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November 2018 Issue 206 £4.99

Carrera 4 Evolution

964, 993,
996 and 997
Carrera 4 911s
compared...

+

924 GTS
Carrera GTS

CARRERA T
Litchfield tuned 991

IS DIESEL DEAD?
Cayenne S Diesel at £35k

RÖHRL

Walter Röhrl
revisits the
Ulster Rally
in a 911 SC/RS



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Ignition



Simon Jackson
Editor [@retro_jackson](#)

Just as we went to press Porsche confirmed series production of its latest 911 Speedster. Using the body of the second generation 991 Carrera 4 Cabriolet and the running gear of the 991 GT3, the car will go into production early next year. Just 1,948 will be built as a nod to the year Porsche first began crafting sports cars. Developed as a collaboration between Porsche Motorsport, Style Porsche and Porsche Exclusive Manufaktur, the 500hp naturally aspirated flat-six powered machine will be the first to be offered with Porsche's new Heritage Design Packages – an exclusive accessory line created by Porsche Exclusive allowing a higher degree of personalisation for Porsche customers. That sounds rather exciting and further evolves the personal aspect of modern Porsche ownership.

Talking of evolving, we chart the history of the 911 Carrera 4 in this issue, from the 964 through to the 997. We drive all four back-to-back in order to shape an opinion on which is best (p38). We also get behind the wheel of Paul

Stephens' latest Clubsport – the Le Mans Classic Clubsport 911 (p62) – the latest in a long time of bespoke Porsche 911 builds to emerge from the independent specialist and, potentially, one of the best. Also in this issue we attempt to keep up with Porsche racing legend Walter Röhrl in a 911 SC/RS on the Ulster Rally – scene of his dominant win with Audi in the Eighties (p48). And we bid farewell to the diesel Porsche with a look at one of the firm's best derv-sipping creations – the Cayenne S Diesel (p76). Porsche recently confirmed what we'd all already guessed: that in the wake of the global scandal it will be ditching diesel going forward (p8). It's probably not a popular opinion but I for one will be sad to see the back of the diesel Porsche, though I am also excited to see what the future will bring with any number of fascinating hybrid and electric cars on the not too distant horizon. If the new 911 Speedster is a clue to how the future of Porsche will look then things don't seem too shabby. I hope you enjoy the issue...

The new 991 Speedster fuses
Carrera Cabriolet with GT3...



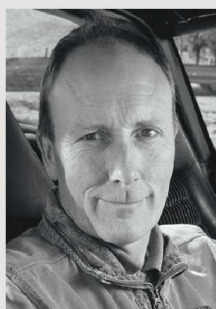
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One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

This month: Andrew delves into the Porsche archives to present the story of the 924 Carrera GTS – arguably the pinnacle of Porsche's transaxle car development...



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

This month: Philip provides us an insight into the fascinating world of the independent Porsche dealer in his regular column...



Malcolm Griffiths
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Photographer Malcolm has been shooting professionally for over 25 years. He began his career in motorsport and has shot everything from F1 to fashion...

This month: Malc helps us document the evolution of the Carrera 4 911 from the 964 through to the 997 – with two air-cooled and two water-cooled cars

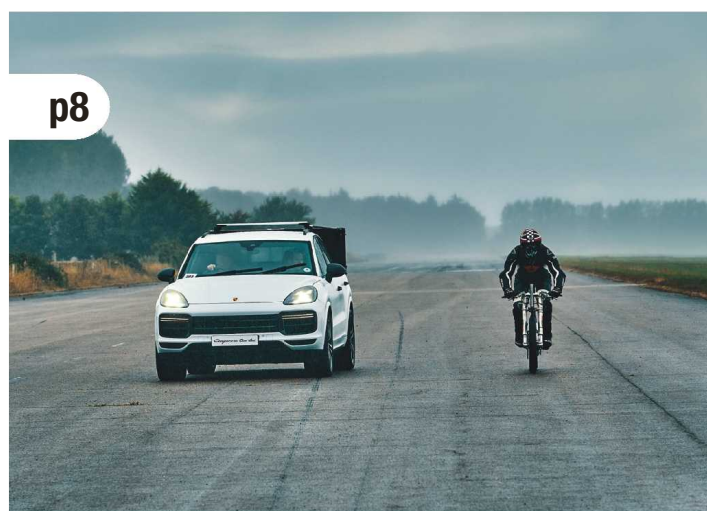


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First delivered to Denmark and subsequently raced around the world, 550A Spyder chassis 0121 has recently been the subject of a restoration by none other than Jürgen Barth himself...





1960 Porsche 356B Roadster Rod Emory Outlaw £275,000

This 356B Roadster has had upgrades completed by Rod Emory, including a thorough engine, body and transmission restoration to concours condition. Supplied with the car is a comprehensive history file detailing the restoration work and a 912 engine that can be fitted at the new owner's request. Please call 0113 389 0600 for more information.

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PORSCHE

PORSCHE OFFICIALLY DROPS DIESEL

Porsche has officially confirmed that it will no longer offer diesel vehicles in its range...

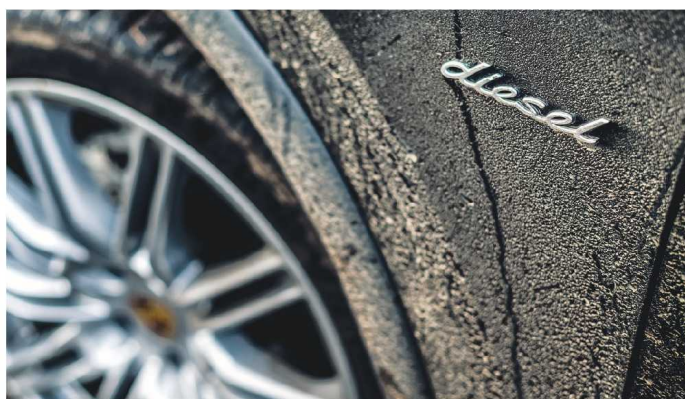
Following months of ambiguity Porsche has officially confirmed that it will no longer offer diesel vehicles in its range. The move, which was widely predicted within the automotive industry, comes in the wake of the diesel emissions scandal

which first surfaced in 2015. Porsche never developed its own diesel engines, instead it took motors from its Volkswagen Group parent which found itself at the very centre of the 'Dieselgate' scandal. Like Volkswagen and Audi, Porsche offered a software

update in 2017 for owners of its diesel vehicles fitted with 'defeat devices' – diesel Porsches were taken off sale earlier this year and the company has been vague about what that meant going forward.

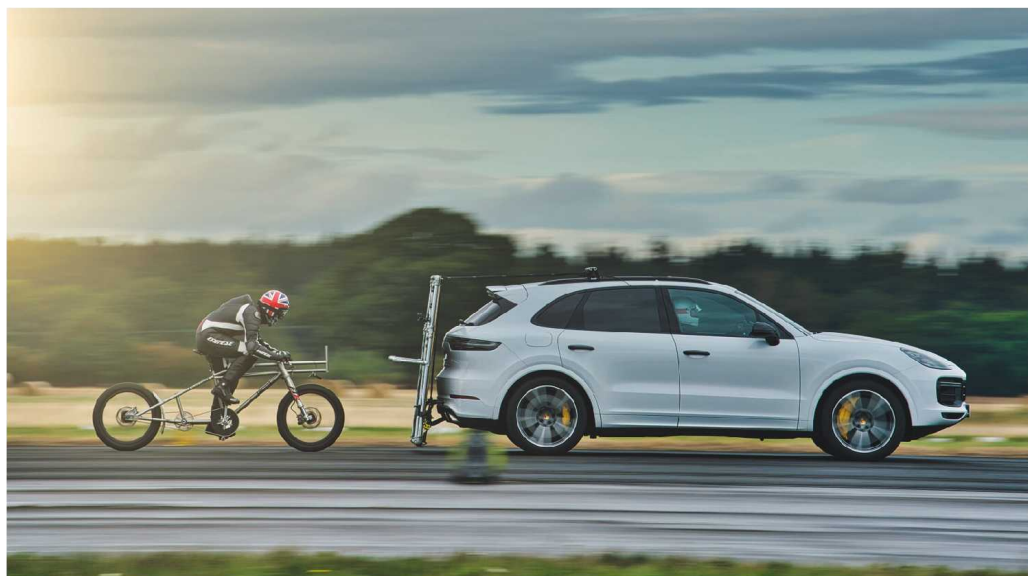
Porsche has been offering diesel

vehicles for a decade, however, it states that demand for diesel models is falling – in 2017 the worldwide share of Porsche vehicles so powered was just 12 percent. Instead of offering diesel engines the company will be 'intensifying its activities in



CYCLIST SLIPSTREAMS CAYENNE FOR 149MPH SPEED RECORD

A British cyclist has set a new speed record using pedal power and a Cayenne Turbo...



Forty years ago Jean-Claude Rude cycled behind a Porsche 935 Turbo during a speed record attempt, he created in the process an iconic set of black and white images. Now a British cyclist has mimicked the stunt riding a bicycle to a new European record of 149mph in the slipstream of a Cayenne Turbo.

The new speed record took place at the two-mile long Elvington Airfield runway in Yorkshire, cyclist Neil Campbell tucked into the slipstream of the Cayenne Turbo to beat his own record of 135mph which he set in June. Campbell used two specialist bicycles for the attempt created by Moss Bikes, the machines were built using carbon fibre and 3D printed parts – they



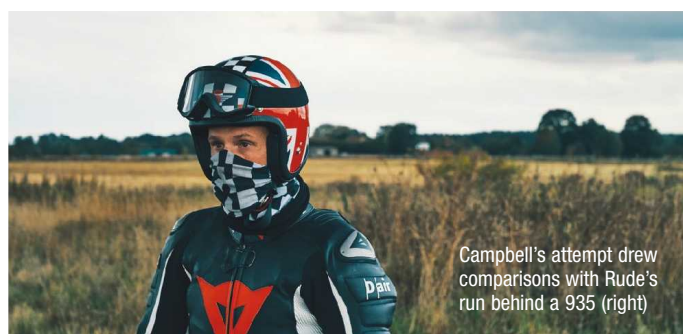
Below: Engine installation on the first diesel Porsche a decade ago...

the areas of hybrid technology and electromobility'. By 2022 Porsche will have invested more than six billion Euros in e-mobility – already 63 percent of Panameras sold in Europe are hybrid models.

"Porsche is not demonising diesel," said Oliver Blume, CEO of Porsche. "It is, and will remain, an important propulsion technology. We as a sports car manufacturer, however, for whom diesel has always played a secondary role, have come

to the conclusion that we would like our future to be diesel-free. Naturally, we will continue to look after our existing diesel customers with the professionalism they expect."

Porsche predicts that by 2025 every second Porsche vehicle sold could have either a hybrid or pure electric drive system. We fully expect a hybrid 911 to be offered as part of the car's model line-up during the life cycle of the next iteration of 911 (codenamed 992).



Campbell's attempt drew comparisons with Rude's run behind a 935 (right)



featured a long wheelbase and highly rated tyres to allow them to travel at speeds of up to 200mph.

The 550hp Cayenne Turbo used for the record attempt has a top speed of 177mph, it was fitted with a special rig mounted to its rear end which was used to disrupt the flow of air providing an aerodynamic cocoon for Campbell and his bike. British drag racing champion Andy Frost, best known for his 4,000hp 'Red Victor', drove the Cayenne. Frost kept in contact with Campbell throughout the various record runs, which took place as part of the

Straightliners Event using certified timing equipment.

On the final run of the day, the two machines accelerated, the bicycle was towed behind the car until they reached just over 110mph, at which point Campbell disengaged from the car and accelerated through pedal power to push himself up to 149mph. Having passed through the speed traps, Campbell had to brake as hard as he could before he reached the end of the runway. Campbell's focus now turns to bettering the outright World Record.

Campbell commented: "We've got

so little space that it was essential that we got up to speed as quickly as possible. The acceleration of the Cayenne was incredible – it was like being strapped to a rocket. I was pedalling throughout, harder and harder, before I released from the car at just over 100mph and got my head down and gave it all I could. All the time the Cayenne was right ahead of me, clearing the air – it was so stable. I look back on the pictures and think 'what was I thinking' but I was focused I didn't really take it all in. It's an incredible feeling – to get 149mph on such a short runway is

beyond anything I expected. We're within touching distance of the World Record. I can't thank my team and supporters enough for the help and confidence they've given me."

Rude's original attempt to reach 150mph on a bicycle in August 1978 (above) took place on a private test track in Germany, he rode behind a modified 800hp 935 Turbo driven by Henri Pescarolo – the attempt was aborted when Rude's bicycle picked up a puncture mid-run. Sadly Rude died in an accident the following year so the attempt was never repeated.



FIFTH CANFORD CLASSICS PULL-IN

The fifth Canford Classics Classic Porsche Pull-In was a roaring success...

Independent Porsche specialist, Canford Classics, held its fifth 'Classic Porsche Pull-In' last month. The event has proven a popular diary date for Porsche folk based near to the Dorset specialist, and for those from further field too. Though this summer's endless days of sunshine might already seem a distant memory for some, the British summer was glorious this year and as a result the Pull-In was blessed with fantastic weather drawing a diverse mix of classic Porsche vehicles to Blandford Forum.

On the day the team at Canford Classics welcomed 150 cars and approximately 280 Porsche fans to its Old Hay Barn premises, making the fifth Pull-In the biggest and best attended event yet. As usual visitors were treated to free food and drink and the opportunity to take a closer look at Canford Classics' operation. In total £452.00 was raised for the Louis Ross Foundation, a charity that was established to help young people in difficulty.

"So many people took the time to contact us afterwards," commented

Canford Classics front man Alan Drayson. "We are so pleased that everyone enjoyed the day."

Inside the Old Hay Barn the Canford Classics team were busy finalising big Porsche project builds, that is completed alongside the specialist's other more 'run of the mill' services, such as bodywork, engine, gearbox, and suspension work – Pull-In visitors also got a first glimpse at the team's new paint spraying booth.

"We are now ready to start all of our Autumn and Winter

services as well as a couple of new restorations," said Drayson.

The busy summer period saw the specialist showcase its Le Mans Tribute 911 at Goodwood Revival on a Steve McQueen stand. It was displayed alongside a 917 and a Ferrari 512 owned by Pink Floyd drummer, Nick Mason. Canford Classics is not only a renowned restoration specialist, it is also happy to undertake all works and services for classic Porsches. Find out more about those services via its website: www.canfordclassics.co.uk





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LUFTGEKÜHLT MUNICH

The fifth Luftgekühlt's event, the first held in Germany, enticed some amazing cars and people to Porsche's home nation... Photography: Stefan Bogner

Following its European debut at Bicester Heritage in the UK, Luftgekühlt travelled to Germany for the first time with an event in Munich – only the fifth Luftgekühlt event held to date. Fronted by Howie Idelson and Porsche works driver, Patrick Long, the informal gathering welcomed a number of special air-cooled Porsche sports cars, amongst them a privately owned 911 2.3 ST Repsol, Steve McQueen's 908 Spyder, an original (850hp) 935 K3, and the 993 GT2

which finished the 1997 24 Hours of Le Mans in eleventh position. McQueen's 908 was driven by the man himself in 1970 while shooting for the film Le Mans.

"We were actually quite nervous about coming to Germany. It's a bit of a challenge bringing our American idea of a classic car gathering to the homeland of Porsche," Idelson said. "But I think we've been successful. The number of visitors is already twice as high as it was at our last event in England."

Luftgekühlt is not just about the cars, it's as much about the colourful characters – those Porsche-lovers without cars, some flew in for Luftgekühlt Munich from other countries. Porsche VIPs could be found mingling among the crowd such as Tony Hatter, Manager of the Design Quality Style Department, and Roland Kussmaul, Long's Racing Manager for many years. Kussmaul turned up with one of three (only two are known to still exist) 914/6 GTs – he drove the 1970 Marathon

de la Route wining car to the event.

"When Patrick called me to reveal he wanted to bring Luftgekühlt to Germany and invited me, I immediately said yes," said Kussmaul.

The common denominator for everyone here is quite simple: Porsche. Idelson and Long have succeeded, with the support of Porsche, in bringing the spirit of Luftgekühlt from Los Angeles to Munich. Find out more: www.luftgekuhl.com



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TIO ELLINAS TAKES TITLE

The 2018 Porsche Carrera Cup GB championship all came down to a final nail-biting weekend of racing on the epic Brands Hatch Grand Prix circuit...

CARRERA CUP GB

SILVERSTONE, BRANDS HATCH



Following two action-packed races at Silverstone the 2018 Carrera Cup GB championship established a three-way fight for the championship that would go down to the wire at the final meeting at Brands Hatch. Silverstone's short and fast National circuit ensured close racing throughout the weekend. *GT Porsche* contributor Dino Zamparelli and former F1 test driver Tio Ellinas squared-up on the front row of the grid for the first race at Silverstone, but it was JTR's Tom Wrigley from fifth position who made the best launch – moving up to challenge Ellinas for second position through

the first corner. Ellinas, Wrigley, George Gamble, Porsche Junior Dan Harper and Lewis Plato ran down towards Maggots corner dicing for position – Ellinas ultimately retaining second spot behind title rival Zamparelli, with Wrigley slotting into third. From second place Ellinas soon led a train of cars back to Harper in sixth, the Cypriot fending off the constant advances of Wrigley. Harper looked for a way past Plato for fifth, moving alongside him on more than one occasion before finally making a move stick on lap 22. Plato and Harper swapped positions twice more before the battle was resolved

in favour of the Junior driver.

After 28 laps Zamparelli crossed the finish line with a 3.8s lead back to Ellinas with Wrigley in third. As part of the 2018 reverse grid procedure, overall winner Zamparelli selected the number four, which reversed the grid positions of the top four overall race finishers from race one to form the grid for race two. This put Gamble on pole from Wrigley, Ellinas, and Zamparelli. From the front row, Wrigley made a good start to take the lead of race two with a tough but fair move on Gamble through the first corner. Ellinas occupied third with

championship leader Zamparelli losing two places at the start to sit sixth behind Harper and Plato.

On lap 17 Ellinas was handed a five-second penalty for exceeding track limits to be applied post-race, this spurred the Cypriot on to make a move on Gamble for P2, however on corrected time with his penalty applied Ellinas actually ranked sixth. Crucially this put Ellinas behind championship rival Zamparelli in the corrected order. On lap 25 Harper and Gamble battled, swapping positions several times before the Junior finally made his move stick to assume P2 – Gamble soon





developed a puncture forcing him to park his car at the side of track promoting Plato to the final podium position. Wrigley took the chequered flag to take his third victory of 2018.

Championship title rivals Tio Ellinas and Dino Zamparelli went into Round 16, the last race of the season, tied on points establishing a 'winner takes all' race to the flag. It was former Formula One test driver Ellinas who came out on top – despite having won only one race to *GT Porsche* contributor Zamparelli's season tally of four – confirming that consistency and to some extent, being in the right place at the right time, was vital in 2018.

Zamparelli's title bid looked on course during the early stages of the weekend's two races. He arrived at Brands Hatch with a narrow eight point advantage over Ellinas and a larger points gap back to Tom Wrigley. Zamparelli quickly took the lead of Round Fifteen – the milestone 300th Carrera Cup GB race since the championship's inception in 2003 – with Ellinas partially recovering from a less than ideal qualifying session to sit in P4

as the cars entered Druids. On lap 4 race leader Zamparelli spun on fluid dropped by another car leaving him sat at the back of the pack struggling to restart his engine. Two subsequent safety car periods did little to assist Zamparelli's recovery, and so it was Lewis Plato who took a confident victory from Ellinas with the consistent Wrigley in third. Plato's victory raised the win count of Nick Tandy's JTR squad to ten – making it the fourth winningest team in the Carrera Cup GB championship's history in this, only its second year of racing in the series.

The result from race one left Zamparelli and Ellinas tied on championship points going into the final race – a reverse grid affair where on this occasion the top six overall race finishers from Round Fifteen were reversed to form the starting grid for Round Sixteen making the starting order; Caine, Jackson, Gamble, Wrigley, Ellinas and Plato. Zamparelli was faced with chasing down Ellinas from 13th on the grid in order to take championship glory.

Off the start line from the front

row Tom Jackson and guest driver Michael Caine ran side by side into the first corner, the pair making contact yet Jackson managing to stay ahead, Wrigley and championship hopeful Ellinas slotted into P2 and P3. Zamparelli was quickly up to seventh place when a safety car period neutralised the race. Once racing restarted Wrigley passed Jackson for the overall lead of the race, Plato and Ellinas, then later Porsche GB Junior Dan Harper and Zamparelli following Plato through. Zamparelli could now see title rival Ellinas just ahead on the track but he had racy Junior Harper in-between himself and the Cypriot.

Knowing that he needed to catch and pass Ellinas in order to secure the championship, Zamparelli pushed to close on Harper but could do nothing about getting by, he was therefore forced to watch his title hopes fade away as the laps ticked by. Having pulled away at the front, Wrigley took the chequered flag to secure the fourth victory of his impressive 2018 season. Plato finished second with Ellinas third – Zamparelli crossed the line in fifth

– the result was enough to secure Tio Ellinas the 2018 Porsche Carrera Cup GB overall championship by just two points. Ellinas, who made the move into sports car racing following time spent racing in GP3 and GP2 single seaters in support of the Formula One package was delighted.

