seats deleted but for me that

defeats the useability of a GTS. And if this sounds like we're emphasising the nature of this car's specification, and the extras with which it can be dressed in, then there's good reason for that. Many make the assumption that a GTS is really just a well specced Carrera, right? Well, that opinion might change as soon as you get behind the wheel of this one.

On the road this 911 is something of an enigma. Based upon a Carrera S as this model is, Porsche's engineers actually did little in the way of altering its chassis specification for, quite frankly, they didn't need to. However, in its driving experience this latest GTS definitely has an edge over the S model that sits beneath it in the 911 hierarchy - it might be more than the sum of its parts. There are various reasons why this could be the case, the wider track is one, the power hike another. We have of course got more power to play with here, but moreover it is the way in which it is delivered, starting noticeably lower down the range than in a current S or GTS cars of old, which counts There's plenty of torque across the range up to the 7,400rpm redline, which serves to ensure that you never feel you're over working the car, yet it is rewarding and enormous fun on the road in any given situation, importantly never does it feel peaky or overpowered, which given the fact that it's providing 450hp, is rather impressive. It is eminently drivable and engaging with it, more like an old normally aspirated 911 than the latest generation of turbocharged cars, though that said you're never in any doubt over which system of propulsion it uses. With this car either Porsche has found its feet with the new generation of engines or I have become too accustomed to them, I feel it's the former. However, the pleasurable driving experience is not entirely the result of the engine.

Though I personally feel that modern 911s are well suited to Porsche Doppelkupplung gearboxes, there is something to be said for driving a 991, especially one with a package as responsive and engaging as this one, with a manual 'box. Especially delightful is this latest variation of seven-speed manual gearbox from Porsche, its throw is beautifully short, it snicks





into each gate with a satisfying operation with none of the baulking you used to occasionally find on 911s – it's night day compared with the manual 'box in the 997 for example. This, in combination with the steering, which though electric in nature manages to provide a positive and perfectly weighted feel, serves to deliver the feeling that you remain utterly connected to the car and in control. Admittedly its various systems and electric tricks might be pulling the wool over your eyes a touch, but when the end result is this polished, who cares?

At this point I should probably mention the noise. By now you know not to expect the same smile-inducing screamer that was the old normally aspirated unit, but, though I doubt you'd get them to admit it, I feel Porsche has been gently evolving the audio element of its six-cylinder turbo engines. You know what? This car doesn't sound at all bad. Silky smooth, even a touch throaty at times, there's a splash

of turbo whistle thrown in to excite the inner schoolboy (though some of it is a bit too theatrical), but all told there's little not to like about this car's soundtrack. If only Porsche's four-cylinder engines, found in the 718s, could treat the ears in anywhere near the same way.

I began this feature by focusing on the power output of this latest 911 GTS, and there is no escaping that due to that number it is a pretty quick road car. But unlike those Porsches of old with which it shares its headline figures, the 996 Turbo and 996 GT2 in particular, this car does not feel in any way untamed or too powerful on the road, far from it. It manages to provide an engaging and exciting driving experience, yet at the same time it remains composed and refined enough to genuinely be used on a daily basis. That's quite the balancing act. Importantly, in being so malleable it allows you to make quicker progress with more confidence than

you'd manage in either of the 996 models mentioned, or (and here's a statement I hope not to regret) even a more powerful, more highly focused GT 911. I say that because often a track-focused 911 is just that, a sports car focused for the track, it ultimately lacks the pliant, forgiving nature of a car like this GTS when it comes to real world driving on imperfect roads – and those we have in abundance the world over.

In short this GTS is hugely useable on the road and it can turn its hand to occasional track work too – so it's the best of both worlds. That, it would seem, is becoming a Porsche GTS tag line. Without doubt this 911 GTS keeps at its heart that original GTS USP – the spirit of delivering its performance and fun driving dynamics whilst also retaining its efficiency and everyday usability. Is this car the best all-rounder in the history of the 991 range? It might just be... O

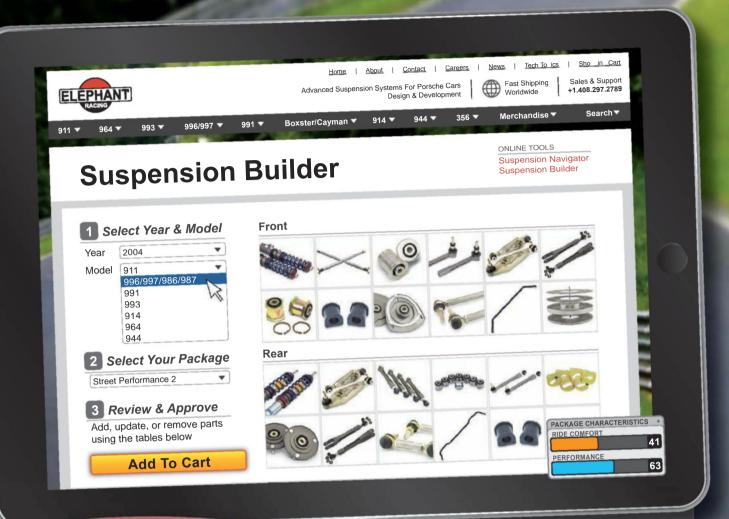






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Our calendar of major events for the coming months...

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

Luftgekühlt 5

Torrance, California www.luftgekuhlt.com

22nd

Sunday Scramble

Launton, Bicester www.bicesterheritage.co.uk

26-29th

Carrera Cup GB

Donington Park, Derby www.porsche.co.uk

MAY

4-6th

Donington Historic Festival

Donington Park, Derby www.doningtonhistoric.com

4-6th

IMSA:

Mid-Ihio

Lexington, Ohio www.imsa.com

5th

WEC: 6 Hours of Spa

Spa-Francorchamps, Belgium www.fiawec.com

11-13th

Carrera Cup GB

Monza, Italy www.porsche.co.uk

11-13th

Porsche Supercup

Catalunya, Spain www.porsche.com

24-27th

Porsche Supercup

Monaco www.porsche.com

JUNE

1-2nd

IMSA: Detroit Grand Prix

Belle Isle Park www.imsa.com

8-10th

Carrera Cup GB

Oulton Park www.porsche.co.uk

28th-1st

IMSA:

Six Hours of the Glen

Watkins Glen www.imsa.com

JULY

6th-8th

IMSA:

Canadian Tire Motorsport Park

Bowmanville www.imsa.com

20th-21st

IMSA:

Northeast Grand Prix

Lakeville www.imsa.com

27-29th

Carrera Cup GB

Snetterton www.porsche.co.uk



ot porsche retrospective

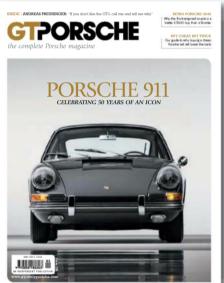
ONE YEAR AGO MAY 2017



e met the new 911 GT3 this time last year, and what a beauty it was, yet it wasn't the only new Porsche in this issue. The Panamera Sport Turismo was doing it for us, we looked at its details but also how Porsche arrived at the model, which followed in the footsteps of the ill-fated 989 project.

Delving deeper into the issue revealed Red Bull Formula One driver Daniel Riccardo's 1968 912/6 – the Outlaw creation was built by our friends Ktec Autohaus in Perth. How do you follow that feature? By pitting a 993 RS against a 991 GT3 RS of course, then with a look at Dutch racing nobleman, Carel Godin de Beaufort, of whom we said: 'On the weekend of his death, he could be found lapping the Nurburgring wearing a Beatles wig,' –fantastic!





hat a cracking cover this was, right?
Five years ago we celebrated the 50th anniversary of the 911 by looking into the model's extensive history. Also inside the magazine we talked with Andreas
Preuninger about the latest GT3, looked into the upcoming 2013 Carrera Cup GB season, and at the very same event at Silverstone got a lap with a god – Richard Attwood – in a 1965 911. We also examined exactly what was, at the time, involved in buying a cheap classic Porsche.

Preparing for track days was also on our radar in this issue, as was a question: what's the best £5,000 Porsche you can buy? We thought it was the 924 S and to prove it we took one for a spin.