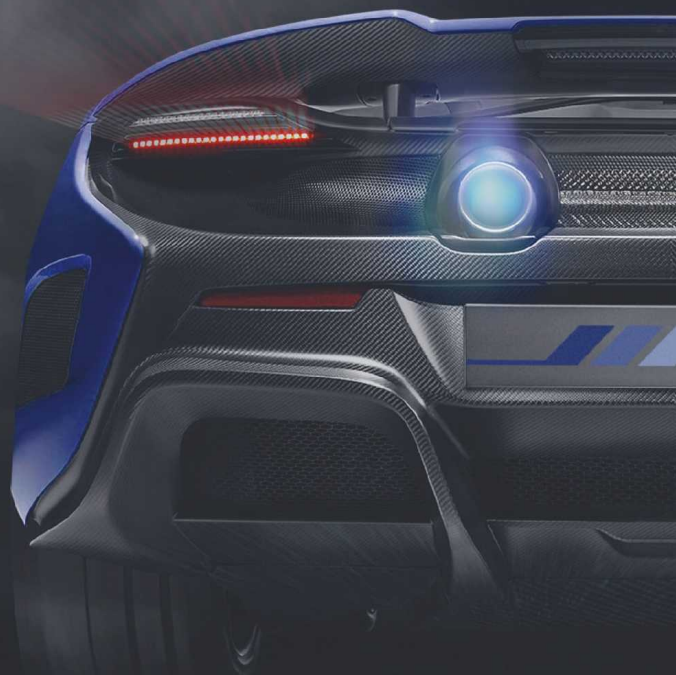
It is the second time in as many seasons (at the same circuit) that Zamparelli has been beaten to the championship during the final race of the season. It has to be said that his dominant performances in 2018 very much established him as a title favourite, however Ellinas strung together a consistent season finishing on the podium 13 times from 16 races. Though Zamparelli's Redline Racing team are regarded as more established than the Slidesports Engineering squad running Ellinas, the nature of the Porsche one-make series, with its grid of identical 485hp second-generation 991 GT3 Cup cars, ensures that the drivers are the largest influencing factor in determining the ultimate pecking order. Zamparelli though will feel this should have been his year...





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

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C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
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SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
SLK 55 AMG » 420BHP
200 CDI (ALL MODELS) » 173BHP
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997 GT2 RS » 670+ BHP
997 TURBO/S 3.8 INC PDK » 611 BHP
997 GT3 RS » 480 BHP
991.2 GT2 RS » CALL
991 TURBO/S (ALL MODELS) » 750+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
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997 CARRERA PDK » 368 BHP
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BOXSTER/CAYMAN 718 GTS » 420+BHP
BOXSTER/CAYMAN 718 S » 420+BHP
BOXSTER/CAYMAN 718 » 380+BHP
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BOXSTER/CAYMAN 981 GTS » 375+BHP
BOXSTER/CAYMAN 981 S » 345+BHP
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CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP

MACAN TURBO (ALL MODELS) » 480+BHP
MACAN S DIESEL » 318+BHP
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MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570S » 680+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
GT SPEED / SUPERSPORT » 690+BHP
BENTAYGA W12 » 700+BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 DIESEL » 400 BHP
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PORSCHE GETS PODIUM AT LAGUNA SECA

The penultimate race of the 2018 IMSA SportsCar Championship season took place at Laguna Seca...

Porsche's GT Team visited the twisting Laguna Seca circuit in California for the penultimate race of the IMSA SportsCar Championship season. The two 911 RSRs qualified sixth and seventh for the race, the No911 entry of Nick Tandy and Patrick Pilet starting ahead of the sister No912 car of Earl Bamber and Laurens Vanthoor. Round ten took place over two hours and 40 minutes, but the race was characterised by various caution periods during that time.

The very start of the race saw a safety car period, Bamber in the No912 car was called into the

pits for an early and strategic stop which ultimately served to place him into the overall lead shortly before the race's halfway point. Tandy in the sister car was not so lucky, he was mixed-up in the chaos of the start, unable to avoid a damaged prototype – a head-on collision put the 911 RSR out of the race. Vanthoor later took over the No912 car for a challenging stint of one hour and 17 minutes on one tank of fuel and a single set of tyres. The Belgian driver put in a focused and measured drive to bring the car home in second place overall just 2.4-seconds off the race winner.

After the race Nick Tandy commented: "It's bitter to retire before the race even got underway. A prototype had spun in front of me and that triggered a chain reaction. I had no chance to avoid it. I hope our luck returns at the season finale at Road Atlanta."

Laurens Vanthoor said: "Based on the fact that we expected a difficult race, this result is really good. Of course, it's a shame that it wasn't quite enough for first place. It was incredibly tough. We came into the pits early and therefore had to be extremely conservative with our fuel the whole time. Under such

circumstances, it's difficult to keep the tyres at the optimal temperature. Such things don't make the job easier. I did everything I could and finished in second place. We couldn't do any better than that today."

The 2018 IMSA SportsCar Championship season concludes at Road Atlanta for the race known as "Petit Le Mans". Porsche sits third in the GTLM category manufacturer standings with 274 points, Chevrolet is currently in second on 283 points, Ford leads both with 295 points. In the driver's standings Bamber and Vanthoor sit fifth, Tandy and Pilet are in seventh position.





PORSCHE REVEALS NEW '935 MOBY DICK' RACER

Porsche has revealed a new 700hp 'clubsport' race car to celebrate the 70th anniversary of Porsche sports cars...

As part of the Rennsport Reunion event at Laguna Seca Raceway in California, Porsche revealed a modern take on its iconic 935 'Moby Dick' race car of the 1970s. The modern 700hp racer features a long body reminiscent of the 935/78 and will be produced in limited numbers – just 77 will be built.

Based on the 991 GT2 RS, the new 1,380-kilogram vehicle features carbon fibre composite panels, its streamlined extended rear end makes it measure a total length of

4.8 metres – the new clubsport machine measures 2.03 metres in width. The new competition car's look pays tribute to the 935/78 Le Mans race car, which fans dubbed 'Moby Dick' due to its elongated shape with enlarged fairings. The new 935 is powered by a 3.8-litre six-cylinder twin-turbo engine – it is same unit found in the 911 GT2 RS – it is mated to a seven-speed PDK automatic gearbox.

"This spectacular car is a birthday present from Porsche Motorsport

to fans all over the world," said Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars. "Because the car isn't homologated, engineers and designers didn't have to follow the usual rules and thus had freedom in the development."

Various details on the car's exterior make a nod to Porsche competition cars of old – its turboban wheels echo those of the 935/78, the exposed titanium tailpipes are modeled on the 908 of 1968, the LED lights on the rear wing endplates

are adopted from the 919 Hybrid. The wing mirrors are lifted from the current Le Mans-winning 911 RSR. Inside the gearknob has a laminated wood design, reminiscent of the 917, 909 Bergspyder and Carrera GT. The carbon steering wheel and colour display behind have been cloned from the 911 GT3 R.

The new 935 can be ordered now priced from £625,000 (plus country-specific VAT). Customers can choose from White or Agate Gray with optional Martini livery.





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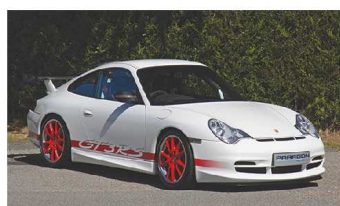
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911 RS (964)

Rubystone Red • Triple Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 79,701 km (49,813 miles) • 1992 (J)

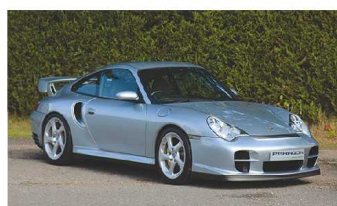
£189,995



911 GT3RS (996)

Carrara White • Black Nomex Bucket Seats • Manual Gearbox • Full Roll Cage 18" GT3RS Wheels • 20,752 miles • 2004 (53)

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911 GT2 (996)

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911 GT3 (997)

Basalt Black • Black Half Leather Adaptive Sport Seats • Manual Gearbox Satellite Navigation • Sport Chrono Pack Plus • 26,917 miles • 2008 (08)

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Boxster Spyder (981)

Rhodium Silver • Black Half Leather 918 Seats • Manual Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 2,058 miles • 2016 (16)

£84,995



911 GT3 (996)

Atlas Grey • Black Leather Sport Seats Manual Gearbox • 18" GT3 Wheels Air Conditioning • 37,370 miles • 2003 (53)

£74,995



911 Carrera 4 GTS (997)

Guards Red • Black Half Leather Sport Seats • PDK Gearbox • Touchscreen Satellite Navigation • Switchable Sports Exhaust • 28,593 miles • 2011 (61)

£74,995



911 Turbo (997) GEN 1.5

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

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911 Carrera Targa

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

£62,995



911 Carrera Targa (993)

Polar Silver • Classic Grey Leather Seats Manual Gearbox • 17" Targa Wheels Electric Glass Roof • 74,235 miles 1996 (N)

£62,995



911 SC Sport

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

£59,995



Boxster S (987)

Basalt Black • Black Leather Seats Manual Gearbox • 19" Sport Design Wheels • Switchable Sports Exhaust 63,553 miles • 2008 (58)

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356 assembly, Plant 2,
1952



To a GT3

Can't get your hands on the latest GT3? Serial supercar tuner Iain Litchfield couldn't, his solution was to create his dream 911 based on a Carrera T.

Photography: Chris Wallbank





Litchfield founder Iain Litchfield was fast approaching his 40th birthday, he wanted to add a new GT3 to his fleet but he found that despite his enviable connections, getting onto the list was proving harder than it needed to be. "We're normally able to source most things," laughs Iain, "But for some reason, that one seemed to be elusive – despite a letter of agreement from a dealer on an earlier 991. It made me think

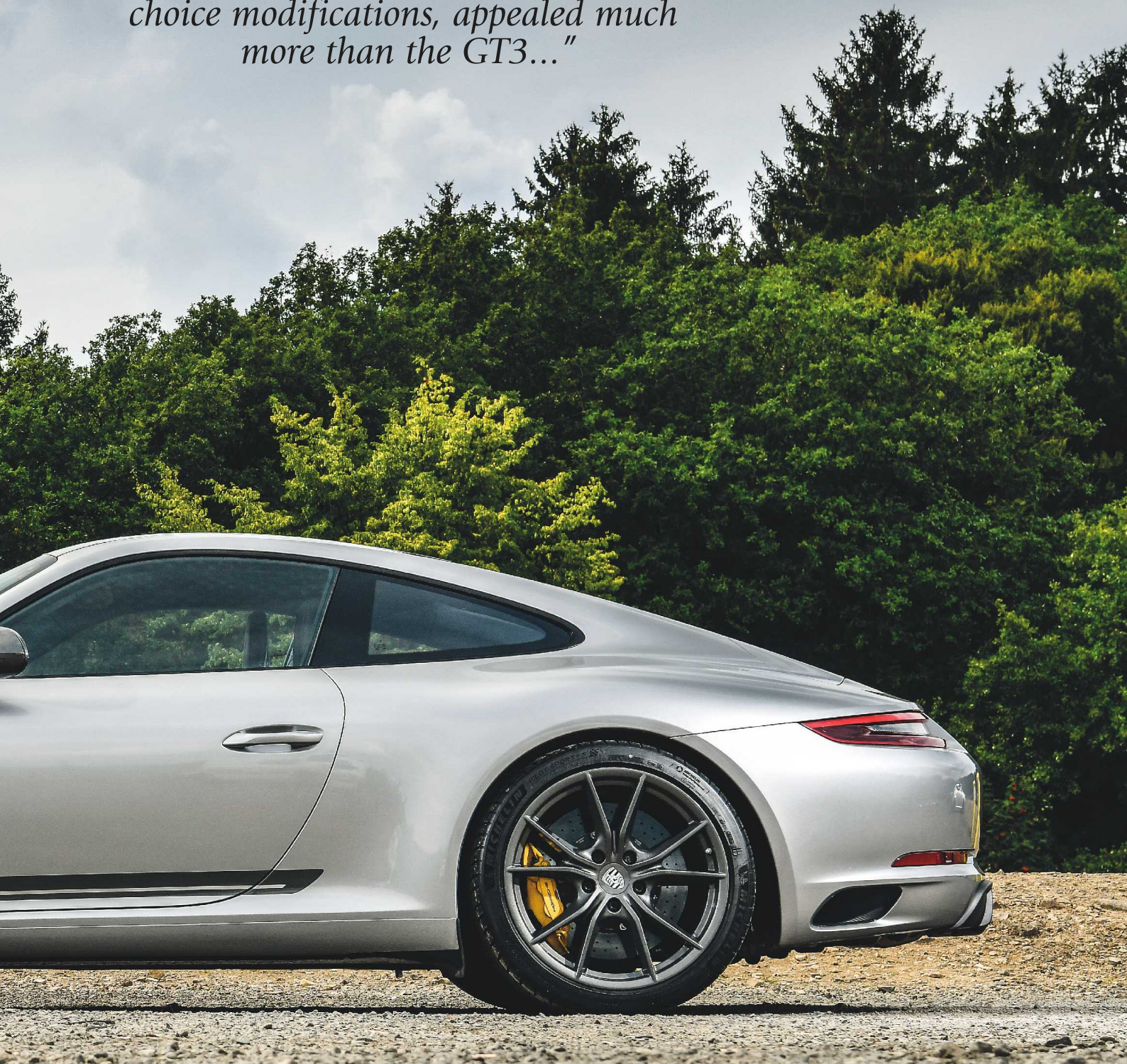
about taking a different tack and perfecting something a little further down the family tree – when Porsche announced the launch of the Carrera T, it was all the inspiration I needed."

Quite appropriately for a man that's made a succession Subaru, then Nissan GT-Rs, and now supercars perform better than their respective factories could have ever envisaged, it seems perfectly natural to think that the easiest route for Iain to create his perfect 911

was to re-engineer one himself. When you consider that Iain is a man that can currently count the technical heads of Nissan's NISMO motorsport division as his co-conspirators, that's no real leap of the imagination.

On further investigation, the Porsche plan didn't even feel like a poor relation of the original idea. "I quickly convinced myself this would be the ideal option for me as it was a car I could spec with some of the nice options

"The idea of a more subtle car, with some choice modifications, appealed much more than the GT3..."



from the GT cars, like the full lightweight buckets, rear seat delete, GT Alcantara steering wheel and a few other choice options," Iain enthuses. "In fact, the more I thought about it, the idea of a much more subtle car, with some choice modifications appealed to me much more than the slightly shoutier GT3. And besides, with my commercial head on, the idea of showcasing enhancements for the 911 Carrera range seemed like a much better

business proposition."

If you're not familiar with this base Carrera specification, the 'T' adds a plethora of welcome upgrades and options to its already stellar build sheet – making it a very different car to drive, even before it's been breathed on. The 'T' feels tighter and more urgent as it goes about its business, rewarding the driver with sports PSM suspension that lowers it some 20mm over the standard Carrera. The smaller

GT steering wheel adds to the general precision feel, while a short shift on the manual gearbox snicks rapidly through the gears. It's not just a short shifter either, the ratios have gone the same way. Add in Sports seats – or the lack thereof, lightweight glass, a mechanical rear differential, optional four-wheel steering and Sports exhaust, and you can see why this car is regarded as a special machine in its own right. Perfect for those that want to arrive



*"The car now comes alive with
any small throttle input"*



somewhere quickly, without letting too many people know that they're there. If you take a look inside, you'll also notice that Iain ticked the full carbon seat option, too. In the quest for minimal weight, clearly nothing was too much trouble.

With the car back at Litchfield's clinical Gloucestershire HQ, and having racked up enough miles in standard trim both on the road and dyno to set a reliable benchmark, Iain's team turned their collective experience to how to make the car even better. "Once I had driven the car, I was convinced that it just needed an OEM+ style upgrade," Iain explains. "The car is so pretty anyway, I didn't want anything drastically different, just lots of tiny detail changes to give it a fresh dynamic edge."

Early test runs revealed the car to not only hit its stated 370hp figure almost to perfection (372hp as it goes) on Litchfield's ultra-accurate Maha twin-retarder dyno, but also, it revealed itself to feel like a car with much more on the road, thanks to myriad weight saving options onboard. Or simply not there at all, of course.

"With the shorter gear ratios, the car felt really urgent," Iain grins. "That may not be much a headline figure in this day and age, but as a package, it all worked incredibly well. I'm sure it's no coincidence that Porsche chose to use the engine with the smallest, and therefore most responsive, turbos for this spec. It's the perfect, punchy all-rounder."

The first real test for the car came at Silverstone with BTCC driver Jake Hill, it revealed a world of potential and the need to enhance the soft front spring set up. Under hard braking the 911's nose would pitch, lightening the rear and causing the ABS to kick in too early. Litchfield's considered fix for this was to commission their regular technical partner, suspension giant KW Automotive, to create a spring kit to their design that works with both the PSM suspension and lower ride height. With these installed Litchfield were able to lower the rear by around 10mm (similar to the GT3's ride height) and to bring the front back in line with a 20mm drop. This slight rake adjustment not only looks superb, but also gives the car better turn-in. With higher spring rates all round than the OEM set-up, particularly at the front, the 911's dive was drastically eliminated. "The hardest part of this equation was to balance a rate that left ride quality unaffected," Iain says knowingly. "The result is a car that still has that factory feel – as is comfortable on a long motorway cruise, but that is so much sharper when switching the dampers to Sport mode."

While this may have been enough for many, the work continued with modifications to the front arms, to give a set-up precisely akin to the GT3, with an improved, more direct feel and a much more immediate, self-centring weightiness. The final part of the chassis work came in the aesthetically pleasing form of custom wheels spacers, again from KW. These improved the track width, assisting turn-in

further, and giving the car a more direct feel.

Iain was clearly happy with progress so far; "We retained the original Pirelli P Zero tyres throughout the chassis development and the transformation was remarkable. With the steering perfected, we were lucky to have the 991 GT3 Touring belonging to a certain Chris Harris to compare it with back-to-back – there is no wanting for feel or precision now. There's no dead-zone just off-centre, just instant feedback and a lovely pure connection to the road. The chassis has a neutral handling balance with little to no understeer and oversteer when provoked. It's a totally different car now."

With a chassis that Stuttgart would be happy to put their top-tier badging on, it was time to find a little more power. Having uprated so many 911s in the past, this was a well-trodden path for the Litchfield team. Ultimately uncorking the exhaust with a combination of parts fabricated in-house, a beautiful Akrapovic rear silencer, and adding their own bespoke ECU calibration would see another perfectly delivered 100hp. "The only conundrum here was where to sit the torque figure, versus the temperatures the intercoolers can actually work with on these relatively small turbos," muses Iain.

Weeks of further testing saw the team settling on a base remap that produced a comfortable 450hp with 400lb ft of torque (up from 332lb ft). It was now clear that the turbos were working harder against the exhaust back pressure and generating unnecessary heat. But, as this power level and boost profile drove perfectly the decision was made to effect further hardware changes to improve the car's engine breathing.

In-house, hand-crafted sports catalytic converters were carefully fabricated, allowing yet another slight ECU tweak. After more careful testing, a totally non-stressed 465hp and 440lb ft resulted. "Looking at the data on the dyno and the road it was clear that the engine was running well within itself," assures Iain. "When you look under the car at the factory exhaust, it was extremely restrictive, especially the manifold design. Akrapovic were claiming a 20+hp improvement from just changing the exhaust. It's almost like Porsche wanted to throttle the flow into and out of the turbos for some reason."

The final piece of the jigsaw was the installation of Litchfield's own tubular headers that offered an equal length design to smoothly merge just before the turbo entry. These not only added yet more of everything that was needed, but more importantly, allowed the turbos to spool much faster, improving the almost immediate throttle response into something utterly instant. "The car now comes alive with any small throttle input and you especially notice it around 2,000rpm, where any car often lives," a clearly enthusiastic Iain imparts. "The free flowing nature of this exhaust allows the engine to produce over 30lb ft of more torque



at 2,000rpm and another 55lb ft at 2,500rpm. The engine's response is smoother and more urgent at the bottom end of the rev range and it pulls much harder and crisper at the top end. Overall the new exhaust system increases power to 480hp and 450lb ft." Think about that for a second. In a factory lightened car that started with just 370 horses.

A perfect tuning package required the perfect road trip test. As usual, a pan European dash would be the essential final stamp of approval before the whole solution could be signed-off for sale. Here, the hard-worked Pirellis were upgraded to N-rated Michelin PS4s. While they may add a little road noise into this civilised package, the resulting increase in grip was considered to be more than a fair trade-off.

What followed was a trip that took in Paris, the Swiss Alps – and all manner of Europe's best (and worst) roads in a bid to prove to Iain that the car had retained an everyday usability

to match its prodigious power and handling. The seventh gear in the manual 'box proved its worth across many miles, even showing the 911 to be something of a parsimonious fuel sipper at a cruise. Not what you expect from a car like this. While perhaps not the last word in rifle-bolt shifting, Iain was quick to praise its addition to the car's easy-to-live-with demeanour. As happy on a ribbon smooth straight as it was on a torturous set up undulating bends, it was clear that the car was ready for its final test – and that's where our shots were taken. It may be a cliché, but there's a reason that the great and the good of tuning test at the Nürburgring. Its unique set of twists and turns, offering an exclusive set of proving surfaces, corners and braking zones

As you might imagine by reading this, the car passed its many tests with flying colours. "Once we were happy, we put Porsche Championship winning driver and local ace,

Moritz Kranz, into the car for his feedback," says Iain. "Without prompting he proclaimed to love the steering, and was kind enough to liken it to a gentleman's GT3, without the edginess or stiffness of the normal GT3. His parting words were that the car remains neutral through the bends without excess lift-off oversteer, offering great power. He felt it would make a phenomenal road car. On the drive home, I had to agree with him."

Since then, many other luminaries have driven the Litchfield Carrera T, proclaiming it to be something of a marvel, enhancing everything that makes the original such a wonderful machine, while adding several additional layers of dynamic ability. "It's funny really," Iain concludes, "I set out to buy a standard GT3, but our 'junior GT3' is about as good as we could have hoped for. Sometimes not getting what you want allows you to build something you prefer even more." ●

*There's a reason that the great
and the good of tuning test
at the Nürburgring*





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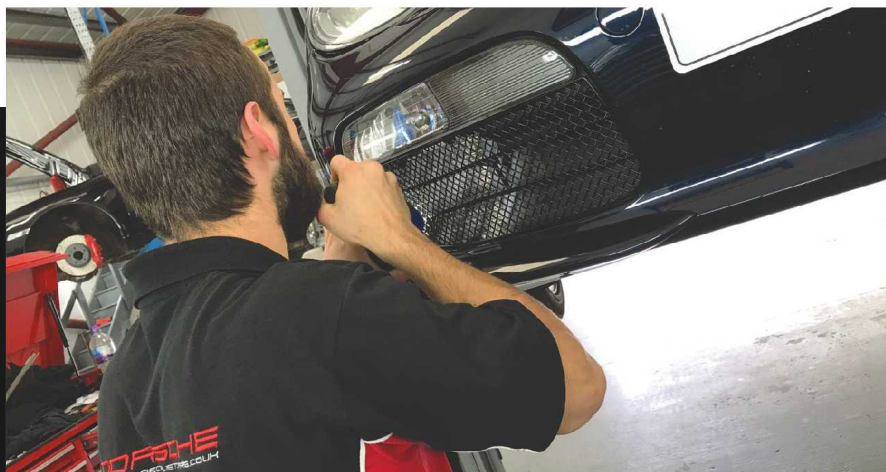
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The man behind Ferdinand Magazine, John has been writing about Porsches for more than a decade

John ponders the philosophy surrounding Porsche's new 935 and its possible links to the Romans...

I was lying in a ditch in Wales the other day, thinking about life, as one does at such times. The sun was out, the sky was blue and the words of a chap I had met two days before were fresh in my mind: "this may be the last sunny day we'll see this year".

The prophet of doom was encountered down south. I'd just bought BMW motorbike number six from a man of the cloth at a little parish church in West Sussex and we got talking about the brickwork to his church and adjacent manse. As a reclaim addict and low-level anorak on all bricks Victorian, I filled him in on some details and he in turn pointed me towards the nearby Balcombe Viaduct, also known as the Ouse Valley Viaduct – "A man like you needs to see it."

Tea finished and bike paid for, I set the sat nav and headed off. Driving through some local hamlets, I stopped at a little coffee van outside a fitness studio. The van was owned by Hannah, who had driven up from the south coast to cater for a day-long yoga retreat. A short while later, coffee and flapjack in hand, I was standing under the viaduct. The minister was right: this marvellous structure of thirty-seven arches made entirely of brick was well worth a visit.

Balcombe Viaduct was engineered by John Urpeth Rastrick. Born on Jan 26th, 1780 (I'm also Jan 26th so love him already), Rastrick was a substantial figure in early railway history, working with the great Richard Trevithick in Bridgnorth and building the 'Catch Me Who Can' steam loco that was demonstrated in Euston, London in

1808. Rastrick progressed into civil engineering and the viaduct was part of his London to Brighton line, built with Sir John Rennie.

Finished in 1842, local records estimate that over a thousand people worked on the viaduct during its construction, overseen by architect, David Mocatta. Born in 1806, Mocatta did the Grand Tour and Balcombe Viaduct carries inspiration from his travels. As a Sephardi Jew (Spanish/Iberian), he was the first British architect to design and build a synagogue, and one of the first fellows of RIBA.

Walking in the shadow of this impressive achievement and in the

It seems there are no Aurelius fans in the mix out in Stuttgart...

footsteps of a thousand workers led by Rastrick and Mocatta, was a privilege. I felt equally fortunate to have found Hannah's coffee and homemade flapjacks, and to have met the Reverend and bought his bike at a sensible price: all simple pleasures but nonetheless delightful.

A man and woman approached with a young boy in tow. "What a beautiful day," I greeted. "Yes, perhaps the last one we'll see this year," he replied. It made me a little bit sad, not because he may have been right, but because he took the cost of this lovely sunny day to

be any potential sunshine in the months left to come.

"Dwell on the beauty of life. Watch the stars and see yourself running with them." So said Marcus Aurelius, Emperor of Rome from 161 to 180 AD and author of "Meditations" – now regarded as one of the great philosophical texts. As the last of the so-called Five Good Emperors and one of Rome's greatest rulers, it is impossible not to wonder at how incredible it must have been to be at the centre of Rome with Aurelius at the helm, sharing his positive outlook on life. His death in March 180 marked the end of the Pax Romana – Rome's longest period of peace and prosperity – and heralded the demise of the Western Empire, which led to the eventual fall of the empire complete.

The recent announcement of Porsche's track-only, non-homologated 'new' 935 brought another Aurelius gem to mind. "To refrain from imitation is the best

revenge" – that's how the emperor put it almost 2,000 years ago, but it seems there are no Aurelius fans in the mix out in Stuttgart.

Keen to get in on the track-only fever inspired by the Aston Martin Valkyrie AMR Pro and give affluent Porsche fans something to do with the €700k plus VAT burning a hole in their pocket, the mothership has developed a hypercar that is certainly worthy of interest, but clumsily stapling it to 935 history is a major faux pas in my eyes. Some legacies should remain undisturbed, even when sales are at stake.

Lying in my ditch in Wales two days later, I thought more about the new 935 and decided that Aurelius deserved the final word. "How much time he saves who does not look to see what his neighbour does or says or thinks." Out of the woods came a 911 SC rally car (pictured), showering my camera with gravel as it shot past sideways with its throttle wide open. All pricey wannabes were instantly forgotten ○



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

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

Dino endures the harshest side of motorsport as he loses the Carrera Cup GB championship by just two points in the final race of the season...

It is end of the season and I'm not the champion. Sometimes it is best just to say it straight – you know, pull the band aid straight off. It still hurts as I write but let's talk a little bit about what happened. I went into the final meeting at Brands Hatch leading the championship by eight points, that would equate to about 16 on last year's scoring structure – a considerable gap. Nevertheless, the job still had to be done: I needed to outscore my rivals.

I managed to qualify the car on the front row for the first of the weekend's two races, my main title rival, Tio Ellinas, started sixth. One could forgive me for thinking it was all but a formality after that – so long as I stayed ahead in Round Fifteen I would win the title with one race to spare. Again, when I launched the car off the line and took the lead into turn one you might forgive me for thinking it was all in hand. As crazy as it sounds I didn't particularly want the lead, I was quite happy to trundle around

in third or fourth and to cruise across the line. However, the lead was probably the safest place to be in the opening laps so I didn't get caught up in any incidents.

Everything was under control: I had the lead, I had my tyres up to temperature and a small gap to second place then 'wham' – there it was. I saw a slippery surface flag going into Hawthornes, a quick right hander. This flag can mean any number of things; a bollard on the circuit, oil or gravel down, rain – anything. Literally it means 'beware: there's a change in surface'. I slowed but it all happened too suddenly. I turned the steering wheel and within a split second I was spinning on someone's coolant. Like driving on black ice I had no control, I spun 360-degrees losing the engine in the process – I tried everything to restart the car but it didn't want to play ball. I'd already fallen to the back of the pack and at that point I knew it was all over. After three attempts I managed to get the engine going, and I to climbed up to

13th place before the flag – gutting.

Going into the final race I was now level on points with Ellinas so I would need to finish ahead of him to take the title – I now started in 13th place, he would start fifth, last year's qualifying format would've seen me start Race Two on the front row. The odds were stacked against me so I needed some luck.

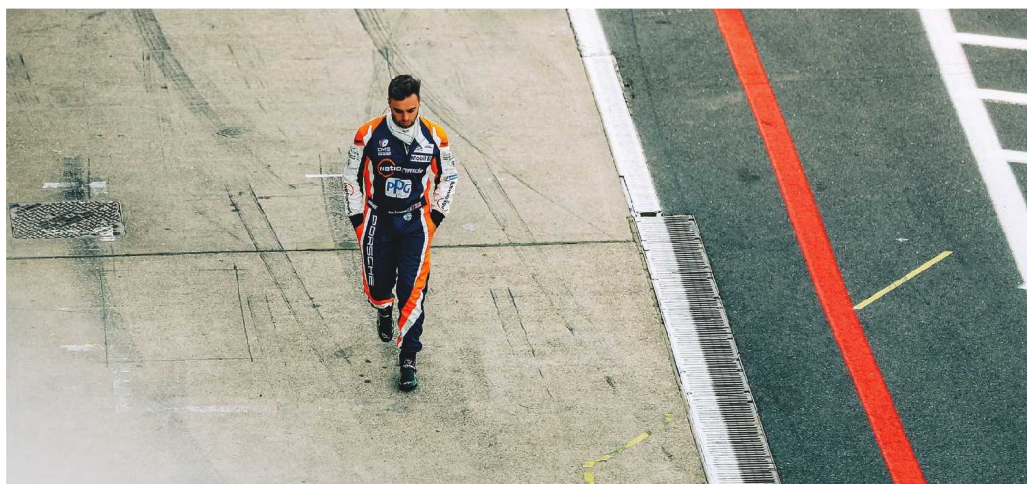
In the final race I climbed from 13th to fifth but Ellinas finished third – he missed the coolant, the crashes and the spins to stay alive. I crossed the finish line absolutely deflated. My season's work had been undone in a moment by some coolant. I wasn't even pushing, I was just aiming to finish the race. I've worked out that two incidents this year cost me over 20 points. One was at Oulton Park when a loose bollard speared my radiator and forced me to retire losing 10 points. Then, the final race where the coolant cost me 12 points – neither incident was my fault.

Ellinas drove solidly all year and I must congratulate him on being

champion, as I always remind myself: be gracious in defeat, humble in victory. Ellinas drove well and was consistent, but I still can't help thinking how awfully unlucky we were. We outscored him in six out of eight meetings, took more fastest laps, four victories to his one... They say you make your own luck but I just can't see it in this case. I know a championship isn't won on speed alone, but it shouldn't be based on luck either.

I had numerous calls and messages the day after the race which was great, the team, my

I crossed the line absolutely deflated. My season's work had been undone in a moment...



support crew and sponsors – everyone felt the pain. It hurt a great deal but we've had to pick ourselves up and dust ourselves down. It's how you come back from these tough moments that show true character and grit.

I'm proud of my season; wins, podiums, and great memories. I'll look back fondly and remember that bad luck thwarted us. A huge 'thank you' to my team Redline Racing, my title sponsor, Nationwide, and to all my other sponsors and fans. We'll be back, though in what capacity remains to be seen – now it is time to eat some doughnuts...○



This month our resident Porsche dealer has fun with left-hand drive 911s...

If anything good was to come from the fiasco that is Brexit, I hoped it would be that the weak pound would stimulate sales of left-hand drive Porsches from the UK to mainland Europe. Sadly, though, that doesn't seem to have been the case as yet.

We often have one or two left-hookers in stock and I always like them, as it's nice to meet and deal with customers from other countries. One car, though, had been hanging around for months with no interest in it, whatsoever. It was a lovely low-mileage 993 Carrera, which originated in Kuwait but has spent much of its life first in France and then England. It's the sort of Porsche that I expected to sell really quickly but, for some reason, it didn't. In the last few weeks, though, we've been inundated with enquiries about it and could have sold it ten times over – if not more.

In fact, we sort of sold it twice. First to a chap from England, surprisingly, who came to see the Porsche and immediately fell in love with it. He took some photos to show his wife as he said he'd

need to chat it over with her first. I gave him my business card and he turned to leave, and then returned with a card in his hand. I assumed he was giving me his details but, in fact, it was a debit card. "Let's just do it," he exclaimed. "What about your wife?" I asked. "Sod her," he replied (or words to that effect), and put down a deposit there and then.

A few days passed, and we continued to get enquiries on the 993. Then, on the day the buyer was going to collect it, he emailed to very apologetically say he was unable to go ahead with the purchase. It wasn't the car, he explained, but him – he'd just got cold feet about buying a classic Porsche. Reading between the lines, I wonder if his wife hadn't been happy about not being consulted...

As it happened it wasn't a problem, as we had a queue of

other people keen on such a lovely low mileage 911 and we soon took another deposit, this time from an Englishman living in Germany. We continued to get a steady stream of enquiries after that. All very odd and rather unexplainable.

Another left-hand drive car we had was an interesting 911T which had been rebuilt and modified to create a fun little Porsche. Unlike the 993, this generated interest from the word go, and we soon took a deposit over the phone from a gentleman in Holland. He then came over to see the 911 but decided that it wasn't for him – he wanted a more original car, which is a shame as we had described it accurately, as we always do. The Dutchman was most apologetic about it and we agreed to remain in touch in case we found something else he might like.

While this was going on, I received a WhatsApp message about the 911T, an unusual way for a customer to make contact. I had to say that the car was reserved but, when the deal fell through, I got back in touch and it transpired that the person was in Taiwan, a new market for us.

After a few messages had gone backwards and forwards in broken English (on his side, not mine!), a deal was reached and funds were sent over. Then the fun really started. The buyer wanted the engine, gearbox, lights and wheels removed from the car and said he'd send a container to us to put everything into. We could see several problems with this, not least that we have nowhere to store a container, not even for a day, and we couldn't see any way of loading the car into it without wheels. The buyer suggested using a forklift, but we would need one with very long forks to insert the car longways into the container.

No, that wouldn't work, so I asked to be put into touch with the UK-based shipping company. They were very helpful and said that, if we could get the car to them, with the wheels still on, they could put it into the container.

Thankfully, the engine had recently been out of the car, so it was a simple job to drop that and the gearbox, and to secure them to a pallet. We also had to drain the fuel and remove the batteries for safety while in transit. It was then all loaded onto a lorry for the trip to the shipping company where it was taken off our hands. I assume it's now on a ship somewhere en route to Taiwan.

It was all a bit of a faff but we always like to keep customers happy and we certainly did that! ☺

The buyer wanted the engine, gearbox, lights and wheels removed from the car...





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Fantastic FOUR

Owned by two friends, this quartet of Carrera 4 911s chart the evolution of the breed – we drive all four back-to-back to feel Porsche history in motion...

Story: Rob Richardson, Simon Jackson

Photography: Malcolm Griffiths



Like it or not a great number of Porsche 911 collectors have an ulterior motive these days – to make pots and pots of money from their vehicles. What's even sadder is that as a result many never drive their cars. Refreshingly the collection you see here, jointly owned by Mark Luce and his friend Mark Sherrington, were not bought for financial gain but rather to chart the evolution of a particular variant of 911 – the humble Carrera 4. It all started when the two friends, who happen to be based in different parts of the world, made a conscious decision to revel in their shared love of Porsche 911s, as UK-based Mark Luce explained to us:

"My friend, Mark Sherrington, has always loved Porsches – he lives in South Africa now where he has a 997 Turbo. I bought my first Porsche, a 924 Turbo, in 1985, I've owned the same 3.2 Carrera Cabriolet for 30-years and I also have a 991 GTS," explained our guide to this intriguing collection.

The two former work colleagues certainly shared a passion for Porsche, but just how did they arrive here, with four 911s all sharing striking similarities from their system of propulsion to the colour of their paintwork?

"There's actually a fifth car of our collection – a 1989 3.2 Carrera – it is silver too," Mark Luce smiled. "Off the back of that first car we decided we'd build a little collection starting with the 3.2 and working our way up to the 997 – we call it the royal flush".

With the 3.2 already secured, the first acquisition for the duo was an iconic air-cooled – the 993: "We looked for a long time, like all of our cars it had to be low a mileage example – 30k to 40k miles – with a full Porsche service history, manual, and silver – we wanted to match the cars as closely as possible," we're told.

Though Mark Sherrington lives in Capetown, he visits the UK as often as possible, so the collection was always intended to stay in Mark Luce's regular care on UK soil. The search therefore concentrated on cars based in the UK.

"We bought the 993 from a former minor in Durham," Mark Luce recalled. "At the time of

the minor's strike the guy had started buying and selling Porsches – he had some amazing 911s from the 1970s up to the latest 991 R and RS cars. He'd known the 993 since it was six months old, he'd bought and sold it to different people, it's done 33,000 miles now, has a full service history and is immaculate."

The next purchases for the collection were somewhat easier to track down – the two more modern water-cooled 911s:

"The 996 and 997 were easier cars to find," Mark Luce admitted. "The 996 came from the Porsche specialists, Cridfords. The 997 came from the a guy in the midlands."

At this stage there was an obvious hole in the collection – a 964. The team set about searching for the right car to complete their set and, in September 2016, they found it.

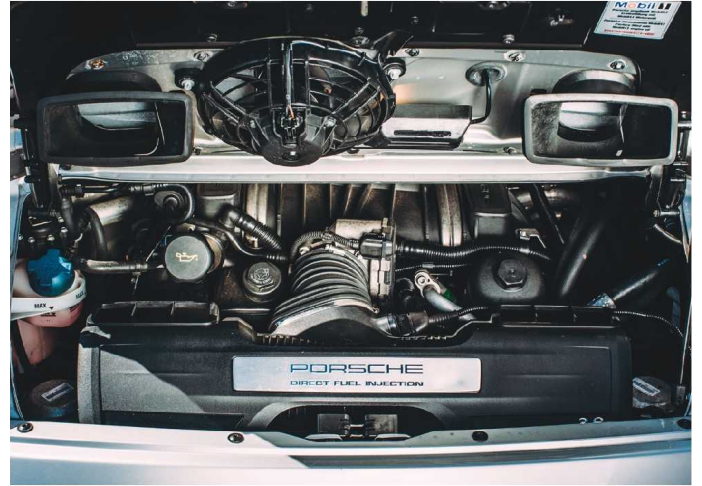
"We looked long and hard for a reasonably priced 964 donor car. We wanted Silver – it's a slightly different shade of Silver as Porsche changed the colour over the years. It was supplied in 1989, but it had been in Dublin since 1999 and it had been stored in recent years so it needed some work. It had been vetted by Singer as a potential donor..."

With the car acquired it was sent to Porsche GB HQ in Reading where an unusual plan was discussed, as Mark Luce elaborates:

"Porsche never made a 964 4S – the first 4S was the 993 – so we said to the guys at Reading that we wanted them to build us a 964 4S. It would be the car that Porsche never built, yet now built by Porsche. The team at Reading mentioned the jubilee edition – the 964 Jahre – but that was basically just a wide body car, we wanted the 4S that Porsche would've built, had they built it."

The issue for the chaps at Reading was that they, like the rest of us, would be entirely guessing about the form such a car would've taken back in period. Having highlighted the vast engineering task that would need to be undertaken in order to fabricate a '964 4S', Reading's gurus suggested an alternative. This far cheaper option happily had the potential to one day return on the pair's investment – restoring the 964 back to original. Both 'Marks'





*"We decided we'd build a little collection
starting with the 3.2 and working
our way up to the 997"*



*"People ask if
we're speculators –
we're enthusiasts
and collectors"*



liked the idea:

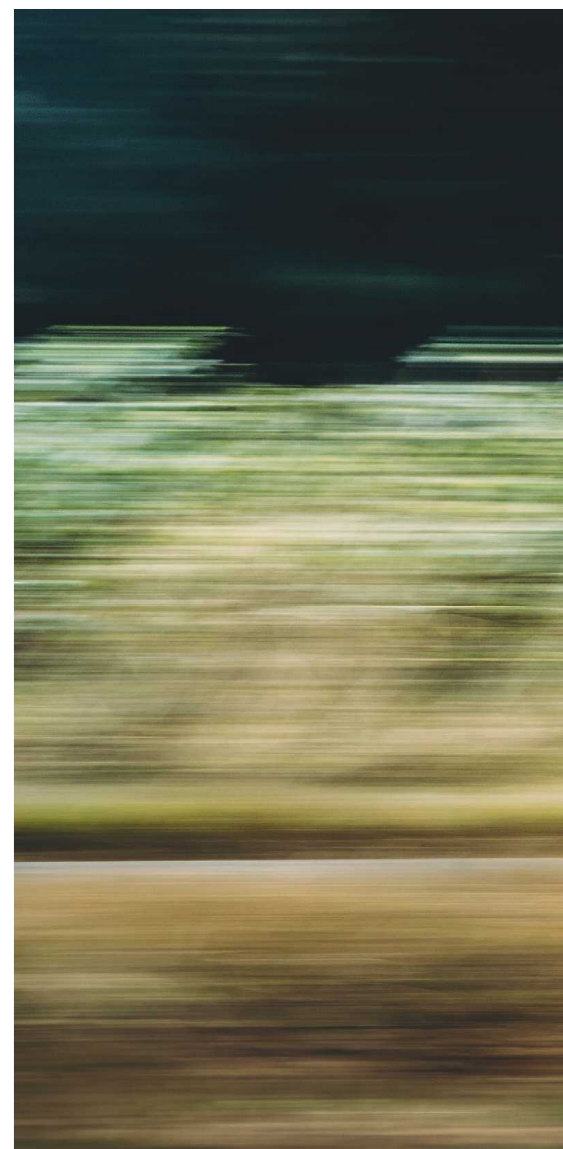
"The Reading team completely resprayed the 964 taking it back to bare metal," Mark Luce recalled. "We said we didn't want anything replaced that didn't need replacing – we wanted it to be as original as possible, just brought back to how it was when it was new. It took them about a year but it was finished in November 2017."

The 964 is now literally 'like new', right down to its number plates which mimic those fitted by its original supplying dealer in period, AFN Guildford.

"People ask if we're speculators – we're enthusiasts and collectors. We use all of the cars, we're not in the business of sticking them away and not using them. If we make some money on them one day then so be it, if we don't, then we don't..." said Mark Luce.

Happily then what this collection is about is not making money, but rather owning a slice of Porsche history and enjoying the lineage of one 911 model. Four of the five cars in the collection are kept in storage and swapped out for another on a regular basis by Mark Luce, who often takes one away for the weekend and will always have at least one in his garage at home in Sussex at any one time. When the two Marks get together though, well, that's when things feel really special:

"Mark was over in the UK about six weeks ago, he hadn't driven the 964 since it had



been completed," Mark Luce said. "We took the 964 and 993 out for lunch at Goodwood – the roads around there are fantastic..." That ladies and gentlemen is what this collection all about...

To experience this set of 911s first hand, we had Mark give *GTP* contributor Rob Richardson the keys to each in chronological order. Though Rob is a 911 owner himself (his 911 SC regularly appears in these pages) he had never driven any of these generational 911s. So, we thought that would make his driving impressions of this evolutionary collection fascinating – we weren't wrong. Over to Rob...

964

The 964 was a huge sea change for the 911. Born into a world recession the company couldn't trade on badge and image alone and this was Porsche's answer, bringing to market a tour de force of technology trickled down from the 959. The 964 moved the 911 game on: updates such as coil springs replacing torsion bars, power steering, the mechanical AWD system and an engine capacity up to 3.6-litres are the headlines and are what make the car what it is. Other technologies like a deployable rear spoiler, ABS and PDAS (Porsche Dynamische Allrad Steuerung) also played a part, but driving the car on sunny Surrey roads I'm not planning on experiencing

them. What you do experience in this car is the omnipresent AWD system. This system is purely mechanical; the power is distributed 31% to the front axle and 69% to the rear. What this means in the real world is that when giving the 3.6 its head out of a junction there is a slight chirp of tyres before it launches itself towards the horizon. It's a Carrera that copes with its power with huge drive and traction out of the corners. This system is famed for its wet and even snow and ice capability and I can fully believe it. Mark's example is tight, it's a new car having been restored by OPC Reading and it has not covered a lot of miles since. It's a step back in time and I'm experiencing the car as it would have left the dealer in 1989. That's special. The gearshift is heavy and long with a stiff rubber element, but it feels deliberately so and is very much part of the whole experience. The brakes carry the same lovely strong feel, one of my favourite things about the earlier 930, with a beautifully modulated pedal. Inside the interior feels modern (for 1989) with classic 911 ergonomics but a distinct uplift in materials and comfort over the outgoing model. The car feels small, light and alive, but not as hard-edged as the 930 before it. Pushing on the car does roll and it's naturally set to understeer. It feels safe, confident and comfortable on the road, but that's not a criticism. It's not the apex hunting sports car you'd typically

associate with the 911 lineage, but in the real world it's a great drive with a solidity in feel and build that makes you want to use it all the time. You could cover vast distances in this car, it leans more to the GT character of the 911 than the sports car side. And that's what you want when you specify a '4' – capability all of the time in real world road conditions.