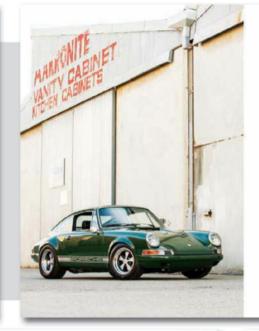


hris Harris drove one of the 15 911 IROC cars in this issue from a decade ago. He said at the time: 'As an object, as something to look at and wonder, this might just be the most desirable car I'll ever drive. When you say that speed becomes irrelevant.'

Also in this issue we celebrated the 959, met a 2.7 Carrera RS Lightweight in Right Hand Drive form, and chatted with Porsche's test driver, Walter Röhl. Elsewhere in the issue we looked into what you need to know when purchasing a range of 911 Cabriolets, the 964, 993 and 996 came under our spotlight. We also met a man with a 1975 911 S who had owned said car for 25-years.



Out Of Africa The Abbot name is synonymous with Porsches in South Africa, we find out what makes at thick. Box. Jahov Hourier Protegolymik Maromad Adults



Raging

912 Outlow











PORSCHE DELIVERS

Porsche set new records for deliveries, revenue and operating results in the 2017 financial year....

Porsche has delivered its annual overview of results from the last financial year. The company set new records for deliveries, revenue and operating results in 2017, delivering a total of 246.375 vehicles (up four percent) and increasing its revenue by five per cent to 23.5 billion euro. Porsche's operating profit rose by seven percent to 4.1 billion euro (2016: 3.9 billion euro). As a result, its operating return on sales increased from 17.4 per cent in the previous year to 17.6 per cent. At the end of 2017, Porsche employed 29,777 people, representing an increase of eight percent compared to the previous year.

"This successful financial statement confirms our strategy. We are using our high earnings level to support an unprecedented future

development plan," explained Oliver Blume. Chairman of the Executive Board of Porsche AG, at the annual press conference.

In addition to making sizeable investments in its core sports car business, Porsche is also doubling its expenditure on trends for the future, with a commitment to invest over six billion euro in electromobility by 2022. The money will be spent on derivatives of the Mission E, hybridisation and electrification of the current model range, as well as on developing a charging infrastructure and smart mobility.

"We have succeeded in boosting our operating result by over 50 percent within the last three years," emphasised Lutz Meschke, Deputy Chairman of the Executive Board and Member of

the Executive Board for Finance and IT. "With a profit margin of 17.6 percent, Porsche continues to be among the most profitable automobile manufacturers in the world. This is down to continuous improvements in productivity, our stringent cost management strategy as well as our outstanding product range," continued Meschke. Digitisation, electrification and connectivity are major challenges that require substantial investment. "Nevertheless, we are sticking to our strategic return target of at least 15 percent. We must and we will generate growth potential alongside the actual vehicle business. In the medium term, we want to generate a double-digit percentage of sales through digital services."

Meschke is optimistic in his

outlook: "Our aim for 2018 is to stabilise revenue and deliveries at this high level." Porsche expects the next boost in sales to come when the Mission E. the first purely electric vehicle, hits the market.

Plans for derivatives of the Mission E are also underway. Porsche recently presented a production-ready concept car at the Geneva Motor Show in the Mission E Cross Turismo. The purely electric Cross-Utility Vehicle (CUV) has a power of more than 600hp, a range greater than 300 miles, it accelerates from 0-62mph in under 3.5 seconds. Its charging time is four minutes for a range of approximately 60 miles.

For the next ten years, Porsche intends to continue with a threepronged approach, incorporating









optimised combustion engines, plug-in hybrid models and purely electric sports cars — all in what it calls 'typical Porsche style'. "The regions of the world are developing at different rates. We are therefore gearing ourselves up as flexibly as possible for the transitional period," said Blume.

Blume also emphasised the role of Porsche within society: "We never view our economic success in isolation. We always have a clear focus on the non-financial aspects of our business too — our social responsibility. We don't see conflict between economic, ecological and

social aspects. They must work in harmony with each other."

Blume cites the subject of training by way of example. In 2017, 230 young people commenced training at Porsche. With the launch of the Mission E, the sports car the manufacturer plans to increase its technical training programme again. A total of around 750 training places are currently available at Porsche. Through an integration year and a preparatory year, Porsche enables applicants who would have little opportunity on the basis of general selection criteria to gain foundation qualifications. Socially disadvantaged

young people in South Africa and the Philippines are trained as part of a collaboration with Don Bosco.

Through charitable donations totalling over six million euro, Porsche supported over 200 initiatives benefiting the environment, social and cultural projects, sports, education and science in 2017. Porsche also sponsors regional cultural and sports facilities, including the Stuttgart Ballet, the Gewandhaus orchestra in Leipzig and the 'Turbo for Talents' project for young athletes.

Sustainable business also plays a large role in its core business:

since January 2017, Porsche has used 100 percent green energy. In addition, it is transforming its rail logistics transport into a completely carbon neutral process. In 2017, Porsche once again received multiple international awards for sustainable building. The company conducts its own internal audits to ensure that its suppliers implement the high ensuring sustainability requirements. In addition, the company intends to produce the Mission E using a completely CO2-neutral process.

Porsche is now bigger and more profitable than ever before.



Passion 11th May 2018

Now celebrating its 18th year, the COYS Legende et Passion auction at Monaco is the most established historic motor car auction held in the principality. Over the last decade this most high profile of European auctions has continually delivered exceptional results for buyers and sellers of fine historic automobiles, and is now a landmark feature of the festivities and events surrounding the legendary Monaco Grand Prix weekends.

Motor Cars Already Entered Featured Below:

















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FOUNDED 1919

the market place___

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



The event featured all manner of interesting Stuttgart fare...





Fans of auctions with tongue-twister names will no doubt be excited by the Classic Car Auctions Practical Classics Classic Car and Restoration Show sale. It's not just classic, it's got triple-classic goodness baked right in. The late-March event featured all manner of interesting Stuttgart fare too – let's kick off with the 1962 356B coupé. In need of a full restoration, and with no history file, it wouldn't appeal to a lot of buyers – but this Swiss car, recently imported to the UK from Japan, is no mongrel. It's mostly original, so for a £20k estimate it could either be turned into a money-spinning resto or a restomod that wouldn't break the bank.

Sticking with the sixties, the 1965 912 looked like an absolute peach – nicely restored, and with a refreshed engine of the correct model year (although not matching numbers), it's got a rollcage and harnesses and looks good fun at a £30,000 estimate.

For rather more boisterous types, the lurid orange '81 911 SC was certainly an eye-catcher. Finished as an 'RS homage' to a staggeringly high standard, and while it's got an incredible spec (including RSR headers, three-piece Dage wheels and twin 40s), it obviously doesn't come with an RS price tag - a £36-40k estimate buys your way in.

The 1990 928 S4 was a slinky little mover — in the low-to-mid-range in terms of specification and provenance, with no history and an auto 'box, but representing a decent and usable front-engined GT at £32k. And if you prefer your front-engined Porsches with fewer frills, how does a £5k 924 sound? The seller's had it for a decade, it's been beautifully looked after, and it feels like one of those warm and fuzzy purchases where you're not just buying a machine, but a beloved chapter of somebody's life story.

The Sportomatic gearbox isn't something that excites a lot of people, but that's precisely why the fabulous '76 2.7 S only had a £32k estimate; a staggering prospect for a matching-numbers 911 with just 18,000 miles on the clock. It was dry-stored in Japan for twenty years, and fully recommissioned when imported to the UK last year, and frankly it looks stunning.



the market



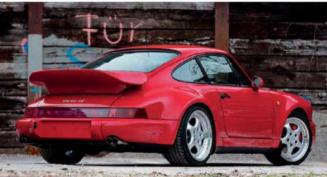
Retro eighties wind-in-the-hair thrills were on offer in the form of a 1986 911 Carrera 3.2 Targa, which looks to be a solid, honest car; not concours, but it's been stored inside and serviced at the right intervals - can't go wrong for £30k, can you?

And if you like you artful hair rufflement to have a more nineties flavour, what about a 1994 968 Cabriolet? It's had an incredible resto and looks brand new. Whole lot of summertime wonderment on offer there for just £15,000...or if none of that took your fancy, there was always David Beckham's Range Rover. He spent £100k getting it converted by Kahn back in 2007. It's... tasteful, right? These CCA events really do boast a multitude of vehicle types.