993

Next I jumped into the 993. This was to be my first 993 experience and it's got a lot to live up to. Lorded as the pinnacle of air-cooled 911s, this was the last hurrah and the culmination of decades of Porsche perfecting the 911 recipe. It's the styling that hits me first: I love it. Penned by Englishman Tony Hatter it looks sleek and taught. It wears its big (for the time) 18-inch wheels well and the red-callipers and brakes that fill them clearly show it means business, as do the vents, cut-outs and scoops for cooling and manipulating the air around it. There's a hint of 959 about it and I like that. Inside the 993 is beautifully appointed with sports seats and stitched navy leather everywhere. Again, it's logical and everything is to hand but this is another step up in luxury over the 964. Of the four cars here this one has my favourite interior, blending function with a soft touch yet with none of the screens and switchgear clutter of the later cars.

The engine is still a 3.6 but it's been honed,





*The way it drives has completely changed
my opinion on the 996*





refined and sharpened: it's fitted with the VarioRam system which gives the engine its character. Even driving normally around town the system is working to maximise torque and then, as it clicks in when the revs rise, the intake runners effectively change length giving you a hard-edged soundtrack and willingness to rev that encourages you to keep your foot buried. Press on further and this transition becomes seamless and addictive. The engine thrives on revs and the glorious (though muted by comparison to the other cars here) howl eggs you on. This is a very special motor.

If the 964 was all about its AWD system the 993 sort of hides it, providing a more 'Carrera 2' dynamic. Porsche replaced the central differential for a simpler and lighter viscous coupling in this car giving it a 95% rear bias. When the clutch plates inside start to slip, a silicon fluid solidifies and gives drive to the front. These were not the only running gear changes for the 993, it also introduced an all-new multi-link rear suspension to improve ride and at-the-limit handling under mid-corner inputs of brake or throttle. The result is a wonderfully balanced 911. While the 964 feels softer and rolls into understeer, the 993 doesn't, it's easily adjusted with throttle inputs making the drive down a country road nothing short of thrilling. Whilst firm the suspension is never unpleasant, it gives a reassuring and communicative feel to the car which is impressive given the relatively large wheels and slim sidewalls. The steering has a slowness to it at lower speeds but weights up as you get rolling, and you can really tune in to what the tyres are telling you. This all sounds very engaging, but isn't that exhausting? No, not at all, this 911 has all the refinement, comfort and usability to ensure you could use it every single day. Believe me, I want to!

996

I wasn't going to like this car. I thought after the 964 and 993 it would feel big, bloated, artificial and insulate me from the driving experience. You see in the name of good journalism I thought I'd approach it with an open mind and no preconceptions... Clearly I didn't manage that, but I couldn't have been more wrong. The moment you pull away in the 996 there is a precision and well-oiled lightness to its controls. The steering bristles with feel and the just-off-centre weighting gives it the most rewarding feedback and scalpel-like agility. There is no escaping the numbers: this is a bigger, heavier car but the engine, its torque delivery and the razor sharp way it delivers its power belies all that. The rotating mass of the now water-cooled six feels like that of a race engine with no inertia and instant response. And it's fast. Properly fast. The sports exhaust fitted to this car gives a hard-edged and familiar 911 crescendo to accompany the climbing RPM, it adds another rich layer to the experience. The gearbox is transformed from the air-cooled cars and with six well-chosen ratios so you always have the gear you

need to exploit that engine. The shift is light, short, direct and well weighted. There is none of the 964's rubbery long-throw here. The brakes too are sublime, with great pedal feel and modulation, the pedals perfectly placed for heel and toe. The 964 to the 993 was evolution, this is by comparison revolution. Though not all revolution is good. The styling of the 996, though aging well, continues to be controversial. In 4S guise with pumped-up arches and 18-inch wheels it's as good as they come. I'm a big fan of the reflector which runs between the rear lights; a nod to the impact bumper cars and a trend that's coming back today. I'm still yet to be convinced on the overall styling but it is growing on me. The interior on the other hand is very 'of the period' and not in a good way. It's functional and in mint condition in this example, but it's not special enough for a top-end sports car. That said, I don't care, for the way it drives and has completely changed my opinion on the 996. I'll forgive it everything.

997

The 997 is the most modern of our quartet, but it's still 10 years old. Its styling returns to the classic 911 look with round headlamps and something of the 993 about it, it looks fresh. Everything I can say about this car is a carbon copy of the 996, but dialled up 10 percent; it takes the 996 and sharpens it. The engine's torque curve is fuller, it revs even more freely and on the road, in the real world, it is point-to-point ballistic. It's full of feel and confidence, despite being the biggest car here it still shrinks around you like all 911s do. I can cover both the 996 and 997 AWD systems at this point: Invisible. Both cars seamlessly shift between 5 and 35 percent of power to the front through viscous couplings imperceptibly. This may have been a different story on loose or wet roads but on these hot, dry Surrey roads the driving experience is undiluted and at no point was anything other than the car's own mechanical grip required. This is good to know as you still have the reassurance of the system being there on the days you do need it, but a close to 'Carrera 2' purity when you don't.

The 997 moves the interior and tech game on with sat nav screens and many buttons for lots of things you likely want, but probably don't need. Any other day I'd be ok with this; modern cars are like this now... but having gone from the pure simplicity of the 964 it felt cluttered. I can't begrudge it of that though, it's of its time just as all of these 911s are.

The only degradation from the 996: the off-centre steering feel. I don't think you'd ever notice in reality, the steering is sensational, but have jumped from one to the other it was there and really stood out. It's not enough to be a deciding factor though, I'm nit picking about cars more capable than I'll ever be as a driver. With 997 prices hardening and 996s still being such incredible value, you'd have to really hate those 'fried egg' headlamps or have telepathic steering skills to be upset by that initial few





degrees lock sufficiently to disregard a 996. From 996 to 997 we're back to evolution – the 997 is a great 911.

Having driven forty years of 911 Carrera 4 development back-to-back I am stunned (and utterly privileged – thanks again, Mark). The lineage is clear from the click-clunk of the doors, the ergonomics, the noise, the sense of the car shrinking around you and the overall feel – there is a clear bloodline throughout. If 964 to 993 was a leap, 993 to 996 was a space mission to Mars. Every car in this collection has its place and at the end of the day I've been asked which I'd take home (hypothetically, unfortunately). Thus followed

a long and agonising conversation where head played heart: if it was my only car I'd have the 996. It does it all and has just enough analogue about it to feel like an event, but then why not have all that goodness turned up another 10 percent with classic styling and go for the 997? If it was a weekend car I'd have the 993, but then if it's only weekends the 964 with its mechanical AWD and physical feel would be the biggest contrast to modern life for a weekend blast. If I could have a daily and weekend car it would be the 997 for work and the 964 for play.

I wonder which is the favourite for Mark Luce: "In terms of pure 911 – what a Porsche

should be about, my favourite is the 993," he said. "The 996 and 997 are easier to drive – the 993 is the enthusiast's choice."

Ok, I know it's my turn. I've come full circle and having been pressed for a decision the car that stands out most is the 993. It's the Goldilocks 911: air-cooled, well developed and from a time when technology and materials were geared to performance, and safety and emissions regulation hadn't started strangling cars leading to complexity and excess weight. It's the perfect every day capable car that's utterly special from the moment you see it, and then it delivers in spades the exhilarating driving experience you want from a 911 ○



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Centre Stage

Walter Röhrl recently returned to Ulster, scene of one of his most famous rallying triumphs. We give chase as he negotiates the Titanic Déja Vu Ulster in a Rothmans 911 SC/RS...

Story: Matt Master Photography: Alex Shore





Lining up behind Walter is a colourful field of Opel Mantas, Ford Escorts, even a couple of Metro 6R4s...

The single wiper on our hire car beats a squeaky rhythm against the drizzle. Ahead, slightly lost in the gloom of an early morning in northeast Belfast, an original Rothmans 911 SC/RS sits at angry idle. At the wheel is Walter Röhrl, two time World Rally champion, Porsche development driver and the man Niki Lauda once referred to as "a genius on wheels."

In a sudden flurry of standing water and gravel, the SC/RS bolts from the start line, charging 50 yards across open ground before turning sharply out onto the main road and disappearing out of sight. I make a hurried fumble for first gear, finding third, and kangarooing inelegantly in the same direction, the game already lost.

The Titanic Déja Vu Ulster is a rally retrospective that has brought together some of the most iconic cars from British rallying and let them loose across Ulster's most memorable stages. Lining up behind Walter and the SC/RS is a colourful field of Opel

Mantas, Ford Escorts, Fiat 131 Miarfioris, even a couple of Metro 6R4s, and a strong contingent of rally-prepped Porsches too. And lest we forget, my 72hp Purple Berry Peugeot 108 from the Budget rental desk at Belfast George Best airport.

The first Ulster Rally was held in 1976 and was utterly dominated by privateer 911s. The winning car, a 3.0-litre RSR entered by the Chequered Flag and driven by Cahal Curley, is here today, resplendent in its black and white livery, rally lamps ablaze. But it is overshadowed by the main draw, that hens-teeth rare SC/RS, one of only twenty made by the Porsche factory, of which just six passed through the rigours of a Dave Richards rebuild at Prodrive.

By 1984, when Porsche decided to build a 911 to Group 4 regulations, the Rothman's programme was in full bloom with the 956. A partnership with Prodrive enabled Stuttgart to dip a toe into international rallying waters, using Richard's wealth of knowledge to

create a foundation from which they could eventually launch the Group B 959.

A loophole allowed Porsche to build just 20 'continuation' SCs to rally spec, with its recently launched 3.2 Carrera still far short of the required build numbers for regular homologation. Prodrive would completely strip each SC/RS Porsche sent it, checking every seam for strength before dialling in substantial reinforcement of its own, shedding further weight and adding more power.

Thanks to a lightened monocoque, aluminium panels and Kevlar-reinforced fibreglass front and rear bumpers, the finished cars came in a staggering 250kg lighter than the road-going SC. And this despite extensive chassis reinforcements and the extra protection of aluminium skid plates.

Underneath that bespoke body lay heavy duty adjustable suspension and brakes derived from the Le Mans winning 917. The cars also borrowed the rear spoiler and wider rear track of the 930 Turbo, and used a naturally





aspirated, dry sumped 3.0-litre flat-six to which had been retro-fitted more robust mechanical fuel injection. This was mated to a close ratio gearbox and RSR competition clutch with a 40 percent limited slip differential. Official output was rated at 250hp from the factory, but Prodrive found another 40hp, enough in a car so light to hit 60mph in under five seconds.

Inside, the creature comforts of the regular SC had been abandoned in favour of the ongoing weight loss programme. Aluminium roll cage, 935 Recaro race seats and racing harnesses, lightened glass and hydraulic handbrake were in. Radio, heater, power windows, door pockets, glovebox and clock were out.

The slavish weight saving, uncompromising focus and scarcity of the SC/RS puts it on a par with the original 911R for many among the Rennsport cognoscenti. A factor, no doubt, in persuading Walter Röhrl to return to Ulster, the scene of one of his greatest drives.

As we grapple with the road book, traffic and our insipid three-pot powertrain, the chances of catching the great man seem appropriately remote. Although this is not a closed road rally, it was evident from the off that the day's star driver would not be hanging around one bit.

Walter Röhrl took a famous victory in Ulster in 1984 when he was drafted in by Audi to pressure test its new Quattro Sport. Declaring no interest in the championship, he went on to win 20 out of the 24 special stages at unprecedented speeds and finished with a lead of four minutes 20 seconds over the field.

We press north over those very stages, towards Carncastle and Glendun, resigned to grabbing a few pictures and words with the great man at the scheduled lunch stop in Cushendun. Then, suddenly, the unmistakable outline of a 911 swells in the rearview mirror, the tell-tale white and blue undoubtedly



Rothmans. Röhrl and his co-driver must have taken a wrong turn, leading our harried hire car into an accidental undercut.

Within seconds the SC/RS has filled our mirrors, the roar of its engine and tyres now close enough to drown out the asthmatic 108. The pressure to maintain an unnatural pace in a car that needs to be back at Belfast airport by 4 o'clock is unnerving, our proud purple presence at the front of the field acutely embarrassing. In front of the hundreds of spectators lining the road, we are actively holding up the greatest rally driver of all time.

Within moments, however, we come unstuck, taking a slow uphill left just before Walter goes hard right. The planets realign and we don't see the SC again until Cushendun.

Here, in this quiet seaside village, he is surrounded by well-wishers and autograph hunters of all ages. The intervening years have clearly done nothing to diminish the memory of his remarkable victory. "It's a very nice day for me," Röhrl says. "Because I didn't

remember much from going flat out 34 years ago. Today I have time enough to enjoy the roads and the countryside. The roads are very small, very bumpy – I've been wondering how I did it so fast all those years ago and stayed in one piece."

He soon clambers back aboard the SC/RS, which is unceremoniously sandwiched between a couple of vans on the high street. "For as long as there were no four-wheel drive cars," he says, while buckling up his harness, "the 911 was the best. Because the traction from having the engine in the back gave you such a huge advantage." He looks briefly, admiringly, around the car, then with a nod and a smile he shuts the door and fires that monumental 3.0-litre back into life.

The car rolls gently out of the village and, with a bark of induction, disappears behind the drystone wall that lines the coast road to Torr Head. Two icons of rallying's past, united on some of its most challenging stages. It's been an honour to witness it first hand ○

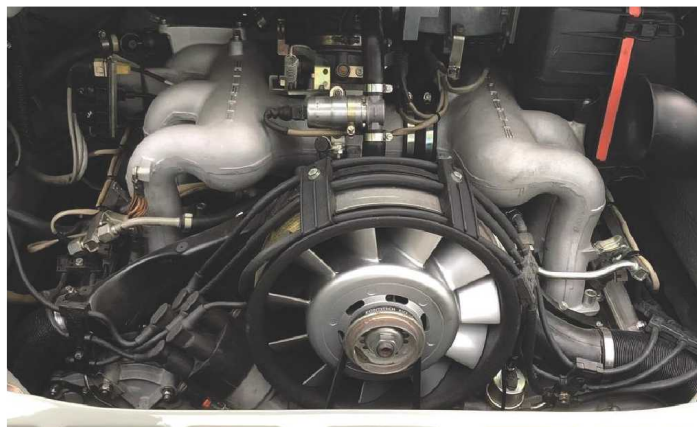


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SPORTS DAY

The 924 Carrera GTS sat atop the 924 family tree. What you see here is one of only 15 Clubsport versions ever built...

Story: Andrew Frankel

Photography: The Peterson Automotive Museum





*As it always did when faced with a
new and interesting challenge,
Porsche went racing...*



The 924. There are those who regard it as an interesting and under-rated chapter in the Porsche story, others who regard it as nothing less than an imposter, a failed Volkswagen project powered by an engine from a van. In truth it was all of these things and more. But what few would have denied at the time is that it could do with a couple more reasons for the Porsche faithful to hold it closer to their hearts.

And you can't accuse Porsche of failing to respond: the 924 first went on sale in 1976 and within two years the van engine had gained a turbocharger, raising its output

from a paltry 125hp (or as little as 110hp in emissions-choked America) to 170hp which brought its power to weight ratio perhaps closer to that of the 180hp 911 SC than many had expected. With stiffened suspension and disc brakes all round, this was much more the kind of car people had hoped for and expected. As a thing to drive it was a mighty step forward. But still its credibility remained in question.

Remember that when the 924 was introduced, Porsche customers had only ever known air-cooled engines placed behind the driver, latterly most of them with six-cylinders.

The front engine, water-cooled 924 was just too big a leap without further bolstering its credentials. So what did Porsche do? What it always did when faced with a new and interesting challenge: it went racing.

Porsche wanted to race the 924 for many reasons. First, by the time the 1980 season came around Porsche found itself between front line racing cars: the 936 was apparently obsolete (though it would come out of the museum to win Le Mans in 1981) and while plenty of privateers were racing 935s and 908/80s (which were thinly disguised 936s), the factory was not involved. And the 956 was



barely a twinkle in the eye, as the Group C regulations under which it would race would not come into play until 1982. So the race team had itchy feet and the 924 presented a new challenge: Porsche's first front engine, water-cooled racer.

A racing 924 would also do much to improve the 924's reputation in the short term and, in the longer term, prepare the ground for the Porsche-powered 944 which, though merely an evolved 924, was always regarded as a proper Porsche because, by the time of its introduction in 1982, the 924 had become entirely rehabilitated among the cognoscenti.

And the reason for that was racing.

Sort of. I don't think even among Porsche fans many people know that a Porsche 924 came sixth at Le Mans in 1982, beaten only by four purpose-built prototypes and one 700hp 935. Given that it qualified 46th on a grid of 50 cars, it was a staggering achievement. Nor I am sure will all but the most ardent of enthusiasts know that two more came 12th and 13th respectively, the latter driven by Derek Bell in his first factory drive for Porsche. But almost everyone will remember the road car without which none of them would have been able to race: the 924 Carrera GT.

Like so many of Porsche's most revered road cars, the 924 Carrera GT, like the 1973 911 2.7 RS, was a car of the purest expedience, a necessary evil required to homologate the racing version. This time the formula was Group 4 which first required 500 street examples to be built, though by the time the 924 Carrera GT was in development, this had been relaxed to 400 units.

A concept of the car appeared at the 1979 Frankfurt show, but the real thing came into that rare category of a car that actually looked a lot more mean and special than the design study from which it was derived. The

Turbo's four nostrils were retained but a new front spoiler with plastic front wings and dramatically flared rear arches gave it a unique appearance. Forged 7- and 8-inch aluminium Fuchs rims were fitted, but it was really the increase in track by 59mm at the front and 79mm at the rear that gave the car its look. The car was lower by 15mm, its engine boosted from 170hp to 210hp, a higher output per litre than even the 911 Turbo was giving at the time.

The first race car, known as the Carrera GTP, then took it to a whole other level. The structure was stiffened, and an all-new body created from glass-fibre. Porsche pulled its usual trick of getting around rules that said the original springing medium had to be retained, by leaving the torsion bars in place, but rendering them entirely redundant with racing titanium coils at each corner. Brakes came

from the 917 while engine power went up to 320hp, and with it came reliability sufficient for three cars to survive 24 hours of flat-out racing. Not bad for an engine that started life in a van... It was ready to race at Le Mans in 1980 but, without the road cars having been built, raced in the GTP prototype category much as the 911 RSR had raced as a prototype (and won the 1973 Daytona 24 Hours) before it could be homologated as a GT racing car. Which is why at Le Mans in 1980 this clearly road-derived machine found itself in the same class as the Rondeau pure race car that took overall victory.

The street Carrera GT cashed in big time on the success of its racing sister, and suddenly the 924 was flavour of the month among Porsche cognoscenti. In fact according to Karl Ludvigsen's essential *'Excellence Was Expected'* Porsche bible, 406 were made, 75 coming to

the UK and selling for £19,000, more than three times the average annual salary of a UK worker at the time.

But all this can be seen as acting in a merely preparatory fashion to the creation of the car you see here, the ultimate 924, the Carrera GTS. And if you thought the Carrera GT was expensive, consider that adding that one additional letter to the name near enough doubled its price...

The Carrera GTS can best be thought of an evo version of the GT, permissible under the regulations because the car upon which it was based was already homologated. Race versions could then be made which would trade on the conspicuous success of the Carrera GTP and be sold to private teams, providing another lucrative revenue stream for the factory.

You can tell a GTS from a GT instantly just by looking at the front, where the pop-up





Adding that one additional letter to the name near enough doubled its price

headlights have been replaced by lighter, more aerodynamically friendly Perspex covers. The front spoiler was more aggressive too. Using aluminium for the doors and bonnet helped drop weight by 58kg so it stood in road car configuration at just 1,179kg which, while light, was not significantly different to the weight of a standard street 911 SC of the era.

As confidence in the strength of the engine had grown significantly, Porsche felt it would take another rise in boost pressure from 11psi to 14.5psi, yielding 245hp at 6,250rpm and, probably more important and significant, a thumping 247lb ft of torque at 3,000rpm. This might sound a little peaky in these modern days where peak torque arrives just above idling speed, but these were still early days in the development of turbocharging and such a low peak for so much torque from such a small and highly stressed engine was impressive stuff: the 911 Turbo of the era required fully 50 percent more revs before it

would provide all its shove.

How fast was it? I've seen 0-60mph times of six-seconds flat quoted for the GTS and a top speed of 155mph which, in the real world, made it significantly quicker than the SC of the era (remember 911 0-60mph times are always flattered by their rear engine traction). And that was the slow one. If you were persuaded to add yet another third to the price paid, you could opt for the Clubsport version, although only 15 of the eventual 59 customers did. Club Sport engines produced 275hp, had plastic side and rear windows and a weight I've seen quoted as low as 1,045kg. This was the ultimate 924 for the road but, for racing, it permitted one more step to be taken.

This was the Carrera GTR, the aforementioned customer car, but upgraded in every way over its GTP predecessor apart from its appearance which was required to follow closely that of the road car. Boost pressure was raised to 21psi, almost double that of a street

Carrera GT, which gave 370hp – 50hp more than the GTP racer – and a fairly astonishing output for a 2.0-litre van engine given it had to put up with 24 hours of racing.

The GTRs did well in racing, and 17 were sold, though in truth they were not latterday RSRs which could and did challenge all-out racing cars in the right conditions. At Le Mans in 1981 a GTR driven by Manfred Schurti and Andy Rouse came 11th overall, winning the IMSA GTO category, a title taken again the following year by a private car entered by the BF Goodrich tyre manufacturer. In the US teams developed their GTRs further, creating spaceframe chassis and eventually squeezing over 400hp from the engine. But by then Porsche had thought of a whole new way of bringing the 924 closer to the hearts of Porsche fans.

Indeed had anyone been able to scrutinise another car entered at Le Mans in 1981, they might have been surprised by what they



found. This car came seventh, partly because it was driven by the dream team of Jurgen Barth and Walter Röhrl, but partly also because it had a secret under its bonnet. For there lay an engine unlike any fitted to a 924. Sure it still had four cylinders and turbocharger, but it had a twin cam, 16-valve head, a displacement of 2.5-litres and had never been near a van. In testing it had given over 500hp. The game was given away in race records that describe the car as a '944LM', and while that was stretching the truth a little as it still used a 924 chassis, the engine, or at least its bottom end, was indeed that of the 944, which would be announced less twin cam head and turbo, almost as soon as the race had ended. And unlike the 924, no-one ever doubted the right of the 944 or

indeed the 968 it sired, to be considered as a proper Porsche.

Sadly I have never driven a Carrera GTS – they are few and far between. But a couple of years back I did spend a day in a Carrera GT for this title and was thoroughly charmed by the experience. For while it felt quick, it was not the power I noticed so much as the torque and the ease with which it was delivered. I loved the gearbox with its proper dog-leg first gear, and felt the outright performance was akin to that of a modern warm hatchback. The suspension was soft by modern standards, but supple too, and it was a delight to row it over some decent country roads.

But so too was its character slightly but significantly at variance with its appearance.

It looked like a total road warrior, a no compromise, no prisoners kind of car that would require commitment and a skilled hand to master. In fact it was nothing of the sort, but a smooth, easy and engaging kind of car from a time when the 911 alternative was still more than capable of being something of a handful.

So while I really liked the Carrera GT, it did leave me wondering what a sharper, lighter, more powerful and more sharply focused version might be like, a Carrera GTS in other words. A couple of years later I'm still wondering. If anyone out there is in a position to satisfy my curiosity, I would be happy to confirm my availability for that, or a drive in a Clubsport variant, at very short notice ○



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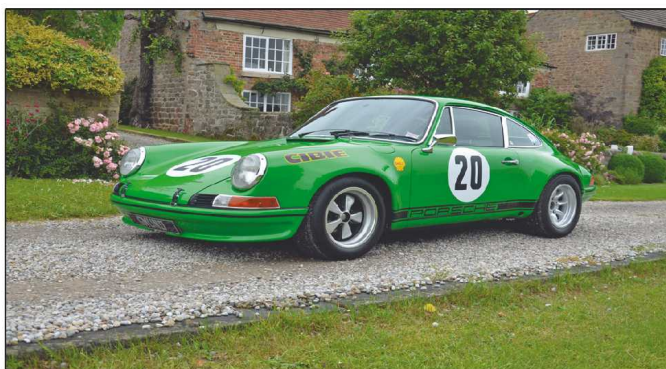
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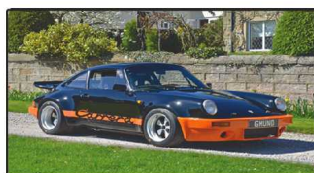
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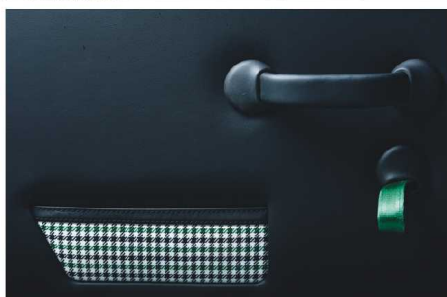
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Porsche Curves

Sanctioned by the ACO and Peter Auto, Paul Stephens' latest prospect – the Le Mans Classic Clubsport 911 – aims to balance modern levels of performance and finish with traditional 911 driving dynamics.

Story: Simon Jackson Photography: Tom Wood



"The power delivery is different to our other cars, you've really got to rev it – that's deliberate..."

Rebuilding and reinterpreting classic 911s has become rather fashionable in recent years, yet few have been perfecting the art for as long as independent Porsche specialist, Paul Stephens. For decades bespoke 911s have been emerging from Paul Stephens' HQ on the Essex and Suffolk border, it has perhaps become best known over the years for its PS Auto Art cars – unique Touring and Clubsport series 911s each offering the classic Porsche experience with added modernity; performance, comfort and practicality. Each car, by its own admission, has been marginally better than the one before it on account of constant improvements born through cumulative experience and enduring passion. It is through that evolutionary Auto Art journey that the specialist has arrived at this, its latest offering, the Le Mans Classic Clubsport 911. Created to celebrate ten years of the biennial Le Mans Classic, which occurs

in 2020, this officially licensed model will be a limited edition of just 10 individually numbered cars. Never before has a car been sanctioned by the Automobile Club de l'Ouest (ACO) – creator and organiser of the 24 Hours of Le Mans – nor Le Mans Classic creator, Peter Auto, making this a pretty special prospect.

Paul Stephens is fronted by a man of the same name, a Porsche person through-and-through and a self confessed historic 'gentleman' racer, Paul is known to turn a few hot laps in old 911s from time to time. Paul raced a 911 at the Le Mans Classic in 2016, and it was then that the idea for the car you see here was first conceived. Available in Touring or a rarer Lightweight specification, the Le Mans Classic Clubsport 911 does not, however, simply replicate previous Paul Stephens Clubsport cars. Rather this model, which starts out life as a simple G Series, takes ownership of a unique new recipe fusing period and modern 911 dynamics.

"The concept is a simple, analogue car, with no frills. We have two versions; M471 and M742," Paul explains as he walks me around the car. "M471 is a lightweight, M742 is a Touring model – a nod to history and the original RS cars. This car is a Touring so it has electric windows, a full interior, glass... the Lightweight gets manual windows, no central locking, no sun visors, no glovebox lid, no luggage box, and lexan in place of glass at the rear..."

While both versions of the Le Mans Classic car have been sent on a diet, the Lightweight naturally is the more slender of the two, tipping the scales at just 970kgs. The Touring though heavier is certainly not hefty, giving away 100kgs to register at 1,070kgs. The effect of this weight reduction has been amplified by the addition of more power, Paul illustrates:

"We enlarged the original engine capacity to 3.4-litres, then we used a GT3 plenum and billet throttle bodies to achieve 300hp. The



power delivery is different to our other cars, you've really got to rev it – that's deliberate," we're told. "If you get into a real RS, a 2.2 S or 2.4 S, you have to wind it up – you need to stoke it the whole time. I wanted to recreate that whole experience of having to wind the car up."

Paul draws my attention to the rev counter which, like the rest of the dials has been created especially for this car (there's a neat 24 hour clock face for example). I'm told that the engine will rev to 7,900rpm and that peak power is delivered at 7,000rpm, Paul points out that this is not a torquey motor, requiring the driver to knock it down a gear or two in order to get it revving past 4,000rpm for the real excitement. It's a characteristic that will prove familiar to anyone who has driven an early performance orientated 911.

"I wanted it to rev, to get that you need the cams and then to get the power it all needs to be at the top end," Paul said. "It's either that

or you add capacity and torque, and that's not what 911s were about."

As Paul states the car's 300hp air-cooled flat-six features an independent throttle body injection system and GT3-style plenum, in addition we find RS specification camshafts, a lightened and balanced crankshaft, lightweight con rods, and a lightweight flywheel. The programmable ECU has been mapped in-house to bring it all together. The mill is mated to a Getrag G50 5-speed gearbox, and importantly there's a limited slip differential in the mix too. It all equates to a 0-62mph time of 4.4-seconds and a top speed of 175mph – on paper very fast indeed for a classic 911. When corners approach the driver can be safe in the knowledge that the chassis is led by adjustable KW Variant 3 coilovers, the brakes are Brembo four-pot callipers and, as fitted to various Paul Stephens cars in the past, the wheels are aftermarket affairs by fifteen52.

The restored and converted 911 presents

a 'less-is-more' visual in many respects, a lightweight de-seamed roof panel being one simplifying touch. The sunroof delete and smoothing acting not only to de-clutter the car aesthetically, but also to enhance its aerodynamic properties by making it more slippery through the air – the same can be said for those lightweight Cup-style external door mirrors. Lightweight composite bumpers join a matching engine cover, unique to this latest in a long line of Clubsport cars from Paul Stephens this car has a lightweight aluminium bonnet. The body was, in this instance, shot in a paint to sample Metallic White, though three colourways are on offer matching the Le Mans Classic logo with White, Green or Black base coats available to customers.

Inside lightweight soundproofing and the removal of many fripperies is one leading aspect that really stands out. The Touring seats in this car particular are refinished in black leather with unique Le Mans Classic

houndstooth trim which I personally adore. The trim is mirrored by fully trimmed and hand stitched leather interior panels, the houndstooth appears on the door pockets, while Le Mans Classic green door pulls, seat belts, floor mats and rear carpeting on the luggage box (mounted over the rear seats) serve to lift the interior giving it a unique feel. However, there's something else going on in here that you might initially struggle to put your finger on. Though it all looks factory fresh upon first inspection, nearly every part of the dashboard, sections of the centre tunnel and footwell are bespoke – engineered by Paul Stephens to replicate the original Porsche versions while at the same time improving upon them. By making these panels themselves, the team have been able to guarantee fit and finish ensuring that the interior feels as tight as a drum, far better than would ever be achievable with original parts no matter how hard you might try.

"We've moved things on in terms of fit, finish and quality," Paul proudly states. "All of the interior panels, currently with the exception of the centre panel, are our own design. We've made the entire dashboard so that we could achieve a tighter fit – another benefit is that these panels are lighter than the

originals. We have our own centre tunnel and kick plates – it is simple 911 but better."

That statement holds water, for as soon as you step inside this car it becomes apparent that it is like no other reworked classic 911. Paul Stephens hasn't simply upped its game here, it's playing in an entirely different league. Before I sample the car for myself Paul offers to take me for a spin to demonstrate just how hard the car can be pushed.

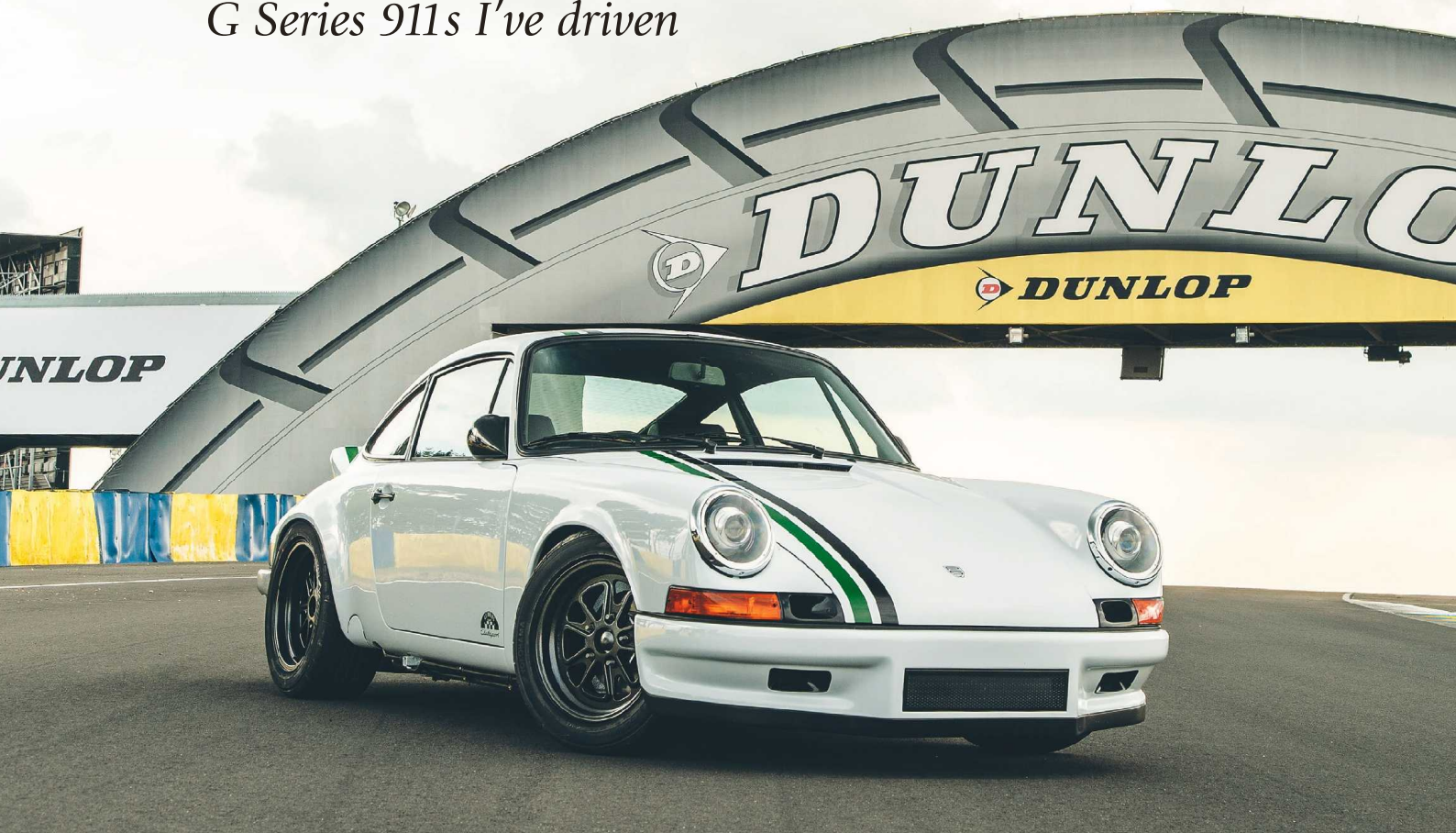
"If someone owns a modern GT Porsche and a classic 911 then they will get what it is all about straight away," Paul states. "What most people are surprised by when they drive it is just how well it goes for its sum of parts."

And with that we're off down the road. Paul has been driving and racing classic 911s his whole life, and he wastes no time in pushing the Le Mans Classic Clubsport hard from the word go, accelerating up to its 7,900rpm rev limit causing it to produce a scream like few air-cooled cars I've heard, a noise more akin to modern water-cooled GT machines. As we gain speed at a terrific rate it's possible to feel, even from the passenger seat, an overriding sense of quality. Some old cars traveling at speed can feel terrifying, this one is reassuringly tight and focused. Paul navigates the car through some local lanes pushing it

hard through the corners where it delivers playful characteristics, the back end stepping out on more than one occasion as he keeps the engine on the boil and our faces wearing smiles. Ordinarily you wouldn't learn much about a car from the passenger seat, but seeing just how hard one can push this car, just how far it will rev and how forgiving it is on the limit in the hands of someone who knows it so well, is eye opening and worthwhile. Now it's my turn to drive and Paul kindly lets me take off on my own.

The Le Mans Classic Clubsport 911 dramatically fires into life with a twist of the key and we're away. There's no power steering here, the traditional trade-off being a tougher time while manoeuvring against more feel at speed. Yet as soon as the car is rolling it feels nimble and purposeful, burying the throttle pedal in anything other than second gear can translate quickly into three figure speeds. Paul's right about the power delivery, it is very reminiscent of old RS cars and nothing like most modified or reinvented G Series 911s I've driven. You can initially floor the right pedal resulting in nothing much at all occurring, after 4,000rpm it really starts to come to life, with the arrival of 5, 6, and then 7,000rpm come stages of ever increasing linear

*It is very reminiscent of old RS cars
and nothing like most reworked
G Series 911s I've driven*





power delivery and a rising howl of induction noise to accompany. This car has you playing dare with the throttle pedal on the road, if you can keep your foot in for long enough as the speeds reach morally troubling levels it will just keep delivering acceleration. The noise and the sense of speed are intoxicating and thrilling. Paul has resisted fitting large brakes to his Clubsport creations for the simple reason that they add weight, the Brembos here are willing and able with, albeit, pretty long travel on the pedal – but treat them mean and they'll deliver plentiful performance for the road. If an owner was opting to take their Le Mans Classic Clubsport 911 flat-out down the Mulsanne Straight (and they really should given its name) then they might consider fitting larger stoppers. A large part of the car's

playful nature is a result of the KW Variant 3s on each corner, Paul has set the car up to be fun on the back roads and it very much is, though I'm not about to drive this prototype car (edition number '000' as it says in front of me on the rev counter) with the same level of abandon as Paul had earlier in the day!

This car feels like the best of both worlds, it has the looks and nimble handling characteristics of a classic 911, yet its outright performance and wild noise is far more reminiscent of the very latest modern GT Porsches. Personally I love the way this car delivers its power, it means that you don't have to drive it like an animal all of the time, around town it'll happily and quietly tick along at 2,000rpm, at 70mph it's doing about 3,000rpm so it would be surprisingly



friendly on the motorway. And yet 'stoking it up', as Paul put it earlier, awakens an inner beast which successfully blends the best of the classic 911 with its modern GT counterparts. If Porsche made a classic GT3 Touring then I'd hope it would be something like this car.

The licencing deal between Paul Stephens, the ACO and Peter Auto allows for just 10 of these hand-finished and numbered cars to be built, each taking in the region of 2,000 hours to complete and costing around £250,000 (dependant on final specification). In addition to being invited to purchase a specially commissioned matching Le Mans Classic Clubsport 911 luggage set (yes, with the houndstooth inside), owners can take part in a handover event on the Le Mans Classic grid in 2020 before taking part in a special parade. Yet this is by no means compulsory and customers can, and are, taking delivery of their examples well in advance of that date. Approximately half of the available vehicles have already been sold, which means your chances of grabbing one of these cars are already reduced. Luckily, should you miss out on the opportunity of purchasing one of the remaining five, Paul Stephens can build you something similar. And, though it's hard to imagine right now, history tells us that anything which emerges from the firm in future will be just as good as this car – if not better still... ○

LE MANS CLASSIC

The biennial Le Mans Classic tells the history of the world's most famous endurance race – the 24 Hours of Le Mans. The event was created by the Automobile Club de l'Ouest (ACO) and Peter Auto almost 20 years ago, so the tenth event will take place in 2020. In 2016 more than 120,000 spectators, 600 competition cars and 8,500 road cars attended the event, numbers which were improved upon this year for the ninth event in the sequence.

A 'French' Goodwood Revival in many respects, Le Mans Classic delivers historic racing action on the track and equally entertaining exhibits off it. Racing action takes place in groupings dependant on a car's age, but everything from pre-war cars to 1980's classics compete throughout the course of the weekend. These star cars are driven by star drivers, and naturally there are a plethora of Porsche vehicles and names in regular attendance. www.lemansclassic.com



Pic: Mathieu Bonnevie



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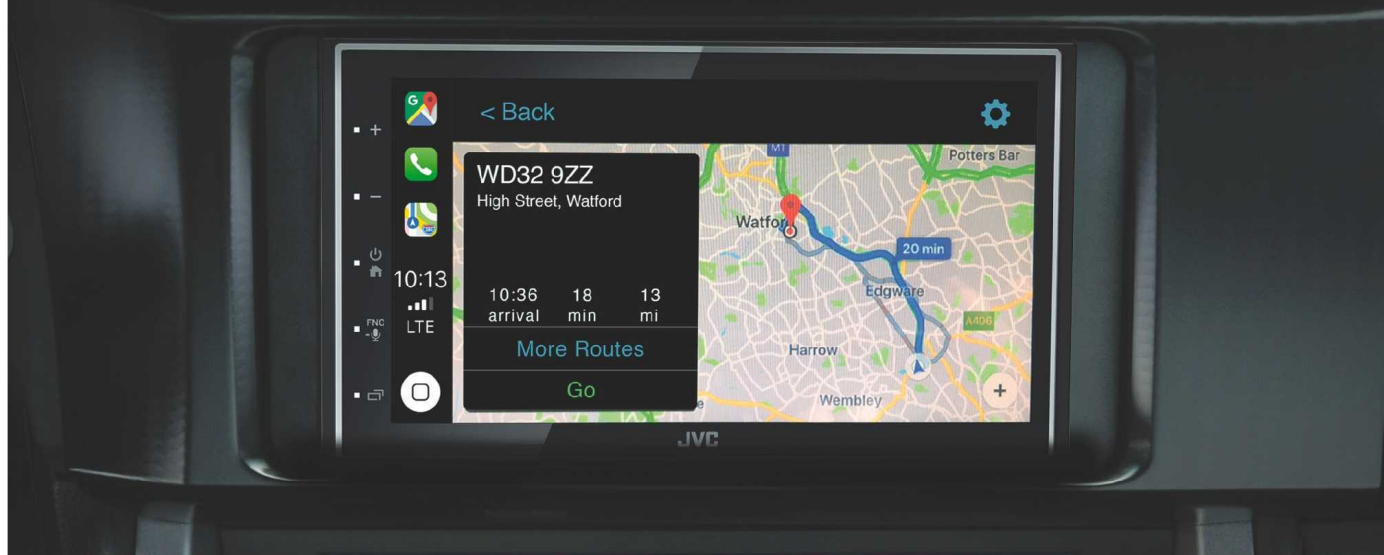
Kenwood model: DMX7017DABS
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JVC KW-M745DBT

JVC thinks it has the answer for those on a budget looking for a head unit full of features...



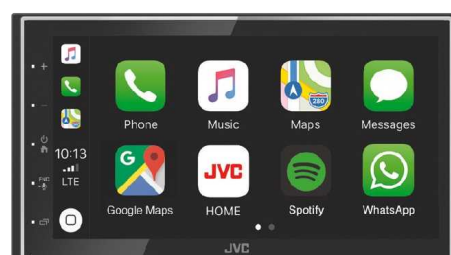
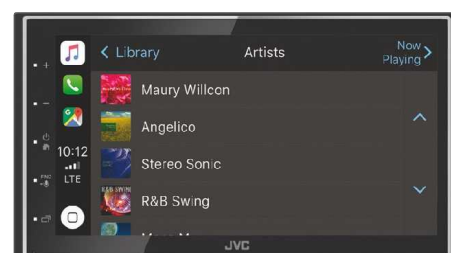
JVC has long been one of the world's leading manufacturers of car audio equipment, this year the brand has raised its game further with a range of new multimedia products. One such unit, which is part of JVC's latest range, is the KW-M745DBT Digital Media Receiver. This slick double DIN system has a 6.8-inch capacitive touch screen allowing easy control of its various functions. Supporting Apple CarPlay and Android Auto, importantly its price tag – £399.99 – is budget friendly for a unit with so many features.