The phrase 'barn find' is annoyingly and inappropriately overused these days



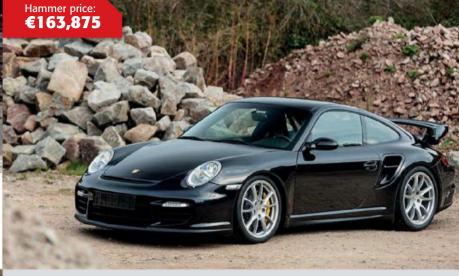


Muscling everything to the sidelines was a RUF CTR Clubsport...









investment and enjoying it for the astounding driver's car it is.

Want something more offbeat? How about an '89 Speedster? These super-cool curios are really increasing in stature, and with the rare narrow-body option this was an interesting purchase at €291,875.

The Speedster obviously doesn't have a roof, that's its whole deal. One car that arguably shouldn't have a roof (or, at least, should consider having a prettier one fitted) is the '95 Turbo Cabriolet, although despite its gawky hood it crossed the block at €680,000. Technically, of course, this car doesn't exist, and only fourteen of them were ever built. Porsches don't get much rarer.

The phrase 'barn find' is annoyingly and inappropriately overused these days, but the Dutch 912 on offer here will undoubtedly have that moniker applied to it. Really more of a garage find, it was originally bought as a Christmas present from wife to husband; it's outstandingly original and endearingly dusty. Well bought for €92k.

At totally the opposite end of the Porsche performance spectrum, check out the 2005 911 GT3 RSR – \in 195,500 bought somebody a bona fide Estoril Racing competition machine with a fresh engine rebuild. The juxtaposition of those centre-locks and wide arches is just divine.

Softening the tone was a 1965 356 C Cabriolet by Reutter, which was so beautiful we're pretty sure most of the room were weeping. Its €146,050 seems perfectly reasonable for something that can pull the heartstrings so, and this gloriously restored example (still with its original engine, mind you), will surely forever be surrounded by trumpeting angels.

Muscling everything to the sidelines was a 1989 RUF CTR Clubsport, which was an entirely different class of gorgeous. Believed to be the only CTR finished in Mint Green, this terrifying 469hp creation has a top speed of 212mph. The selling price was equally muscular at €348,125. And finally, something equally devastating from a whole other era: the 2008 911 GT2 Clubsport. The revered widowmaker in arguably the best spec, this 530hp black beauty found a new owner for €163,875. Let's hope they don't have a heavy right foot.



the market

EBAY WATCH:

981 Cayman GTS

The third-generation Cayman has already passed into the pantheon of memorable greats for many collectors and enthusiasts. Much like the 993-generation 911 will always be revered as the last air-cooled version, so the 981 is admired as the last non GT model Cayman with a normally aspriated flat-six. While the boxfresh 718 is rightly celebrated as a phenomenal driver's machine and an engineering marvel, the flat-four motor does throw up a bit of a mental barrier for some.

The 981 variant we're looking at here is the GTS. Introduced in 2014 (precisely halfway through the model's life-cycle), its 3.4-litre motor enjoyed a power hike from 311 to 326hp, and the GTS was instantly recognisable by its 20-inch Carrera S alloys and the model-specific bumpers that made it an inch longer than the standard car. The ride height was lower, and the exhaust was louder.

exhaust was louder.

The example we've spotted on eBay this month is a 64-plate car with a manual gearbox, which is a comparatively rare sight. While the PDK 'box is a superb option and the one you're most likely to find on the second-hand market (especially given that its slightly lower emissions put it in a lower tax bracket), a purist might argue that six-on-the-floor is the correct way to hustle a fiery little rocketship like the GTS. This particular one is Carmine Red - a few tones deeper and more malevolent than Guards Red - and it boasts the Sport Chrono pack and, most importantly, it's a one-owner car with full Porsche history. A future classic for sure, priced

BITE-SIZE BUYING GUIDE

- This is a premium car with a 177mph top speed, so the consumables matter both in terms of quality and condition, and the fact that they cost a pretty penny to renew! So check that the brake discs aren't excessively lipped and the tyres carry the correct Porsche N rating. (And if this isn't all pukka, there's your bargaining chip).
- Panel gaps should be totally uniform. If they're uneven, it's had a shunt and is therefore something you should be very wary of. Don't be surprised if the nose has been repainted dealers often do this to remedy the inevitable stone chips; as long as the colour-match is spot-on, it needn't be a big deal.
- Plugging in a PIWIS diagnostic tool will give you all the data you need on any fault codes, instances of over-revving and, crucially, will reassure you that the true mileage matches what it says on the dash display.
- Brakes should last around 25k miles in normal road use, so check when they were last changed. Air-con systems can go a few years between regassing, but bear in mind that the condenser will probably need replacing too when the car hits about seven years old.
- ullet Lastly, check that the clutch isn't showing any signs of slipping typically it's more than £1,000 to replace.









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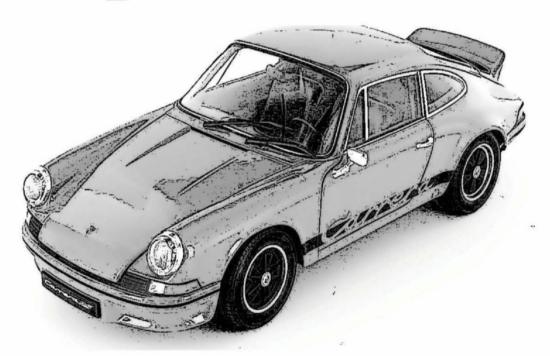












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Porsche All-Wheel Drive Evolution

Last month we examined Porsche Stability Management, here we look at the evolution of its all-wheel drive system, which celebrates its 30th anniversary in 2018...

n 1947, Porsche developed the Type 360, better known as the Cisitalia racing car. It became legendary not only because of its twelve-cylinder supercharged engine and lightweight construction throughout, but also because of its part time all-wheel drive. This design was again based on the idea that, on bends or on road surfaces with low coefficients of friction, drive power can be fully and safely transformed into propulsion.

In 1981, Porsche began using all-wheel drive for nonracing cars. At the International Motor Show in Frankfurt, the company presented the study of a 911 Turbo Cabriolet with all-wheel drive. In 1984, Porsche revisited the idea and designed the 953 with part time all-wheel drive for the Paris-Dakar Rally, at which it promptly took overall victory. Experiences with the 953 led to the 959 super sports car being manufactured; it was launched in 1985 and was really ahead of its time in terms of its overall technology. With front-wheel drive that engaged via a multi-plate clutch and a rear differential lock also actuated via the multi-plate clutch, it created the basic concept for the Porsche all-wheel drive system. These center-differential lock and rear differential locks were actuated both manually and automatically. The concept is still a feature of PTM today. The double victory of the 959 at the 1986 Paris-Dakar Rally became legendary.



911 CARRERA 4

When Porsche presented the 964 in 1988, a number after the model designation heralded a new era: the 911 Carrera 4 was the brand's first series-production sports car with all-wheel drive – and it featured a pioneering new design. Porsche called the innovation a 'differential slip-controlled' drive across all four wheels. This means that drive torque is first transmitted from the manual transmission to a longitudinal transfer case designed as a planetary gear set; from there, provided the lock control is not enabled, it is always split in the same ratio: 69 per cent for the rear axle, andn 31 per cent forwards via an enclosed transaxle shaft.

The manner of adjustment was innovative. Slippage at individual wheels was detected by the car's ABS sensors and prevented by hydraulic locks. Two electronically controlled multi-disc locks controlled the flow of forces to the front axle and between the wheels of the rear axle. The effect: permanent optimisation of traction and driving stability, handling on bends, and load change response.