Automatically pairing to your iPhone or Android device, Bluetooth wireless technology enables users to make and receive handsfree calls via voice dialling technology

(voice recognition compatible mobile phone required) with integrated phone book access. As you'd expect, users can also stream audio and control music tracks from the unit's screen too.

Seamless integration with Spotify is all part of its offering, allowing users to directly access music from the streaming service by connecting their compatible device via USB. The USB connection itself features 1.5A charging, so you can keep your phone's battery topped up whilst you're on the move.

Lastly, the KW-M745DBT unit's short body chassis design takes up less space behind your dashboard, making it easier to install in vehicles where space is tight and ensuring a clean and tidy factory-esque fit ◯



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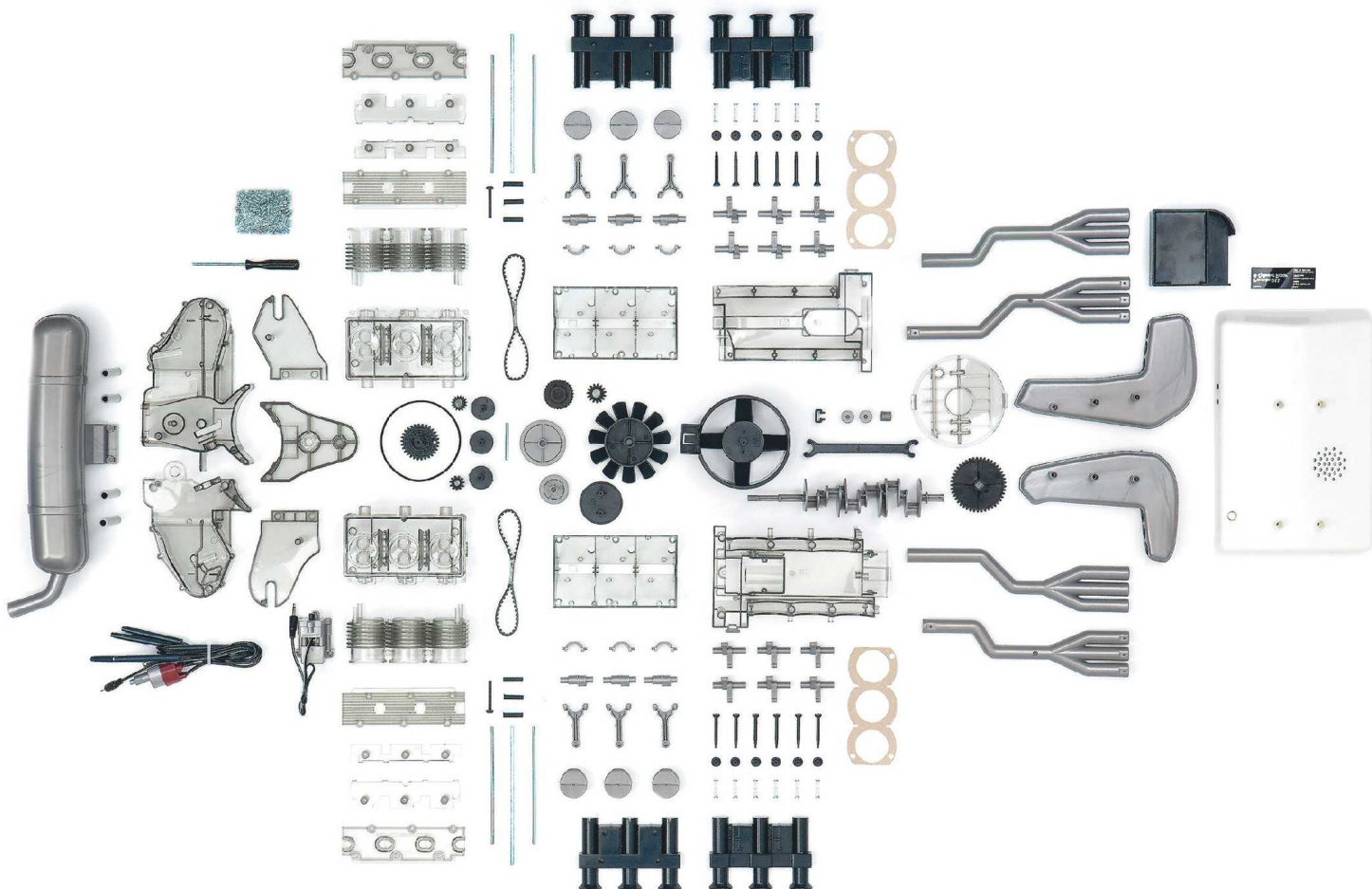
Anatomy of the flat engine

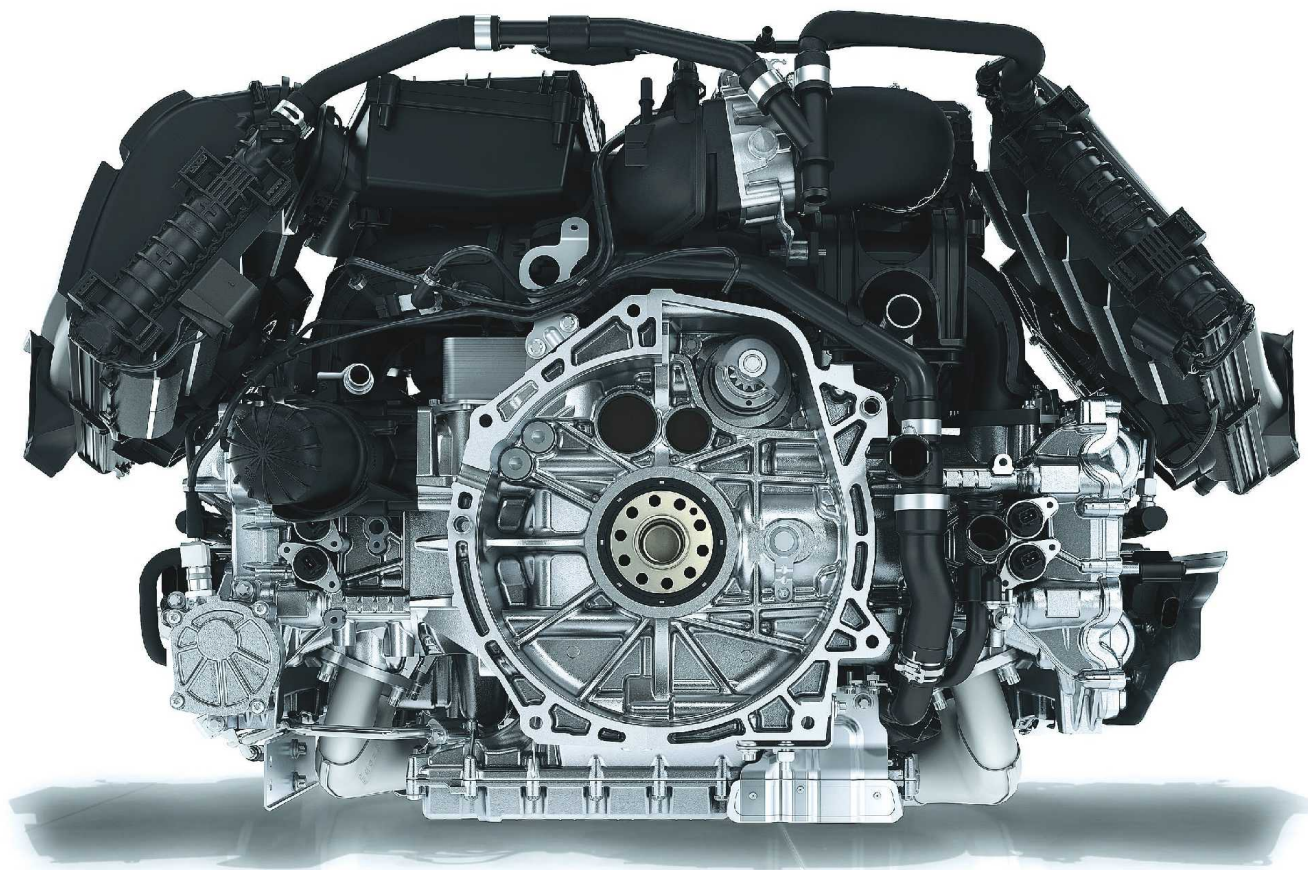
The flat engine has become as much a part of Porsche as the silhouette of the 911. Just what is so special about this design principle for an internal combustion engine?

Flat engines, such as the flat-sixes and flat-fours you'll find in Porsches from the present day way back to the inception of the marque, are often referred to as boxer engines. A boxer is so-named because the cylinders punch away from each other horizontally

instead of moving up and down in a line. Imagine a V6, and keep mentally increasing the V-angle until the banks of its cylinders are lying completely flat. At this point you'd find that the crank is in the middle, and there's a trio of cylinders punching out horizontally from either side – slightly offset.

Why would a manufacturer bother with a boxer when inline fours and sixes are so prevalent and well developed? Well, for one thing they offer great handling benefits; you get a lower centre of gravity because more of the engine weight is lower down compared to an inline engine, so your car has a





It's the perfect accompaniment to the sense of focus Porsche's mid- and rear-engined cars provide

reduced propensity to body roll in the corners. Your left-right weight balance is also inherently better, with half the cylinders sitting either side of the centre line. They're very durable engines too, because the nature of having pistons moving in opposite directions on the same plane means that the assembly has good rotational balance; these engines have low levels of vibration and harshness, meaning less overall wear and thus better reliability and longevity. The crankshaft can be lighter, since it's sandwiched between two sturdy crankcase halves, and a lighter crank means a revvier motor.

So if boxers are so great, why doesn't everyone use them? Width has a part to play – when you want to increase displacement, you've got to make the cylinders bigger, and with a flat engine this means making it wider, and you can only go so

wide before you run out of engine bay – in the case of front-engined cars, especially. Trying to solve this by making the engine over-square (with the bore greater than the stroke) is problematic, you can get inefficient fuel burn and timing issues. These engines are also comparatively complex and expensive to develop, particularly for manufacturers that already have the tooling for conventional inline engines just sitting there. For Porsche, with a long and established heritage of using this format, it's the perfect accompaniment to the sense of focus its mid- and rear-engined cars provide.

The history of the flat engine actually dates all the way back to 1896, when the format was pioneered by Karl Benz. He called it a 'contra engine', and the 1.7-litre boxer impressed contemporary engineers with its logical and efficient design; at the time, 5hp was a heady

output. Flat engines, then, are as old as the car itself, and in the case of Porsche the bloodline can be traced back to the firm's origins with the Volkswagen Beetle. The Type 1's 1.1-litre four-cylinder boxer, putting out 35hp, was installed by Ferry Porsche in his legendary 356-001 in 1948, starting a tradition which has continued to this day. Numerous evolutions of the flat-four appeared across the 356 generations, also appearing in the 550 Spyder; they were also later fitted to the 912 and 914, but a sea change came in 1963 with the birth of the 911 (or 901, as it was of course initially named). Conceived as a bigger, more comfortable and more powerful step onward from the 356, the 901/911 sported an all-new 2.0-litre flat-six. Initially offering 130hp, this revolutionary creation evolved and developed constantly right up until the late-1990s, when the air-cooled format

was eventually replaced by the water-cooled flat-six of the 996 generation 911. In its final air-cooled guise in the 993, the naturally-aspirated 3.6-litre boxer was producing up to 300hp, with the option of twin turbos boosting this to 450hp. In water-cooled form, 911 boxers just keep on developing to hair-raising levels – it seems that the sky's the limit, with road-car engine power figures already beginning with a five and seemingly having the potential to stretch beyond.

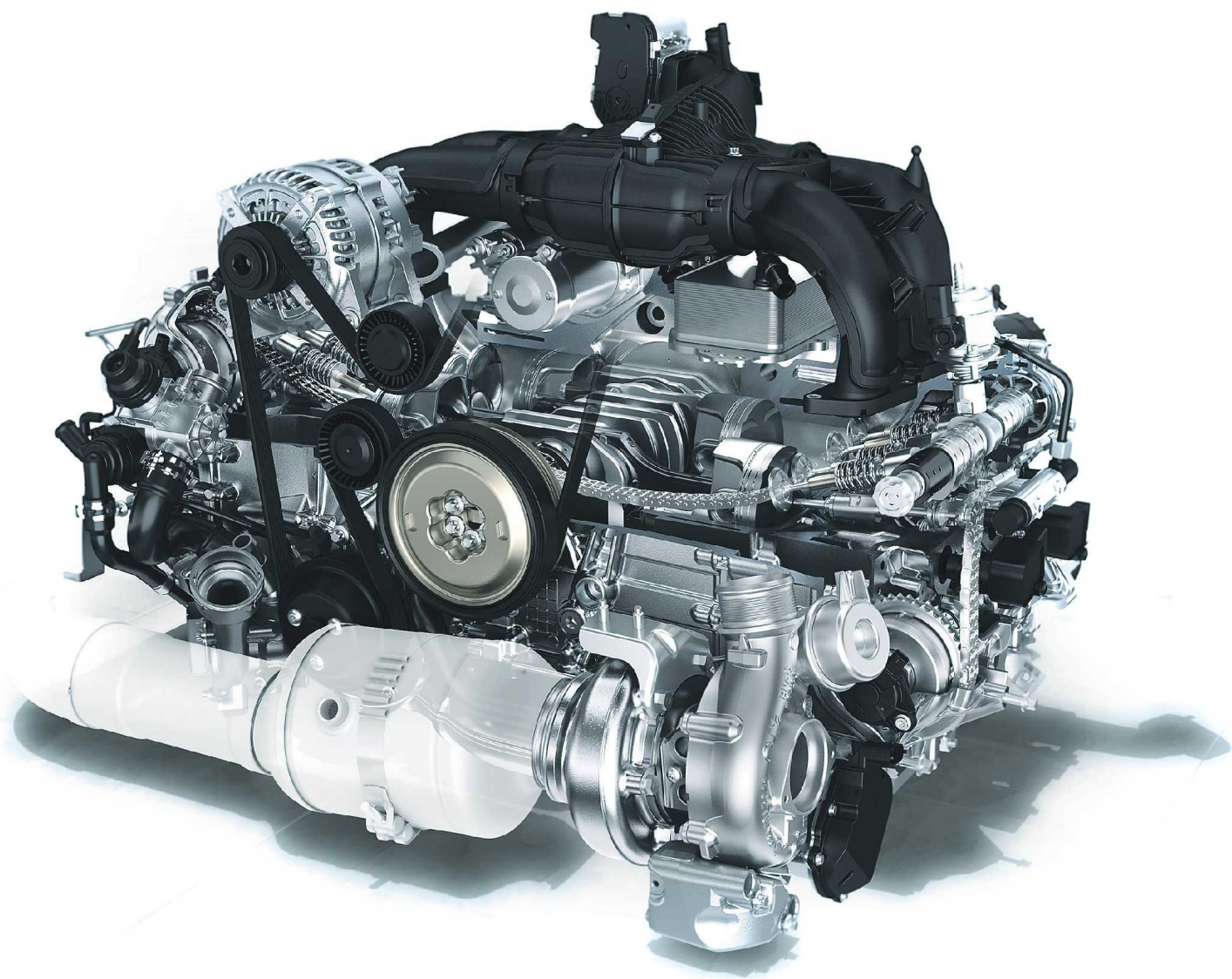
The flat engine is, in many ways, the perfect choice for a sports car. As previously outlined, the centre of gravity is low and left-right balance is optimal, while Porsche's use of lightweight materials minimises mass. The positioning is all-important as well – in the case of the 911, having

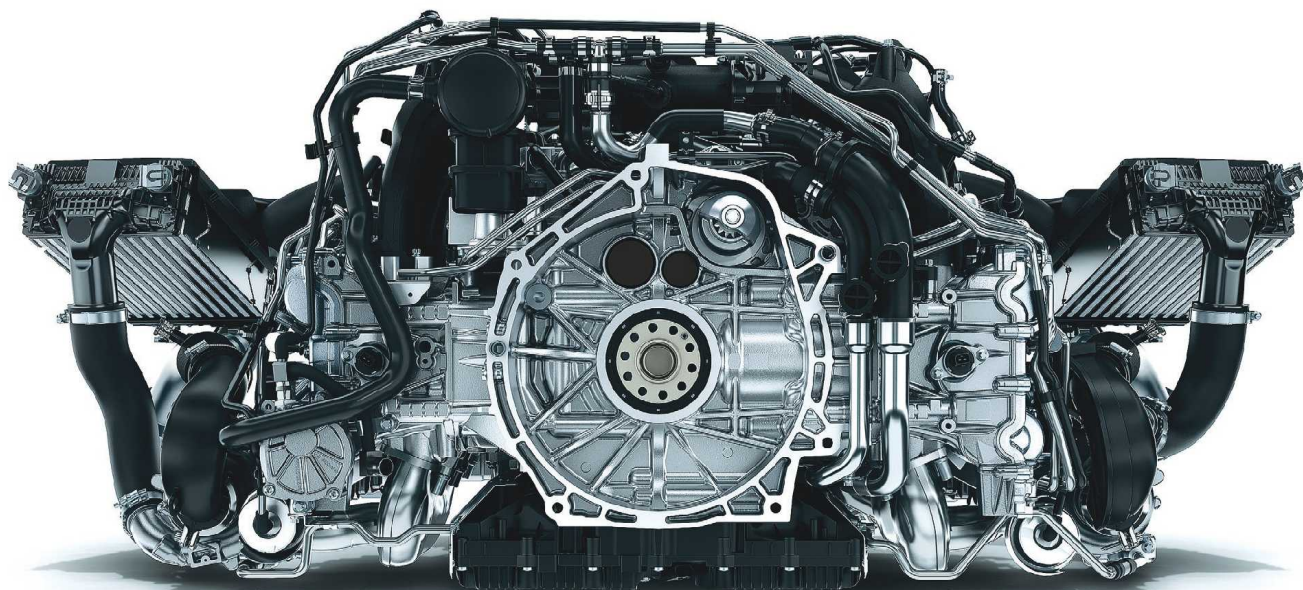
the engine essentially sitting over the rear wheels is excellent for traction, as all the drivetrain mass is pushing down and forcing the tyres to grip. With the Boxster and Cayman, having the boxer mid-mounted means that the chassis can basically pivot around the engine, leading to superlative handling. Having the engine mounted in the back also has its benefits in low-grip winter driving, as well as distributing the braking effort more evenly across the four wheels rather than shoving all the forces to the front brakes as in a front-engined car. As has always been Porsche's style, the rules of physics can be deftly manipulated.

After years of development building on a long-established platform, modern Porsche flat engines are impeccably smooth, the packaging is pleasingly

tight, and the short-stroke nature allows them to cruise at high speeds without excessive strain. So the benefits of the boxer are manifold – freeing urgency for when you're pressing on, luxurious long-leggedness for cruising, and optimal handling resulting from their very architecture as well as where they're placed in the chassis.

A key characteristic of modern Porsche flat engines is the manner in which fuel consumption drops as engine power increases – in essence, the more power there is, the more frugal it has the potential to be, which is just about the best excuse you can imagine for buying the most powerful variant possible (as if any such justification were needed...) The concept underpinning the format involves a consistent lightweight construction, a

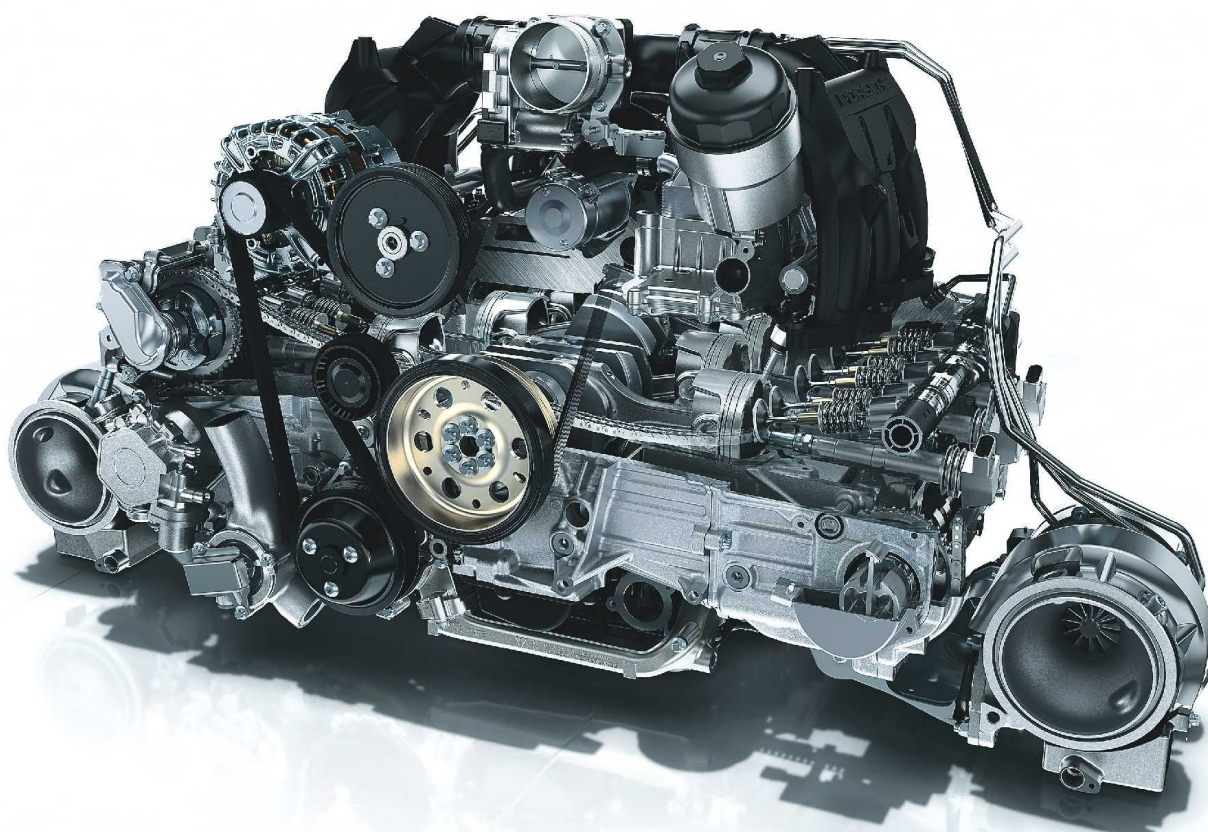




low centre of gravity, outstanding revving ability, and a high specific output thanks to advantageous charge cycles – the four-valve technology of water-cooled flat-sixes is what enables these motors to cut fuel consumption and lower emissions while also boosting performance. Now, the boxer format has always lent itself very well to air-cooling

because of the distance between the cylinders, as they can all benefit from a direct flow of cool air, and it was primarily the 996's switch to four-valve heads and the inherent heat increase therein that prompted the shift to water-cooling. But whether you've got a classic air-cooled boxer or a modern water-cooled one, the principles are the same:

weight is minimised, and what weight there is sits right where you want it to; the engine's happy to rev and also to cruise, strong enough to take plenty of abuse, and it makes a fabulous noise to boot. When you look at it like that then it's little wonder that Porsche have persevered with the format for so long ○



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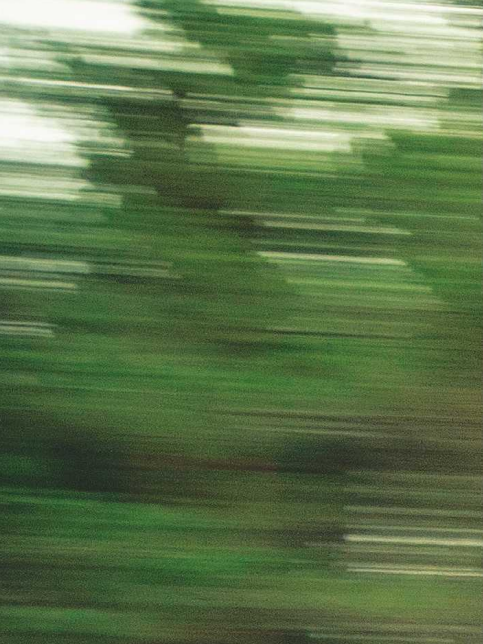


Resident Evil

The diesel Porsche is officially dead. That's a shame, because in the Cayenne S Diesel – Porsche's torquiest model – it had a vehicle more than worthy of the badge. Luckily you can still buy a used one with prices starting at £35,000...