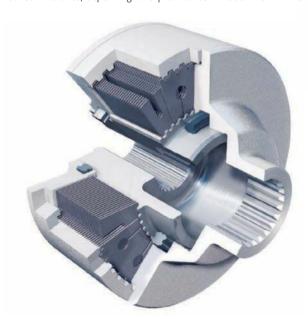


1994: VISCOUS COUPLING

In 1994, Porsche resumed development of its all-wheel drive system with the 993 Carrera 4. The 911 Turbo now also used all four of its wheels to transmit power for the first time. With both models, Porsche switched to a simpler system design, which helped it to launch the lightest all-wheel drive system on the market at that time. The system was designed as a hang-on all-wheel drive, with the rear axle being directly driven and, in the event of speed differences between the front and rear axles, a passive viscous coupling that transmitted

some of the propulsion force to the front axle. So the viscous coupling replaced the transfer case and controlled the multiplate clutch for the front axle's drive. As a result, the all-wheel drive 911 was effectively dominant to the rear when under load, in a similar way to a rear-wheel drive but much more stable. A conventional differential lock and an automatic brake differential (ABD) were used on the rear axle.

The role of the viscous coupling was to automatically distribute drive torque between the axles, depending on slip at the rear wheels. The ABD built into the



all-wheel drive model as standard used ABS sensors to detect the slip at the individual wheels and provided a corresponding braking torque at the spinning wheel via the control unit. With different coefficients of friction on the right and on the left,

the propulsion force was initially moved continuously by the rear axle differential lock to the wheel with increased power transmission. If a wheel began to spin, it was decelerated by the ABD, and drive torque at the level of the braking torque was transmitted to the opposite wheel. This feature was particularly helpful to the driver when experiencing problems starting the vehicle on wet or slippery road surfaces.

Porsche stuck with this concept for the 996, the difference was that the viscous coupling ran in the oil bath of the front axle drive unit and was therefore effectively cooled even under high load. The transaxle tube was omitted from the 996 generation of 911 due to weight and in order to create space for the water cooling pipes. Instead of a rigid connection between the transmission fastened directly to the engine and the front axle drive unit (via a central tube), drive was supplied to the front axle via an exposed cardan shaft.



2002: CAYENNE INTRODUCES PTM

In 2002, Porsche presented the Cayenne – its third model line – and it featured completely new all-wheel drive technology. In basic mode, Porsche Traction Management (PTM) transmitted 62 percent of engine power to the rear wheels and 38 percent to the front wheels. However, using an electronically controlled multi-plate clutch operated by an electric motor as a variable centre-differential lock, it was possible to vary the distribution ratio according to the driving situation and so actively influence longitudinal and lateral dynamics. In addition, a rocker switch made it possible to manually engage a centre-differential lock for intensive off-road use.

PTM had a decisive influence on the driving dynamics of the Cayenne. The map-controlled centre-differential lock and an optional rear differential lock didn't simply respond to a lack of traction at the front or rear axle. In addition, sensors also detected vehicle speed, lateral acceleration, steering angle and accelerator control, so that PTM was able to calculate the optimum degree of lock for both axles and assign the necessary drive torque to the axles. PTM was therefore a forward-looking system that delivered great agility when taking bends and excellent driving stability when changing lanes, both at high speeds and when driving more slowly on ice and snow.



2006: PTM FOR THE 911

In 2006, electronic PTM was used in a modified form in the 997 Turbo. Here, the core element was an electro-magnetically actuated multi-plate clutch that was used to transmit propulsion force to the front axle as required. The clutch of the 911 Turbo was designed for a peak torque of 295lb ft, which in practice almost never occurred: even at 220lb ft, the front wheels lost grip on dry road surfaces and began to spin.

With a maximum response time of 100 milliseconds, PTM responded more quickly to load change than the engine or the driver. In practice, this meant great agility on narrow country roads, outstanding traction and incredibly safe driving, even when carrying out extreme manoeuvres at high speed. In order to perform these dynamic driving tasks, Porsche's designers programmed PTM with a set of key basic functions; to this day, the Porsche all-wheel drive still essentially works on these principles.

Firstly, basic torque distribution. in everyday driving, the control system continuously distributes engine torque between the front and rear axles in accordance with the current driving situation by engaging the front axle drive in a defined way. For this purpose, the torque required at the front axle is

determined on a millisecond basis. If the system detects a lane change, for example, it engages the front-wheel drive to a greater or lesser extent based on the speed. The driver will experience this as a significant increase in stability, especially at very high speeds.

Second: guided control. Using typical parameters, PTM is able to detect dynamic changes to driving status at an early stage and avoid slip in advance. When starting the car, for example, the system determines how fast the driver is accelerating. Even before the engine can translate this request to accelerate into torque, the PTM locks the multi-plate clutch enough to prevent the wheels from spinning as much as possible. Only in extreme cases, such as when both rear wheels are grinding on sheet ice without any traction, is enough engine torque transmitted to the front wheels to cause them to spin. This means that, even when starting the vehicle, all four wheels are under the greatest possible propulsion force and optimum acceleration is achieved. An exception to this is a racing start via 'Launch Control' in conjunction with the PDK transmission. If this is required, PTM locks the multi-plate clutch before the vehicle is started in order to guarantee maximum traction.



SLIP CONTROLLER

Due to its high levels of torque, a 911 is able to reach its traction limit at the rear axle in a short burst of speed, especially on a wet road surface. More torque and therefore propulsion force is transmitted to the front axle through stronger engagement of the multi-plate clutch. It was in 2006, that the 911 Turbo first featured this detection and control of longitudinal acceleration.

Oversteer correction is another key basic function. If the rear end of the vehicle pushes outwards on a bend due to disruptive influences such as wet leaves, greater propulsion force is transmitted to the front axle in order to stabilise the vehicle in a dynamic way. A further benefit of PTM is the way in which the steering angle is taken into account when distributing power to the front axle. If the driver countersteers to correct an oversteer, PTM adapts the propulsion force to the front axle and the vehicles stabilises even more quickly.

Next we move to understeer correction. on the other hand, if the front wheels of the car are pushing out of the bend, PTM reduces the torque to the front axle. In both cases, PTM uses the precision sensors to respond before the driver has even noticed any instability. The result is fast, active stabilisation of the vehicle for efficient and dynamic driving on bends, as there are fewer braking interventions at individual wheels by the PSM stability system.



PANAMERA AND MACAN

PTM in the 911 became the master model for the all-wheel drive of the Panamera, which celebrated its world premiere in 2009, and of the Porsche Macan, which was launched as the fifth Porsche model line in 2013. Porsche Traction Management has continued to evolve with each new generation of both. In 2013, the focus with the new 911 was on increasing positioning accuracy as well as the torque that could be transmitted to the front axle. Since then, the system – which now features electro-hydraulic actuation of the newly developed multi-plate clutch - has been able to identify an economical style of driving based on the situation and the driver's requirements, it reduces transmission of drive torque to the front axle where necessary. This reduces overall power dissipation. PTM also supports coasting that is characteristic of Porsche, in conjunction with the PDK transmission. The PTM clutch will open if the vehicle is coasting without drive. So the all-wheel system reduces braking torque and therefore also fuel consumption. The latest PTM also brings performance benefits. There are improvements in terms of driving dynamics, agility and driving stability thanks to faster and more precise control of propulsion force via the new multi-plate clutch. Acceleration is improved by transmitting higher torques over the front axle, which allows the increased engine power to be transferred to the road also.



2013: MACAN TURBO

The latest version of Porsche's PTM system used in the latest models is the very embodiment of sporty all-wheel drive. Its intelligent nature improves agility on bends, stability when performing highly dynamic manoeuvres, and traction. PTM represents the current pinnacle of how all-wheel drive has evolved in Porsche series-production sports cars over more than 30 years. Porsche all-wheel drive has its roots in motor racing. In 1984, it helped the 953 to win the Paris-Dakar Rally; in 1986, the 959 super sports cars with electronically controlled variable all-wheel drive celebrated a double victory. Now it helps keep Porsche's SUV in check.