Story: Simon Jackson Photography: Richard Pardon





Though the death of the Porsche diesel was not a shock, it was neither quick nor painless either. At the end of September, three years after the diesel emissions scandal first reared its ugly head, Porsche officially announced that it would no longer sell diesel vehicles. The move followed software update recalls for existing diesel vehicles and, earlier this year, the withdrawal of new Porsche diesels from Centre showroom floors. Despite never having actually built a diesel power unit of its own (instead taking them from its Volkswagen Group stablemates), Porsche genuinely believes its brand has been wounded by the global diesel scandal – the repercussions of which shows no sign of going away. Porsche says in dropping the fuel it is not ‘demonising diesel’, that ‘diesel has always played a secondary role’ [in its game plan] and that demand for diesel vehicles is falling. Porsche’s future, so it says, is either hybrid, pure electric, or a mix of both. I might be in the minority, but I for one will miss the Porsche diesel...

Porsche’s modern history with diesel propulsion spanned only a decade and was somewhat divisive from the word go. Traditionalists initially bemoaned a Porsche powered by diesel in the same way that they took umbrage at the concept of a Porsche SUV. In practice the firm’s SUVs have proven to be cash cows that have kept it buoyant and able to produce an ever-expanding range of traditional sports cars. At the same time its diesel offerings advanced from being really rather good to down right spectacular, following the same evolutionary pattern as other Porsche models before them. In short, the diesel Porsche, in particular the diesel Porsche SUV, became worthy not only of the Porsche badge but of wider admiration too. Ultimately, Porsche built class-leading diesel SUVs up until 2015, and few were better than the Cayenne S Diesel.

The Cayenne went through a mild facelift in 2014, the S Diesel was the pick of that new range and today it remains a crowing achievement when it comes to Porsche’s diesel legacy. Powered by a reworked version of Audi’s 4.2-litre twin-turbo V8 motor, Porsche performed its usual magic with revised internals coupled to new cooling and exhaust systems in order to extract 380hp, and a staggering 627lb ft torque – enough to make the Cayenne S Diesel the torquiest Porsche ever. Further adding to the model’s sporting credentials came a 0-62mph time of just 5.3 seconds, which for a 2.2 tonne vehicle remains to this day not just impressive but preposterously brilliant with it. However, it is not just the outright power that this vehicle produces but the driveability that accompanies it which impresses most. Peak torque is delivered between 2000-2750rpm, meaning that its hilarious shove in the back is available most of the time as the eight-cylinder monster clicks through its eight-speed Tiptronic gearbox. It’ll see 157mph should you be in a

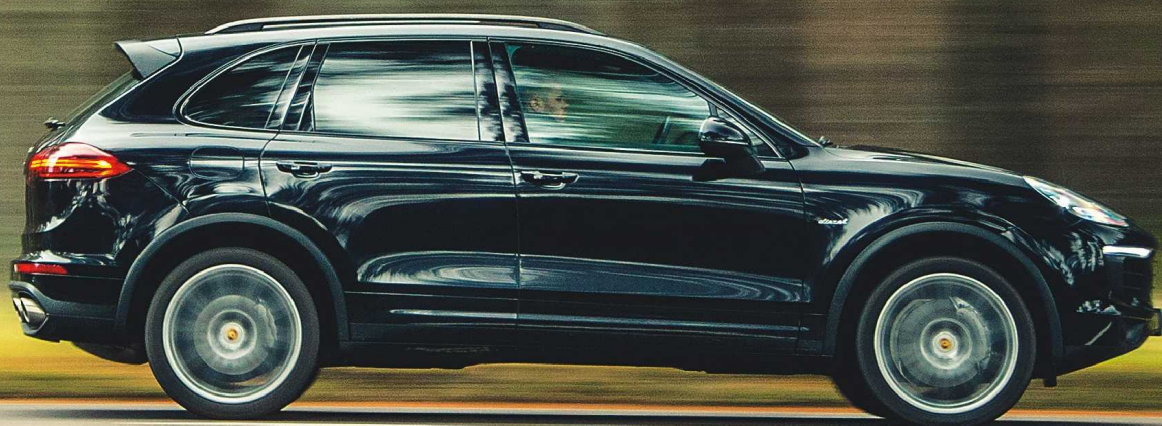
hurry, but more important than all of that is the fact that it offers all of this performance while also returning 35mpg. Thanks to its 100-litre fuel tank that means in excess of 700 miles between refills – perfect for a cross-continental blast. And it’s here, with this mix of performance and frugality that the S Diesel wins over other Cayennes of its era.

Launching the Cayenne S Diesel never fails to produce a smile for it seems utterly crazy that something so vast could move quite so quickly, its V8 delivering a relentless punch of acceleration each and every time. When fitted with the optional Sport Chrono pack, Sport Plus mode can be engaged – gears are (paddle) shifted effortlessly – to ensure the charge from a standstill to 100mph is dealt with in under 13 seconds. As a result of this, and the SUV’s generally smooth persona, it’s easy to be travelling far faster than you realise in the Cayenne S Diesel. In fact it does everything in its power to convince you that it is a true Porsche sports vehicle in every sense – until you get to the corners. There’s absolutely nothing wrong with the cornering ability of the Cayenne S Diesel, it’s very much a class-leading SUV in this regard, rather the problem is that its deceptive nature tends to pull a fast one on your brain. Taking everything in its stride, it does little to remind you that – no matter its engineering prowess – even Porsche can’t make a 2,195kg vehicle with a 4,134cc engine stuffed in its nose handle like a 911. Or can it? Keep your ambitions in check by respecting the transfer of weight in this hefty beast, enter corners carefully and slowly, then plant the throttle on the way out and it will spit you out the other side with aplomb in a 911-esque fashion – keen then to continuing making swift work of whatever lies ahead next. On a back road thrash there’s every chance that this S Diesel could not only keep up with some of its more illustrious stablemates, but even embarrass them. On a motorway run its presence and torque make it a virtually unbeatable partner. If it were not for the instructions to fuel this vehicle with diesel on its filler cap one could almost be convinced it was powered by petrol, Porsche clearly having taken steps to promote its V8 soundtrack in making it sound as good as it goes.

Performance can be considered a box comprehensively ticked then, so too practicality as there are few better or more comfortable ways to move people around, and the stuff they tend to have with them, than in a Cayenne. Now, you might be wondering why the Cayenne Turbo does not make a better option, but you’d be forgetting that the S Diesel is equally quick in the real world, cheaper to run and, at launch, it was more than £30,000 cheaper... Today early versions of the S Diesel are changing hands for £35,000 (around half of their original list price!), spending a little more secures a tidy Porsche Approved example from an Official Porsche Centre. The cautious amongst you might be thinking that buying one of these



*It is not just the outright power but
the driveability that accompanies
it which impresses most...*





vehicles would be silly given Porsche's recent announcement, with its clear position on supporting diesel propulsion going forward. However, Porsche has already stated that it will continue supporting existing diesel customers in the same way that it does now. Furthermore there are a wealth of independent diesel specialists around who would be more than happy to look after such a vehicle.

In 2013 Porsche sold 84,000 Cayennes, approximately 80 percent of those were diesel-powered – in 2017 Porsche says that just 12 percent of all new Porsches sold were powered by the stuff. One thing is clear, the fuel has been dropped by customers and car

manufacturers alike at a staggering rate, which almost certainly will impact its future in today's emissions conscious world. However, until Porsche's next generation of hybrid vehicles fully arrive, the Taycan being the first, there is little in its current model range which offers the same balance of performance, economy and spaciousness as the Cayenne S Diesel. And that's my gripe I guess, I think Porsche might have dropped diesel a little too early – before its next generation of vehicles are ready to take the baton and run with it.

I recently drove a hybrid Panamera 800 miles – Reading to Scotland and back to Reading – the car wasn't disappointing as such

but the journey would've been more effortless and economical in a diesel-powered Porsche. Perhaps that's partly because Porsche had, after a decade of trying, finally reached a sweet spot with its diesel vehicles just prior to the 'dieselgate' scandal. Though its diesel offerings utilised the same basic ingredients as their VWG siblings, Porsche's engineers somehow managed to make a different cake with them. Porsche's diesel vehicles successfully extracted an extra level of drivability to far outshine their relations, and never was that more apparent than in the Cayenne S Diesel. For the first time, the manufacturer had built a diesel vehicle that felt like a true Porsche sports car... ○





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47,000 MILES (57 - 2007)..... £35,000



PORSCHE 911 997 "4S" 3.8
METEOR GREY WITH BLACK LEATHER
50,000 MILES (07 - 2007) £35,000



PORSCHE 911 997 "2S" 3.8
METEOR GREY WITH BLACK LEATHER
49,000 MILES (08 - 2008)..... £35,000



PORSCHE 911 997 "2S" 3.8 TIP
METEOR GREY WITH BLACK LEATHER
48,000 MILES (07 - 2007)..... £33,000



PORSCHE 911 997 "2S" 3.8
BASALT BLACK WITH BLACK LEATHER
45,000 MILES (07 - 2007)..... £33,000



PORSCHE 911 997 "2S" 3.8
BASALT BLACK WITH STONE GREY
LEATHER
53,000 MILES (07 - 2007).....£33,000



PORSCHE 911 997 "2S" 3.8
GT SILVER WITH STONE GREY
LEATHER
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PORSCHE 911 (997) "2S" 3.8 TIP
METEOR GREY WITH BLACK LEATHER
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PORSCHE 911 997 "2S" TIP
METEOR GREY WITH BLACK
LEATHER
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SILVER WITH BLACK LEATHER
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SEAL GREY WITH BLACK LEATHER
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PORSCHE 911 997 "4S" CAB TIP
SILVER WITH BLACK LEATHER
66,000 MILES (56 - 2006)..... £30,000



PORSCHE 911 997 "2S" 3.8 TIP
MIDNIGHT BLUE WITH OCEAN BLUE
LEATHER
63,000 MILES (06 - 2006)..... £30,000



PORSCHE 911 997 "2S" 3.8
SILVER WITH BLACK LEATHER
36,000 MILES (05 - 2005).....£30,000



PORSCHE 911 (997) "2S" 3.8
SILVER WITH BLACK LEATHER
67,000 MILES (06 - 2006)..... £30,000



PORSCHE 911 996 TURBO 3.6 TIP
SILVER WITH BLACK LEATHER
51,000 MILES (53 - 2003).....£40,000



PORSCHE 911 996 "4S" 3.6 TIP
BASALT BLACK WITH BLACK LEATHER
54,000 MILES (03 - 2003)..... £25,000



PORSCHE CAYENNE "GTS" 4.8 TIP
BASALT BLACK WITH BLACK
ALCANTARA
31,000 MILES (63 - 2013)..... £42,000



PORSCHE CAYENNE "GTS" 4.8 TIP
LAVA GREY WITH BLACK LEATHER
62,000 MILES (59 - 2009)..... £24,000

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PORSCHE WANTED (2003 TO 2014)

Worldwide Web

First delivered to Denmark and subsequently raced around the world, this 550A Spyder has recently been the subject of a restoration by none other than Jürgen Barth himself...

Story: Andrew Hosking Photography: Peter Singhof

Unless you've been hiding under a rock you'll be well aware that 2018 has been a year long celebration in honour of 70 years of Porsche producing sports cars. With this in mind it seems as good a time as any to revisit the humble beginnings of the inspirational car manufacturer, to see precisely how its early models shaped the company into what it is today. From the early 1950s Porsche's grass roots racing endeavours saw it form a strong bond with the Glöckler brothers. The Glöcklers dominated European racing circuits

long before Porsche had built a true race car to call its own – the relationship enabled Porsche to get its name and emblem blazoned across the hoods of Glöckler racers.

The first Porsche race car concept was the 550 Spyder, a vehicle which has been well documented with its racing successes competing on circuits, roads, rallies and hillclimbs – it was a very versatile race car that could be adapted to any environment. Over time, the 550 Spyder became a racing icon, a worthy addition to any car collection alongside the likes of the Mercedes 300SL

Gullwing or the Ferrari 250 GT in the all-time hall of fame.

The most mystical Spyder in Porsche's production cycle was the 550A, built between the 550 and 718 RSK, this was a turning point in the way Porsche approached designing and racing cars. Only 40 cars were built, yet the 550A is remembered as a design revolution that embedded Porsche into racing annals the world over. Today 550As are a rare find, finding one with a successful racing pedigree that has been the subject of a bare metal restoration of the highest calibre by one of the



masters of Porsche coach building? Well, that is like finding a unicorn...

The model's design was refined, lighter and faster than anything Porsche had built previously, the racing greats like Stirling Moss and Jack McAfee pushed them hard on circuits around the world. Senior Porsche engineer Leopold Schmid played a pivotal role in the revolutionary structural design of the 550A's space framed chassis. It was composed of front and rear tubular box sections connected through a central box at the cockpit via cross-bracing diagonals. The new frame was

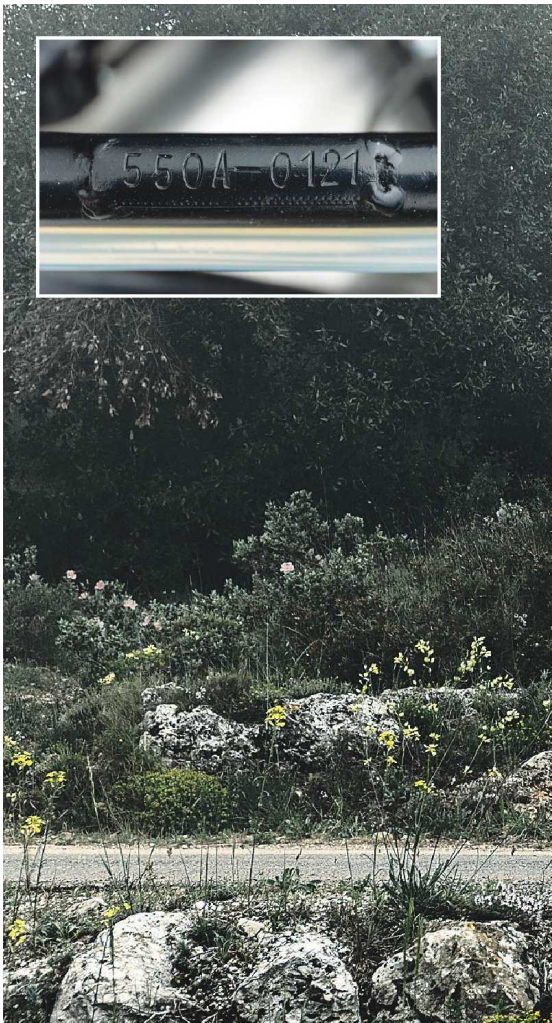
three times stiffer compared to the old ladder chassis design, but in spite of this it was 16kgs lighter than the frame of the 550 Spyder before it, weighing only 43kgs – most of the tubes were only 1mm thick.

Another major improvement on the 550A was a fully independent rear suspension setup designed by Porsche engineer, Wilhelm Hild. A new front anti-roll bar reduced the car's tendency to oversteer and, combined with static negative camber, this resulted in superior grip in the corners and improved control at higher speeds. The development of

a new five-speed synchronized gearbox was also adopted as the Spyder's standard gearing from 1956 onwards.

Besides the frame and mechanical upgrades, the 550A was also given a new aluminium body of a lighter, more aerodynamic, design. Providing a better balanced centre of gravity over the 550 it replaced, the 550A's spare tyre was removed from its mount over the transmission and instead positioned under the front hood, ahead of the fuel tank which was now shaped to accommodate it. The rear body shell was further lightened by removing





the hinged rear tilt feature, the rear shell now being removable by manually lifting it off in one section. To compensate for accessibility to the engine bay whilst the car was in the pits, the inclusion of small hinged louvered panels on its flanks afforded quick access to the carburettors and spark plugs. The rear grills were also positioned lower towards the car's tail, allowing better airflow and efficient cooling to the engine. Both front and rear beehive running brake lights were of a smaller design, and instead of the damper flap used ahead of the oil coolers as was the case on the 550s, the 550A had a thermostat in its oil piping to shunt the lubricant away from the cooler until the engine was up to temperature. With new FIA rules introduced during the 1957 season, driver roll bars became a mandatory safety requirement, this was concealed on the 550A by a headrest fairing – a standard feature in the new car's design. Each 550A also came with a convertible canvas top to meet regulations.

Porsche's 550As were not displayed on dealership showroom floors in any territories, they were all on consignment for allocated drivers. Unlike the 550, which was designed for both road and track, the 550A Spyder was the first true purpose-built car designed by Porsche solely for racing. Following the success of the 550 on track, the 550A was released shortly after the final 550's left the production line, drivers were promised a new car designed from the frame-up, one that would exceed all of their racing expectations.

The Type 550A Spyder was more than an

evolution of the 550 Spyder, for Porsche it was a revolution in car design. The ladder chassis design of the 550 was created by racers, but the new space frame chassis of the 550A was designed by engineers. Racing success came first at the Targa Florio in June 1956, in a white (hand-painted) 550A-0101 Italian ace Umberto Maglioli drove solo taking the chequered flag first. Hailed as 'Porsche's greatest victory', Maglioli's overall victory on the Targa was with a margin of 12 minutes 58 seconds over a distance of 447 miles – ten laps of the little Madonie circuit in Sicily. The result put Porsche's 550A on the map – centre stage for the world to see and desire. It wasn't long before the small Spyders were racing out of the doors of the Werks factory in Zuffenhausen to every corner of the world, at least a third of them reaching the shores of the USA. All but two were delivered in Porsche's signature colour – silver.

One 550A Spyder was destined for a cooler climate, landing in Denmark – at the time the scene of an up-and-coming racing culture. The car was the only 550A Spyder to make it there having been ordered by Preben Andersen, a wealthy Dane with a passion for racing. Andersen owned a team called Scuderia Palan, which consisted of a garage full of track cars including Coopers, a Mercedes 300 SL, a 356 Carrera plus his latest acquisition – the aforementioned Porsche 550A Spyder.

Chassis 550A-0121 was delivered to Andersen in early April 1957, and he was immediately keen to test the car on his local Danish track, the Roskilde Ring. Adorned

with a red and white Danish flag painted across its hood, the team's trademark livery, it was entered into the Roskilde Ring Race at the end of the month with Danish driving legend Julius Voigt-Nielsen at the wheel against more nimble Cooper and Lotus cars. Voigt-Nielsen was known as an aggressive but competent pilot who pushed his cars to the limit, often spinning off the track in the process, yet his driving ability also often saw him recover to get himself into contention for a podium finish by the time the flag fell. In his debut race in the 550A Voigt-Nielsen was indeed victorious, as he was in the other half dozen races he entered in the Spyder over the following five months. With the results 550A-0121 became part of Danish racing history as the car to beat, but Scuderia Palan fell into financial difficulty and all of its racing cars were sold off in 1958.

The Spyder was bought by experienced rally driver Lucille Cardwell and made its way to Kenya in Africa to race. Cardwell became the East African track driving champion behind the wheel of 550A-0121 in 1960. By the late 1960s the Spyder was sold as part of a deal struck by Gordon Crow, who had recently reopened the Porsche dealership in Nairobi. He swapped a race-ready Lotus that he owned for the 550A. Crow's wife, Di, was more than eager to get behind the wheel of the Spyder on her local track – both Di and Gordon raced 550A-0121 at the Nairobi and Nakuru race tracks in Kenya. Then Works Porsche driver, Jürgen Barth, visited Crow in 1969 and inspected the car – then painted blue – which

*Works Porsche driver Jürgen Barth
inspected the car in 1969*





was said to be in good racing condition.

Over the years, the Spyder travelled to the UK for restoration before being sold to a private museum in Italy. The car was then sold to a collector in Brescia, Italy – the home of the Mille Miglia in the late 1970s. New owner, Giuseppe Freschi, entered the Spyder into a number of the modern day Mille Miglia races until as recently as 2010. The 550A was one of the last models to be accepted into the original Mille Miglia, which stopped after 1957 when, in a similar fashion to Le Mans, spectator safety concerns forced committees to review the viability of road races.