TIMELINE: ALL-WHEEL DRIVE DEVELOPMENT

- 1988: World premiere of the electronically controlled all-wheel drive in the 911 series-production model. The first 911 road car with all-wheel drive as standard celebrated its world premiere in 1988. The 964 Carrera 4 used a planetary gear set as a centre differential to distribute propulsion force. In addition, multi-disc locks were placed between the front and rear axles (as a centre-differential lock) and on the rear axle (as a controlled differential lock).
- 2002: Porsche Traction Management premieres in the Cayenne. The era of Porsche Traction Management began in 2002 with the Cayenne. At this point, PTM was a permanent all-wheel drive system with a central transfer case that distributes propulsion force to the front and rear axles at a ratio of 38:62. In addition, a reduction gear and an electronically controlled centredifferential lock deliver full off-road capability, as you would expect for an SUV. The first PTM also impressed with its driving dynamics capabilities.
- 1994: Second generation with passive hang-on system. Porsche presented its second-generation all-wheel drive in 1994, in the 993. The system was constructed as a hangon all-wheel; if there is a difference in speed between the directly driven rear axle and the front axle, a passive viscous coupling transfers some of the propulsion force to the front axle. This system was transferred virtually unchanged for use in the 996 Carrera and 996 Turbo models.
- 2006: The first 911 with PTM. In 2006, with the 997 Turbo, Porsche presented a version of PTM that had been enhanced specifically for use in its sports cars; it featured an electronically controlled and electro-magnetically actuated multi-plate clutch with ball ramp reinforcement. This active, fully variable system distributes propulsion force between the permanently driven rear axle and the front axle much more quickly and accurately than the passive viscous coupling used in the previous version. In 2008, this system was also used in the 911 Carrera 4 models of the second-generation 997; in the first-generation, they still had the all-wheel drive with viscous coupling.
- 2009 and 2013: Panamera and Macan with 911 technology. The all-wheel drive variants of most Panamera models (from 2009) and all Macan (from 2013) also have a controlled multi-plate clutch. The control strategy is based on that of the 911 and as such helps to ensure that the Panamera and Macan deliver best-in-class driving dynamics that are more typical of a sports car rather than an SUV.

• 2013: Latest PTM - even more efficient. The latest, most advanced, version of PTM was first electro-hydraulically rather than electro-mechanically. This has advantages in terms of performance thanks car's overall handling characteristics.



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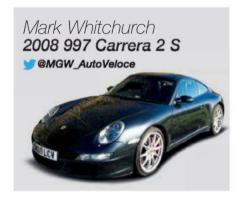




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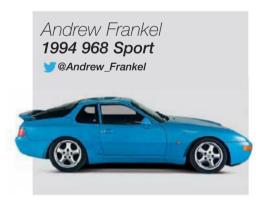
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2008 997 CARRERA 2 S

n the first couple of months of ownership, I managed to clock up 1,500 miles in my 911, partly driven by enthusiasm of a new purchase but also to ensure there were no major gremlins lurking in the mechanicals that needed to be teased out before the three month warranty period expired!

Other than a replacement of the battery by Cameron Sports Cars near Bath, and an adjustment of the headlamps, I am pleased to report all is in full working order. I've also been playing with tyre pressures as I was finding the Bridgestone tyres fitted all round were offering a very hard and crashy ride, even in 'normal' chassis mode. Reducing the pressures to 33psi up front and 37psi at the rear is less than Porsche recommend (34psi front and 40psi rear) but it is in line with recommendation from Bridgestone and has transformed the

ride quality, and made the handling more progressive.

Not wanting to expose the car to winter road salt as well as trying to keep the mileage down, I then reluctantly placed her into dry storage, covered with a bespoke cover to keep the dust off.

I've not really placed a modern car into hibernation before and remain rather dubious as to the effects, after all this is a mechanical thing that is made to be used regularly. I have kept the battery topped up with a trickle charger, but I hadn't started the car for six weeks until the day of our 987 Spyder article featured in this month's magazine.

Removing the cover and twisting the key offered a flashing management warning light and a 911 that sounded more like a Beetle! I quickly turned the engine off and tried again. Success with all

six cylinders on song. But what had caused this glitch?

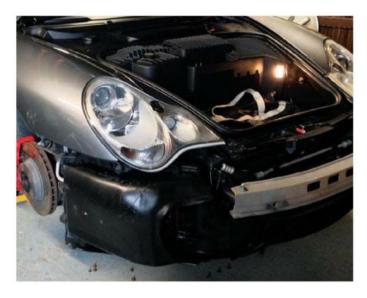
Hooking it up to the Cameron Sports Cars diagnostic machinery revealed that the coil pack for number one cylinder had malfunctioned. Whilst it hasn't repeated itself since, I think I will drive the car more often and have the remaining two coil packs checked at its next service.

Mark Whitchurch





long term





2001 996 TURBO

Not too much to report on the Turbo over the last month; that's always the trouble with this time of year, due to a mixture of snowy weather and the lack of decent driving time I've not put any mileage on at all. Looking ahead to the spring though I've been doing a little bit of DIY maintenance, this is also in preparation for my MoT anniversary which ironically falls on April fools day... With this in mind I braved the elements and all in the name of saving a few quid and went scrambling about on the garage floor. I quite enjoy it though as it gives you a real understanding of your pride and joy, plus some feeling of satisfaction.

The air-con hasn't been blowing cold air for the last 8/9 months now and after the last annual service it was identified that the condensers could be the culprit. I've been toying with doing this replacement job for a while now, after some detailed research online I decided to take the plunge and have a go. One thing that is a must when removing your condensers is to ensure the system has been either emptied of gas or to have it removed before starting the job by a specialist, once that was dealt with I bought a pair of after market items – I'm no expert but this is a pretty straight forward job; I went about getting the front jacked up and on stands, removed the wheels and then got the front PU removed.

Upon inspection the condensers did look pretty tired and no doubt the cause of my sweaty back in the

summer months. It was then simply a case of removing them from their mounts and doing a straight swap with the replacement items. Another key point that I picked up from the online experts is to use OEM O-rings, which I sourced from my local OPC. At £17 for four you really can't complain about using genuine items, as the gassed system is heavily pressurised you wouldn't want any leaks for the sake of scrimping! I haven't got around to getting them re-gassed yet but will look to update you here soon.

The next little project I have is to replace all four of the car's tyres, after removing the fronts for the condenser change I noticed the inner edges are starting to wear quite heavily. I'm not a high mileage user with my Turbo as it is really for high days and holidays, but the Continentals are of considerable age now and I fancy a swap to Michelin Pilots to see if there is much of a difference between the two brands. More of this time along with an update on the MoT and annual service, all this could get expensive! Nick Hapgood

























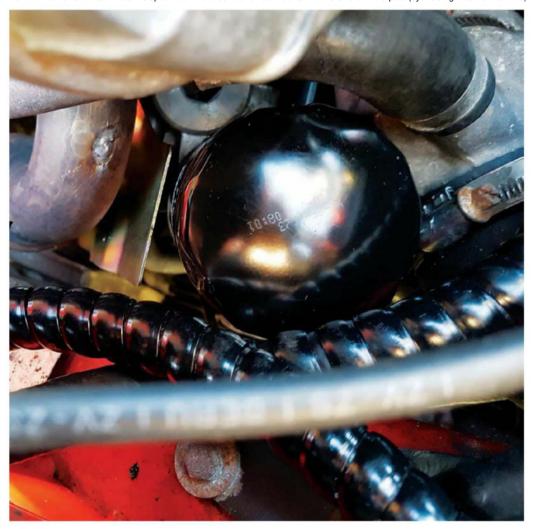




long term



New oil filter shield fitted. Note the spot weld where someone had tried to 'fix' the shield in the past (by welding it to the manifold)



1989 944 TURBO

hen I picked up the 944, I knew that there were a few small jobs that would need doing. But, for various reasons, I needed to collect the car prior to the work being done. Fortunately, the car's seller, Phillip Raby, prides himself in the condition of the cars he sells, he



kindly suggested that I take the car to a trusted local garage and he would arrange payment for the work. Not only that, the car would also be sold with a six month warranty. A warranty on a car that is almost 30 years old is a real bonus in my books!

Well, those jobs were: replacing the fuel 'jumper' and the oil filter heat shield. But, who should I entrust the work to? After chatting to a local classic car enthusiast, one who happens to own Porsches and a Ferrari F355, I took the 944 to APS Automotive, near Raglan, Gwent. Proprietor Anthony and his staff are well-versed in classic and modern cars too.

I must be honest, I was extremely impressed with the care and

attention that my car received.

Anthony even went to the trouble of keeping me informed as to what was being done, and the progress being made. The jumper was duly replaced, as was the heat shield. With the broken shield replaced, the 944 was now less 'vocal', and Anthony could now detect a very slight resonance from beneath it. Upon investigation

the culprit turned out to be another heat shield near the rear silencer. It was intact, but one of its securing bolts was absent... probably shaken loose by the exhaust resonance. A new bolt was fitted and, 'hey presto', relative silence.

Anthony and one of his mechanics also took the opportunity to give the car a thorough checkover,



long term

pronouncing the car to be in very good condition. Even so, on the test drive, the engine would occasionally 'stumble' when pulling away from junctions. A new DME fuel pump relay was fitted and the problem disappeared. Apparently, the relay is a known problem. However, Anthony did suggest that I get some miles under the 944's belt and see if the problem rears its head again. I know the crank sensor was recently replaced, so if the problem recurs, it's likely that fuel pump will be the cause. So far, so good. Anthony also pointed out that the engine mounts deteriorate with age and that mine will probably need replacing in a few

months from now.

In addition to the jumper line and heat shield, there was another problem that APS sorted for me. This was the non-opening rear hatch. The electric release didn't work, and it also wouldn't open with a key. To be fair, it opened when I tested the car – the mechanism(s) only stopped working a little while back. Fortunately, this was covered by my handy warranty.

As it transpired, the problems were threefold. Firstly, the release cable was found to have snapped. Secondly, one of the cables that operated the hatch pin release had come loose. And, finally, the micro-

switch that operated the electric release was defunct. APS sorted everything and the hatch now opens just as it should – by electric switch and by key!

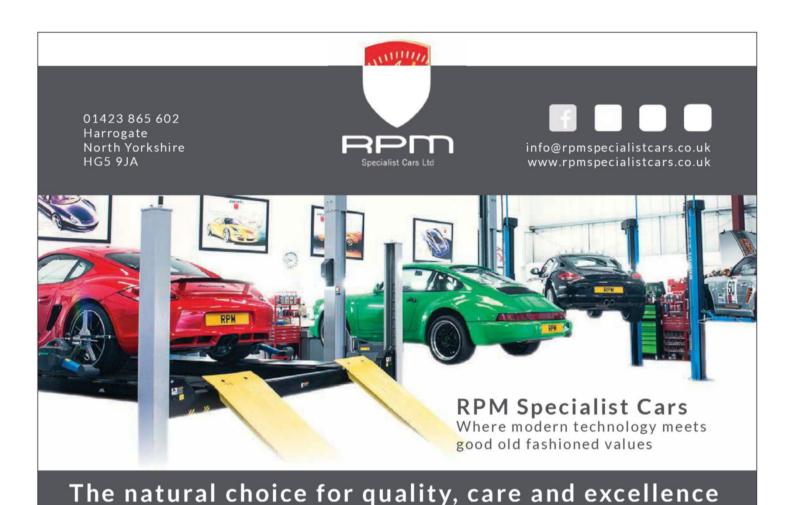
There are a few jobs that I also need to attend to. I'm having 'Chips Away' attend to some minor marks on the rear wheels, and I'm going to fit a set of new Continental ContiSport Contact N2 tyres. Plus, I'm planning to upgrade the headlight bulbs for ones that are in-keeping with the car's performance. Oh, I've just started to run the car on Shell V-Power too. I'll keep you posted as to how I find this affects the performance, economy and

driveability of the car now it's being run on higher grade fuel. I'm planning a few long runs in the 944 soon, so I should get a good feel for things shortly.

Martyn Morgan Jones









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1978 911 SC

ast month I fitted Rennline rear HD bushes, adjustable spring plates as well as engine and transmission mounts to my SC. Braving the cold this month I've been back out in the garage for more of the same, finishing the suspension upgrades with more HD bushes and de-cambered ball joints on the front arms. The HD bushes are 25 percent

up-rated from OEM giving the best balance of performance and comfort for road and track use. To make the most of them and to get the perfect alignment I'm also fitting Rennline's de-cambered ball joints. These add much needed camber to the front axle that just isn't available in the standard set-up; they effectively move the bottom of the strut further from the body increasing negative

camber by 0.75° and gaining 0.5" of track width. This improves both the stance and stability of the front end.

I stripped the A-arms off the car (which included removing the antiroll bar) and removed the torsion bars. As with the rear, I cleaned and greased them for ease of future removal should I want to change or upgrade them. With the A-arms on the bench I was able to remove the old poly bushes and clean the arms up, which had previously been powder-coated so were in a good state. I removed the ball joints and replaced them with my new de-cambered ones. It's not until you see them next to a standard ball joint that you can really see the difference, but there is a clear offset on the pin. Again, as with all my other Rennline parts, the quality was



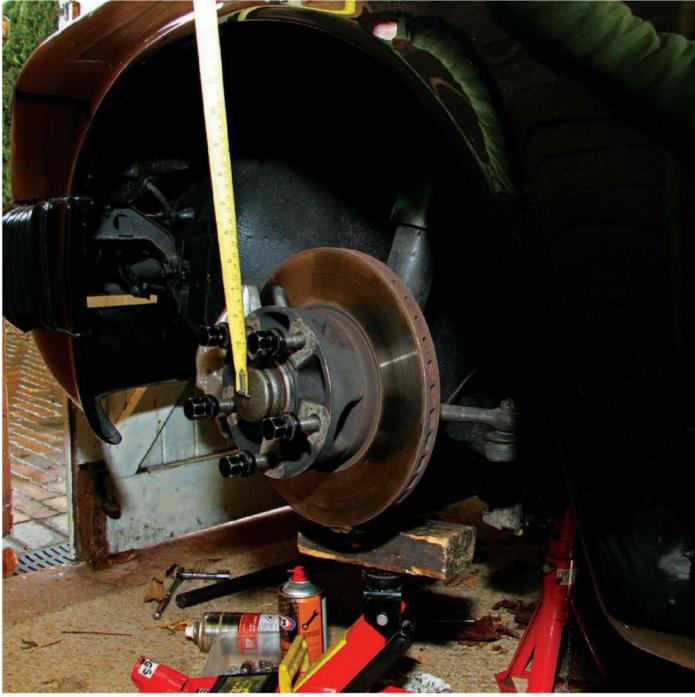




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stunning and the new joints bolted straight in, complete with a new star washer and R-pin. I mentioned last month that I was able to fit all the bushes with only the standard tools in my garage. This was also true for the front bushes on the A-arms, but they did put up a fight. I was able to use a vice and press them in, but if I was going to do it all again I'd make a tool from some threaded bar to wind them in.

That fight over I was able to put them back on the car. With the new bushes fitted rotating the arms was difficult, a testament to the fit and tight tolerances of them, so I was careful to build the arms up with the fixing points in the correct orientation to bolt back on the car. With them loosely assembled to the car I jacked them up to ride height and torqued the fixings... I then realised the antiroll bar had to go back on first and be threaded into its bushes on the arms. So they came back off and I repeated the exercise again... just with much more swearing added on this occasion.

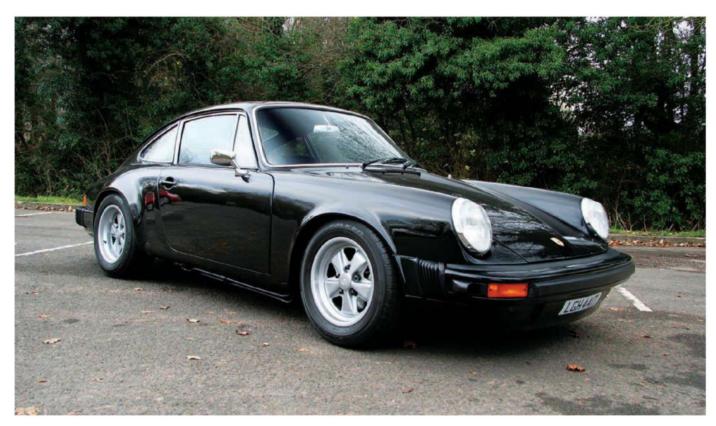
I refitted the torsion bar caps on the rear of the arms into the cross-member and, at ride height, tightened in the adjuster screws until they seated to give me a good base setting. With the ball joints inserted in the uprights I torqued everything up one last time and lowered the car down. It was a bit on the low side, even for a poser like me, but a few rounds of 'measure, adjust the screw, roll the car, bounce it to settle it and re-measure' later, the car was sitting where I wanted it and I'm very happy with how it looks

So with a complete Rennline re-bush, ball joints, adjustable arms and powertrain mounts on the car should be transformed, but I'm not in a position to drive it yet. My next job is a fresh MoT and wheel alignment, so I'll report back when

that's complete. After all this it should be ready to hit the road in spring, dialled-in and better than when it left the factory.

Rob Richardson







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2018 PORSCHE MOTORSPORT COLLECTION

How much? From £18.00

Where from? www.porsche.com

Porsche has released its new line of motorsport clothing for the 2018 season, in the team's Black, Red and White. This kit is very similar (read almost identical!) to that worn by the official Porsche Motorsport team. The range includes a team polo shirt available for men (1) and women (2), made from breathable, quick-drying material (polyamide and elastane) this shirt comes with a set of earplugs for the race track (£60.00). The men's article number is WAP 801 XXX OJ, the women's number is WAP 802 XXX OJ.

Similar to the polo shirt, the men's T-shirt (3) features reflective elements, is breathable and quick-drying and comes with a set of ear plugs (£46.00). Note down article number WAP 805 XXX OJ for this one.

The 100 percent polyester men's soft shell jacket (4) features reflective elements, a water column of 5,000mm, breathability of 5,000 g/m2/24 h, and a removable cloth and strap for your glasses and earplugs (£200.00). This item's article number is WAP 807 XXX OJ.

The unisex windbreaker (5) is a lightweight functional jacket. It features a stow-away hood, reflective elements and waterproof seams. Breathable, it is made from 100 percent polyester and even includes a removable cloth and strap for your glasses and earplugs (£150.00). The jacket's Driver's Selection article number is WAP 803 XXX 0J.

The unisex vest, or gilet if you prefer (6), has high-performance padding and soft-shell inserts. It also includes a removable cloth and strap for your glasses and earplugs (£130.00). The vest's article number is WAP 804 XXX 0J.

The Motorsport baseball cap (7) features an embroidered logo, the outer section is 100 percent polyester, the lining is cotton (£22.00). It is Article number WAP 800 001 0J.

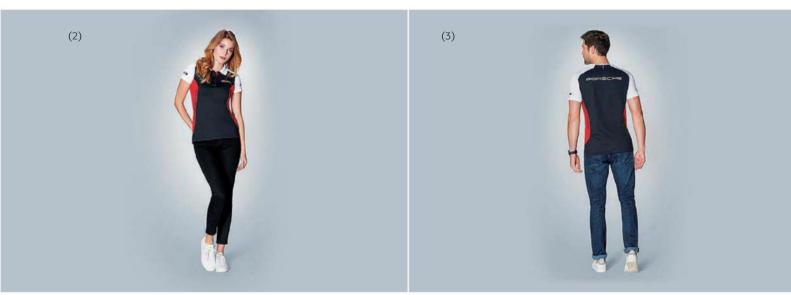
Lastly you'll need somewhere to stow your various circuit passes, right? The Motorsport Lanyard (8) has a key strap inspired by the look of the safety belts in Porsche racing cars. It is size adjustable and features the 'Porsche Motorsport' logo (£18.00). The lanyard's article number is WAP 800 003 0J.

















SWIND EB-01 BICYCLE

How much? £15,000

Where from? www.swind.life

Swind's EB-01 is described as a 'hyper-electric bicycle with blistering performance and all-terrain ability'. Developed and manufactured by Swindon Powertrain, a UK company typically found working on top secret prototypes for supercar manufacturers, the EB-01 is the first in a range of consumer products set to emerge from the company over the coming months.

Capable of travelling at an electronically limited speed of 60mph, its 15kW electric motor sits within a hybrid aluminium and carbon frame, the battery is a 1.75kwh lithium-ion item with intra-cell forced air cooling. The EB-01 has an electric range up to 80-miles and it takes under 90 minutes to fully charge. There are three power settings: Eco, Normal and Boost. Pedal power allows the rider to use it like a normal bicycle, while the EB-01's nine-speed sequential gearbox (fully integrated into the frame) delivers instant shifts. The drivetrain itself is fully enclosed and maintenance free. Six primary colours are available alongside bespoke colourways.





www.924srr27L.co.uk









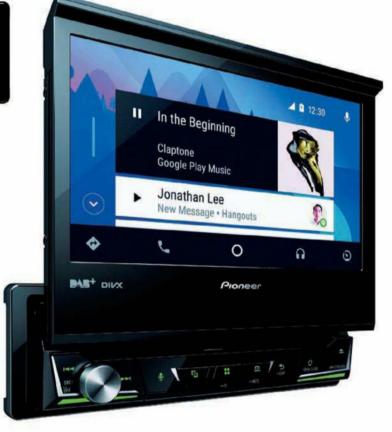
PIONEER AVH-Z7000DAB

How much? £629.00

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

Pioneer's single DIN AVH-Z7000DAB touchscreen multimedia player offers owners of older cars the very same features that, up until now, have been reserved for drivers with double DIN sized units. The first unit of its kind to combine Apple CarPlay, Android Auto and DAB into a single DIN flip-out multimedia player, AVH-Z7000DAB comes with a host of features, functions and connectivity options. A built-in link with Waze turns this unit into a full-blown navigation unit at no extra cost. Simply connect your smartphone and input your destination, and you're away. Furthermore, Spotify libraries can be controlled directly via the headunit, it also features a built in DAB/DAB+ radio. Its audio features include a 13-band GEQ, MOSFET 50W x4 Max Output Power, Auto Equaliser and, when paired with the optional mic, Auto Time Alignment.

The AVH-Z7000DAB has a fully motorised screen which folds out, its seven-inch clear type resistive touchscreen delivers pin-sharp picture quality. Those drivers of older Porsches with a single DIN dash who value features, functions and audio clarity are sure to find this unit appealing.





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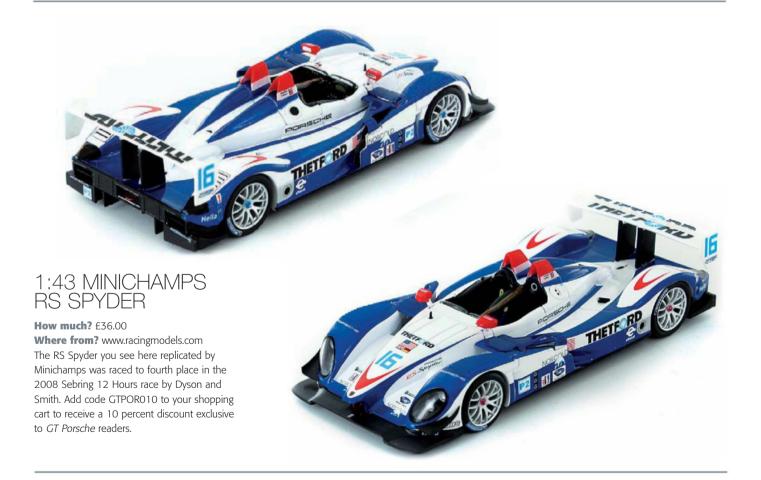
GT3 RS BASEBALL CAP

How much? £22.00

Where from? www.porsche.com

This classic baseball cap from the Porsche Driver's Selection is made from 100 percent cotton and features the GT3 RS logo. It is adjustable for size and comes only in black with Lizard Green details. This item's Porsche Driver's Selection article number is WAP 810 001 OJ.







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*BUT IF IT'S NOT, OUR CONDOLENCES.





ZEEMAX VENTS

How much? £165.00

Where from? www.zeemax.com/Porsche

Zeemax has added these front and rear bumper air extraction vents to its range. The vents are shown here fitted to the front bumper of a 997 GT3, however they will fit any vehicle with enough space on its bumpers. Supplied in a black gel coating (pictured), they can be painted to colour match your car, and they come with mesh and a template for ease of fitment. They measure 8.5-inches (height) by (4.75-inches bottom width) by 2.75-inches (top width). Prices include VAT and postage.



GAME BOY ALARM CLOCK

How much? £24.99

Where from? www.firebox.com

This alarm clock shaped like a Game Boy is an officially licensed Nintendo product. The same size as the original Game Boy, the clock is a near perfect replica of the retro handheld console. It plays a variety of Super Mario Land tunes and takes two AA batteries.





MHD AGT WATCH How much? £550.00 Where from? www.mhdwatches.com The MHD AGT Automatic Timepiece is the latest watch from Matthew Humphries Design. Conceived by Humphries whilst he was designing the Alcraft GT electric high-performance concept vehicle, the design language of the AGT echoes that of the Alcraft car. The timepiece has MHD a 42mm diameter, four-piece layered lightweight stainless steel case, it boasts scratch-resistant glass. The AGT houses a Miyota 9015 automatic 24-jewel movement, which can be viewed from the back. Either a black or brown calf leather strap is available with a polished fastening buckle.



PORSCHE THERMAL BEAKER

How much? £35.00

Where from? www.porsche.com
Available in Lava Orange or stainless
steel, this new high-end thermal beaker
from the Porsche Driver's Selection is
made from double-walled stainless steel.
It features the Porsche Crest on its body,
and an embossed Porsche logo on its
lid. Cleverly it keeps hot beverages warm
and cold beverages cool, its capacity is
approximately 450ml. The steel version's
article number is WAP 050 064 0H, the
Lava Orange version's article number is
WAP 050 650 OJ.





PIONEER AVH-72000BT

How much? £379.00

Where from? www.pioneer-car.co.uk Pioneer's AVH-Z2000BT is a multimedia player that manages to strike a balance between class-leading functionality, usability and price. It features a 6.2-inch Clear Type Resistive multitouchscreen, improved smartphone connectivity (it is compatible with Apple CarPlay and Waze, and it can run Spotify too.

Bluetooth technology allows the connection of two phones with handsfree calling, automatic phonebook transfer, and audio streaming (mic included). It boasts a 13-band GEQ, Auto EQ and Auto Time Alignment (optional mic required), and an optimised PCB layout and audiophile-grade components, selected for premium audio quality. The AVH-Z2000BT is an ideal upgrade for those seeking to replace their outdated Porsche OEM-fit player with something far more useful.







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



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



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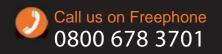


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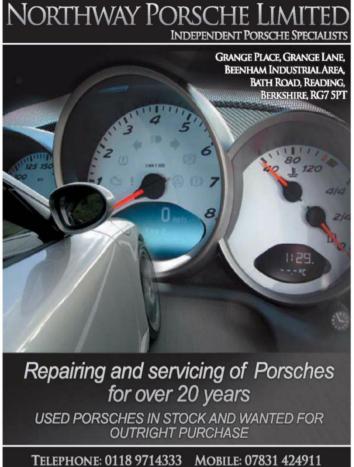


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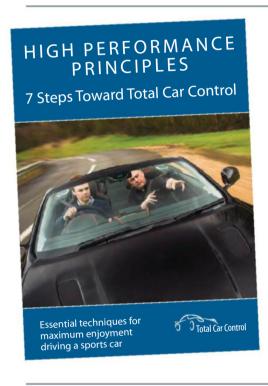
PORSCHE RACE TRACK STARTER SET

How much? £100.00

Where from? www.porsche.com

Suitable for ages two upwards, this lovely toy race track from the Porsche Driver's Selection is made of wood. The set consists of two cars (black and white), a start–finish marker, pit lane, podium, trophy and eight curbs. In addition the starter set can be added to with track expansion sets of which there are three sizes in total; 'small' is priced at £20.00, 'medium' at £35.00 and 'large' at £80.00). This item's Porsche Driver's Selection article number is WAP 040 020 01





HIGH PERFORMANCE PRINCIPLES E-BOOK

How much? Free to download

Where from? www.total-car-control.co.uk

High Performance Principles is an e-book crammed with straight-talking driving tips and techniques, all designed to make controlling any powerful sports car or supercar more engaging, enjoyable, and rewarding. Not to mention faster and safer.

Written by Porsche-trained driving consultant, Ivan Thompsett, it is available as a free download and consists of seven chapters, making a logical progression from the basics of the correct driving position, through to managing weight transfer and balance, precise cornering and on the limit handling. Clear illustrations support the text, which discusses topics frequently covered in one-to-one coaching by Ivan, who has spent more than 15 years coaching drivers.

PORSCHE NUT T-SHIRT

How much? \$24.50

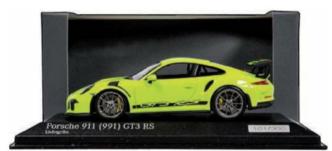
Where from? www.carpegear.com

The Carpe Viam 'Porsche Nut' T-shirt was inspired by the original cover of the 356A Workshop Manual. The shirt 'declares your feelings for the brand, and performs a little shout out for the 14mm, too' say its makers. Coming in a soft, lightweight premium 100 percent material, its cut compares to that of a premium brand on a combed cotton T-shirt. It is available in a range of sizes, from small to XXL.

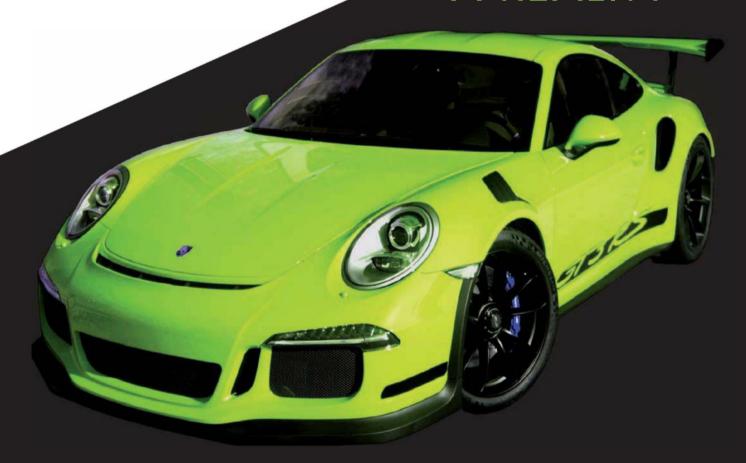


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MHD SQ1 WATCH

How much? £250.00

Where from? www.mhdwatches.com

Inspired by a 911 VDO dial, the MHD SQ1 watch from designer Matthew Humphries Design (the man behind the Morgan Aeromax amongst other vehicles), is the first of the MHD's quartz watch collection. The Porsche themed watch, limited to 300 units, captures the style and shape of watches of the 1960s and 1970s. Its stainless steel case, functional screw-down crown with knurled edge finish, and brightly coloured dial with leather rally strap, is reminiscent of the period – other straps are available.







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



OCTOBER 2017

Cover Story: Porsche Exclusive Manufaktur: 997 Sport Classic vs bespoke Macan GTS

Inside: Sharkwerks Cayman GT4, 924 S duo, all-new Cayenne prototype driven, 991 Turbo S Exclusive Series driven, 917 'Hippie', 911 Clubsport



AUTUMN 2017

Cover Story: 987 Cayman S vs 987 Boxster S

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



NOVEMBER 2017

Cover Story: 964 Turbo

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



DECEMBER 2017

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



JANUARY 2018

Cover Story: The Greatest Porsches of 2017...

Inside: Reviewed and rated 911 GT2 RS, 911 Exclusive Series, Panamera Sport Turismo, One Millionth 911, 911 GT3, 911 GTS. Plus: 911 SC hillclimber, soft window Targa, 911 SC road trip



FEBRUARY 2018

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



MARCH 2018

Cover Story: EB Motorsport pays tribute to the 911R

Inside: 991 Carrera T driven, £2.5k 986 Boxster bought and driven, 718 Boxster GTS driven, Gunther Werks 993, RS Spyder 10-years on, 911T drive, Porsche Track Precision app



APRII 2018

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

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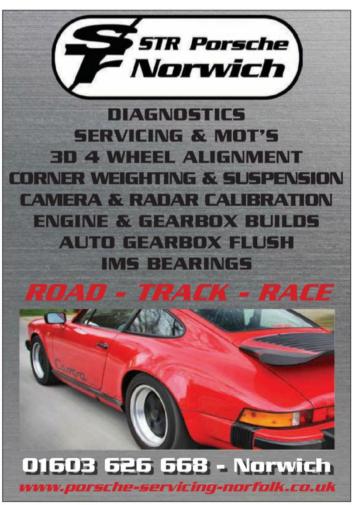












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