In 2011, the Spyder was sold to Pierre Asso in France who, after just two months, sold

it to its current owner resident in Monaco.

In 2012, it was decided that a full body of restoration was in order, all of the body imperfections accrued from its racing days were corrected with a view to returning the 550A back to its original 1957 factory fresh condition. Today it is not common to find a classic race car which is a complete matching numbers affair, from engine and transmission to all of the correct identification plates from Porsche and body builder Wendler – 550A-0121 is one such rare machine.

Jürgen Barth, who inspected, restored and researched the Spyder's provenance, commented: "I can confirm that the car is the original 550A Spyder with the VIN number.

550A 0121. It has been nicely restored and it is back to its original look."

Although 550A Spyders are seen as something of an endangered species, 550A-0121 is now available for private sale. With a full race history and ownership documents to its name, this now immaculate piece of Porsche history is ready to be enjoyed with no additional work required to return maximum enjoyment on investment. Qualifying for most vintage and classic car events, from Goodwood Revival and Le Mans Classic to the Mille Miglia, it is a truly magical machine ready to shine in any collection. Interested parties should visit www.550A-0121.com for more information ○





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997 Turbo Engine Upgrades

The 997 Turbo introduced Variable Turbine Geometry turbocharging for the first time on a production Porsche. While the 3.6's 470hp and 3.8's 490hp will be enough for most, there are always those who want more...



AGENCY POWER PERFORMANCE

Agency Power Performance Throttle Body & Plenum Kit

Added performance for the 997 Turbo can be gained from Agency Power Performance's (APP) larger GT2 throttle body and plenum kit. As more air enters the upgraded 78mm throttle body, the more power is made, with APP claiming as much as 20 extra 'bolt-on' horsepower for the 997 Turbo. The larger the throttle body, the more turbo lag will be experienced, so APP's GT2-inspired kit has been designed to increase throttle response, and to improve power under road and track conditions. The 'T'-shaped plenum features the standard vacuum hose and breather line fittings and also includes a one-way check valve if required. Installation is by removal of the OEM airbox and 'Y'-pipe and is said to take no more than a couple of hours. No ECU remap is needed as the factory ECU will adjust accordingly to the change in throttle body diameter.



Fits: 997 Turbo 3.6 2006 to 2009

Price: £1,199.99

BMC FILTERS

BMC Filters BMC F1 Replacement Air Filter

This drop-in replacement for the factory air filter is made by BMC Filters and fits the standard 997 Turbo and Turbo S airbox for improved airflow and performance. Made from the highest quality materials, BMC uses a 'full-moulded' soft rubber material for the outer frame, for a tighter seal around the filter, but also to eliminate any potential cracking or breaking. The filter element is made of a washable cotton material which provides almost 40 percent greater airflow than paper, and is enclosed in an alloy mesh screen which helps keep its shape and protects against debris and dirt. The increased flow of air provides a steady stream of clean air to the turbochargers, resulting in more consistent and efficient power, and the filter is washable and re-oilable with a BMC Filters kit.

Fits: 997 Turbo and Turbo S 3.6 2006 to 2009

Approx Price: £172.10



CHAMPION MOTORSPORT

Champion Motorsport 65mm Billet Turbocharger Upgrade

Taking a different route to other turbocharger manufacturers who modify the existing compressor housings of the Porsche OEM Variable Turbine Geometry (VTG) units or replace them with traditional turbos, Champion Motorsport expands on the standard VTG technology. An improved billet compressor housing, re-profiled turbine and more efficient 7-blade compressor wheel help give a higher power output, but they retain the VTG controller to help eliminate lag. While the OEM VTG compressor wheel has 60mm exducer and 43.8mm inducer measurements, the Champion Motorsport upgrade increases these by 5mm and 3.1mm respectively. The billet compressor housing is designed for increased flow, and as part of Champion's complete power package for the 997.1 Turbo, 800hp at the crank is attainable, with 650hp at the wheels. Note all Champion Motorsport turbocharger upgrades require a core exchange of the original OEM units.



Fits: 997 Turbo 3.6 2006 to 2009

Price: \$5,495.00



EVOLUTION MOTORSPORTS

Evolution Motorsports Boost Recirculation Valves

The Evolution Motorsports boost recirculation valves are a direct replacement for the OEM units and are CNC machined from hard-anodised, aircraft-grade 6061-T6 aluminium, with military-spec Viton O-rings for longevity and performance. Designed by CAD to successful design principles, and put through stringent theoretical computer and real-world testing, the improved and more efficiently-designed Evolution Motorsports valves eliminate boost leaks, diaphragm sticking, and deterioration which more commonly occurs with standard OEM valves in high power applications. The valves are pre-assembled and lubricated for ease of installation and include all the necessary hardware.

Fits: 997 Turbo and Turbo S 3.6 2006 to 2009

Price: £175.16



FABSPEED MOTORSPORT

Fabspeed Motorsport Clubsport Intercoolers

Fabspeed Motorsport's 3D CAD-designed cast-aluminum/CNC-machined end tanks offer maximised airflow and efficiency, and are a direct replacement for the factory intercoolers. With 25 percent larger cores than the standard OEM parts, cooling efficiency is up thanks to an improved higher flow rate of between 36 to 49 percent. The inlet end tank also has around 200 percent more volume than the outlet tank, which equates to approximately 60 percent more volume than OEM intercoolers. A Swain Tech BBE coating is applied to further help remove heat to achieve increased power. A silicone boost hose kit is included, too, and all Fabspeed performance products are covered by a lifetime warranty.

Fits: 997 Turbo and Turbo S 3.6 2006 to 2009

Approx Price: £2,633.33



FORGE

Forge Silicone Intercooler Boost Pipes

This quartet of silicone intercooler boost pipes replaces the four factory rubber hoses. Stronger and with a longer-lasting structural integrity than the OEM parts they replace, precision-machined 6061 aluminium ends are fitted for a secure fit to either factory or aftermarket intercoolers. Air flow is improved under boost pressure, as unlike the standard rubber hoses, the silicone replacements don't expand, which results in no loss of power. There's also less deterioration, and Forge tests the hoses to 3 bar pressure to ensure quality. Available in blue or red colourways.

Fits: 997 Turbo 3.6 2006 to 2009, 997 Turbo 3.8 2010 to 2013

Price: £167.99



SOFTRONIC

Softronic ECU Re-map

According to Softronic, the standard 480hp 997 Turbo can be turned into a 615hp 'monster'. The ECU 'flash' is done through the OBDII port via Softronic's 'Flasher Client' software which reads a full 1MB file. The remap retains the standard car's 'Sport' mode, yet increases boost when in 'normal' use. Once flashed, the turbos will come on boost much quicker and the car will pull harder, improving the drivability. Softronic also supplies the car's original ECU map, so that there's always an option to revert to stock. Other benefits include the convenience of 'flashing' the car in your own garage with a laptop and OBDII port cable as the ECU does not have to be removed. Once the OEM map has been read, a map file is uploaded directly to Softronic which sends a tuned file by return which is specific to that particular car's set-up for the best possible power gains.

Fits: 997 Turbo 3.6 2006 to 2009

Approx Price: £1,495.00

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Mythbuster: PDK

The 'Porsche Doppelkupplung' (PDK) double-clutch gearbox is the latest Zuffenhausen transmission which allows for automatic shifts and a driver-focused experience

Driving enthusiasts have long preferred manual gearboxes, as the shifting of ratios by hand adds another layer of involvement to the driving experience, particularly with a Porsche. But, there has always been a need for an automatic gearbox – the US market demands it – and Porsche has catered for auto drivers since 1968. The 'Sportomatic' semi-automatic transmission was based on a conventional manual minus a clutch pedal, the clutch actuated via a vacuum attached to a microswitch which operated with the movement of the gear lever. Discontinued during the following decade, the Sportomatic was short-lived and was replaced by Porsche's first Tiptronic transmission in 1990.

The Tiptronic system featured planetary gearsets as well as a torque converter, and innovated electronic controls which allowed drivers to manually shift gears whenever they desired. Much more successful, Tiptronic buoyed Porsche's automatic gearbox creativity and it proved popular during the 1990s and 2000s. It also paved the way for the next chapter: PDK. And although the first 'Porsche Doppelkupplung'-equipped model didn't

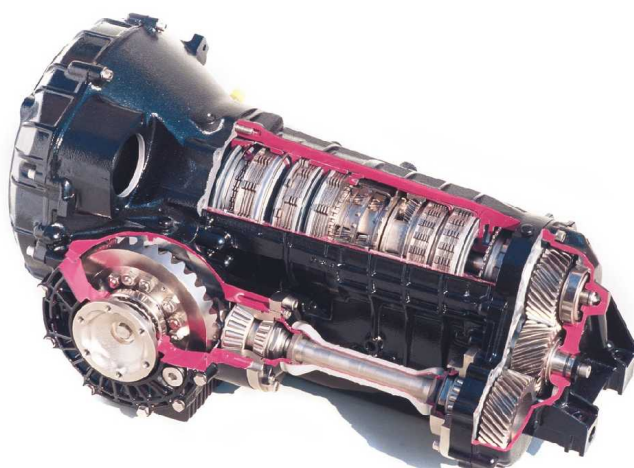
arrive until 2009, the roots of Porsche's double-clutch transmission had, in fact, been planted all the way back in the era of the Sportomatic.

A great motorsport experimenter, Porsche's work on PDK debuted on the Group C 956 of 1982. Quicker gearshifts and therefore lap times were the easy-to-see benefits of the new system, and Porsche could also see the attraction of a PDK-equipped road machine. Continual refinement and testing in road car prototypes finally yielded a workable gearbox in the late 2000s, the second generation 997 and 987 Boxster/Cayman ranges the first cars to be fitted with PDK. More technically advanced than BMW's SMG and Ferrari's F1 single-clutch automated manual transmissions, as one gear was selected, the ratios either side of it were pre-selected. Shifts required milliseconds to change with the minimum of interruptions. Porsche suggested at the time that PDK combined 'the driving comfort of a converter automatic transmission with the dynamic gearshift of a sequential racing gearbox'.

The new seven-speed system was similar to other double-clutch gearboxes in that one clutch operated the odd-

numbered forward gears and reverse, while another fed the even-numbered forward ratios. The main benefit was that ratios either side of the chosen gear were ready to be selected, drastically cutting shift times. Initially available with steering-wheel mounted rocker switches, they were soon swapped for more conventional wheel paddles. In 2013, and with the addition of a 'clutch kick' or not, purists were horrified about the advent of a PDK-only 911 GT3, the fearsomely-raw 911 previously solely deserving of an involvement-rich manual gearbox.

At its launch, Porsche claimed PDK gearshifts were 60 percent faster than the Tiptronic system, and that it also gave reduced fuel consumption. Five years after its arrival it was, surprisingly, the majority seller, with over 75 percent of Porsches in some ranges equipped with PDK. Still incredibly popular today, where specified, the modern PDK system incorporates 'Sport' and 'Sport Plus' modes, as well as fuel-saving programmes. Around 90 percent of Porsche drivers now choose PDK, which proves that Zuffenhausen's auto-shifting strategy was the right one when it started development of the system five decades ago ◯



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the market place

Dan Bevis

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

Hammer price:
£69,440



Hammer price:
£42,560



Historics also offered a pair of rather more down-to-earth propositions

Hammer price:
£34,720



We love a peculiar 911, and the recent Historics at Brooklands sale served up a belter in the form of the hyper-obscure Rinspeed 939. This oddball certainly won't be everyone's cup of tea, and the styling is very much of its time; indeed, the addition of 928 taillights and a 928-aping flat-nose to a Y-reg convertible 911 sounds like the product of a madman's psychedelic dream – but the presence of a Turbo engine and the loss of around 400kg in weight was quite a compelling proposition. (939, incidentally, refers to the car's fusion of 911 and 928 styling – 11+28=39, see? The firm later had to rebrand it as the R39 when it turned out Porsche already owned the 939 name.) The car on sale at Brooklands was a one-owner 939, owned by a titled family and having only covered 4,000 miles. Selling price? A juicy £76,160.

No less alluring, although perhaps a little more traditional, was the 356B Coupé. This car was originally specced in Champagne Yellow with a green interior, which was pretty offbeat for 1962; first delivered to Bologna, it made its way to California in the 1970s, staying with one owner for 34 years. At some point its interior became a more sober black, and it came to the UK in 2012. Its combination of yellow headlights and Super 90 engine is very spiffy, and someone bought a whole lot of history here for £69,440.

Proving that you don't have to be an oil magnate to buy a tidy Porsche, Historics also offered a pair of rather more down-to-earth propositions – the first of which was a 996 Turbo. A pampered, low-mileage car with a full history and a recent major service, this seemed like a solid-gold bargain at £42,560. The second was a 997 Targa 4S – perhaps easy to overlook in its subtle Prosecco Metallic paint, but with all the options and a solid history, this looked like an excellent buy at £34,720. An everyday-usable cruiser with the poke and the chassis you need to entertain when required.



Hammer price:
£76,160





Hammer price:
£320,000



Hammer Price:
£166,750



When the car park outside an auction features a Singer 911, a 968 Clubsport and an Outlaw 356, it's fairly safe to assume that the people inside are as much enthusiasts as speculators. And so it proved to be the case with RM Sotheby's recent London sale in Battersea Park. We gave you a little preview of this auction a couple of issues ago, which included the words 'prestigious', 'sensational' and 'frenzied', and we can happily confirm that to a lesser or greater degree each of these descriptors turned out to be accurate. While much of the pre-auction buzz centred around the weirder cars of the catalogue list (including a selection of Peel microcars and a Paris-Dakar Lada Niva), it was the big-badge motors that stirred up the room as the hammer started to fall, and the Porsches on the list represented a genuinely exciting bunch of exotica. The 1957 356 A 1600 Speedster by Reutter was an endearing success story, the three-owner car having been owned for fifty years by Woodstock promoter Michael Lang before making its way to Belgium for a full restoration – the final price was £320,000.

With the room suitably lubricated with Champagne, there were a lot of mutterings along the lines of 'will it make a million?' as the 1993 911 RS 3.8 appeared on the screens. The car itself was parked right on the edge of the bidding floor and, while it didn't quite make seven figures, £933,125 was still a pretty thrilling result for this heavily-optioned Turbo-look RS.

The '93 Turbo Cabriolet was a beautiful thing under the lights, resplendent in shimmering purple. One of six such models built by Porsche Exclusive, and one of only three in RHD, this Amethyst Pearl

The car park outside featured a Singer 911, 968 Clubsport and Outlaw 356...

Hammer Price:
£933,125





Hammer price:
£381,875



corker with Cashmere leather used to boast the registration number '911' when it lived in Guernsey; £381,875 was the final tally.

The 964 Carrera Cup racer served up an attractive proposition; one of the initial batches built in 1990, this example was raced in period by Joakim Birgersson, and still has its original shell, engine, and 1990-spec Matter rollcage. Good enough to net £166,750! And if modern road-racers are more your stein of pils, the 2016 911 R was looking particularly splendid in its trademark white-with-green-stripes – seldom seen in RHD, this one only had 37 miles on the clock and was just begging to be used. (Please, please let that be the case – collections are all well and good, but the R was built for abuse!) £332,375 was the figure, which represents a very favourable rate of return for the original buyer indeed...

And sadly failing to find a buyer this time was the 924 Carrera GTS Clubsport. Bidding reached a robust £180,000 although that wasn't enough to secure this near-unique special; just fifteen of these were built, with fibreglass wide-arches, 160mph+ potential, 930 brakes and 935 seats – it was an honour just to be in its presence.

Hammer Price:
£332,375



Hammer price:
£157,550



At this time of year, you can't discuss the big auctions without mentioning the Bonhams sale at the Goodwood Revival... although interestingly, in this historic year for Porsche, they only had one example of the marque on offer. (Well, if you ignore the 1:8 scale model of the 550 Spyder, that is.) It was a thoroughly decent one though – a 1971 911 S 2.2, which was owned by one person from 1978-2009, and has enjoyed a fabulous restoration by Prill Porsche Classics. The resto cost around £75k and it's only done 800 miles since. The hammer price? An impressive £157,550.



QUICK BUYING TIPS:

996

- The IMS (intermediate shaft bearing) is arguably the crux of 996 buying. While these shafts appear in all 911 engines, the 996 IMS was sealed-for-life rather than being lubricated by the engine's oil – and, unfortunately, it's prone to failure. It's not a given, but you don't want to take the risk as it's game over for the engine if it lets go. Check that the IMS has been upgraded, or budget around £2,000-£2,500 to renew it asap (this cost includes doing the clutch, which you might as well renew while you're in there)
- Given the affordable price point of cooking 911s, some will have been run on a budget – you can't make this work long term, so ensure it's been serviced properly and at the right intervals – with the GT3, it's easily possible that it may have been crashed at some point, look for accident damage, and also beware of cars that have been reshelled. The VIL authentication sticker under the bonnet should match the one in the service book – if the one in the book's missing, an unscrupulous seller may have steamed it out and stuck it under a new bonnet...

912

- Expect a cracked dashtop, and prepare yourself for rust in the body too. It's all fixable, but could cost big, especially if the rot is around the windows, where perished seals let the rain in
- If the gearshift feels vague, it can usually be remedied by new nylon bushes, so that could be a good bargaining point
- A good service history is a huge plus – these are strong and forgiving engines, but need loving maintenance. Regular oil changes are particularly important, so scour through the paperwork

964

- A full body check is vital – rust can be prevalent, and if it's in the rear suspension mounts it'll cost a bundle to fix
- Don't be surprised by an engine that leaks oil – this is far from uncommon, and even if it's had a top-end rebuild it could still be weeping from the cam covers
- If you're looking at a Cabriolet, be aware that water ingress may be an issue – wet carpets are the giveaway. A tired roof can be replaced for around £1,500, and the clamping motors rebuilt for around £150 if they're not sealing the roof properly



PRICE GUIDE:

- 996 Carrera - £15,000
- 912 - £30,000
- 964 Cabriolet - £35,000
- 996 Turbo - £40,000
- 996 GT3 - £60,000





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Michael Mauer

When Porsche Chief Designer Michael Mauer sketched his design for the first Panamera he accepted a new challenge – and sent Porsche into uncharted territory...

Photography: Porsche

The success of the Panamera has proven that Porsche Chief Designer, Michael Mauer, was justified in taking the risks that he did. However, the design of the latest version delivered a whole new set of challenges – both for Porsche and Mauer.

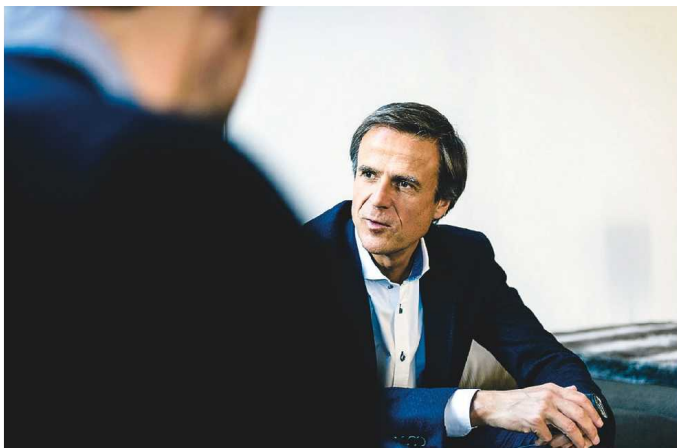
GT: How prepared does a designer need to be to take risks?

MM: Designers need to be courageous; our job is to continuously provoke discussion and present alternatives for debate.

The real question is this: How far do we go? And how good is my relationship with my bosses?

GT: How do you know whether the decisions you make go far enough or whether you've actually gone too far?

MM: You can gauge that pretty effectively from the initial reactions you receive when you introduce a model in-house, the relevant people immediately exclaim: "That no longer looks like a Porsche", or "That no longer looks like a VW". Then you know that you've gone a step too far and the design is not readily comprehensible for someone who hasn't worked on it so intensively. But if you're convinced of the merits of what you're proposing, then it pays to fight for it.



GT: So, do you encourage your designers to come up with extremely courageous solutions?

MM: You'd have to ask my colleagues to get a true answer to that question. I create an environment where there are no limits at the start of a project. But I'm also the one who pops up and says: "Guys, I don't like that, we've taken it too far..." So although I'm the person who encourages a little risk, I'm also the person who applies the brakes.

GT: Is courageous design always beautiful design?

MM: Not necessarily, even if beauty is in the eye of the beholder. Courage is always found in that fine line between introducing differences for the sake of it and introducing differences to make something better. But what does 'better' even mean? There have been many designs that were courageous, but that were ultimately not successful when brought to market. The courage was there, but the designs were obviously lacking in beauty.

GT: To your mind what characterises courageous design?

MM: A good indicator of courageous design is when I notice that someone looking at the design isn't simply standing there taking it all in, but instead responds with: "Wow, I'm surprised!" That tells me that we have gone a little further than people expected us to go. This is precisely where the difficulty lies, because sometimes you go too far. It's exactly the same in day-to-day life. I ski regularly, including off-piste, and that does take a certain amount of courage. But if you're too courageous, it could cost you your life.

GT: Is the boundary between being courageous and being too courageous a fluid one?

MM: Yes, I think it is. The more experience you have and the more you master a particular skill, the more you can trust your gut instinct. The younger and more inexperienced someone is, the more likely they are to be driven by adrenaline, and tend towards being too courageous.

GT: Do your limits fall as your experience increases?

MM: No, I don't think so. Your limits can go up too. With the benefit of experience, I'm more adept at assessing risks. The older I get, the more courageous I can be, because I have the experience and knowledge to know which steps to take and what the best path is. But of course, my limits may also fall, because experience has taught me to go this far and no further.

GT: A quick-fire question: Give us an example of a successful and courageous design.

MM: The Panamera? No, in all seriousness, breaking into a whole new segment with a saloon that didn't follow the classic three-box design was a courageous move. Another example is my Lancia Stratos from the 1970s. Compared to the other sportscars of the era, it is a clear design anomaly – and although it was a successful rally car, it didn't become a top seller. However, it would have been a good purchase if you hung onto it, because they're ridiculously valuable these days.

GT: What about design outside of the automotive industry?

MM: The iPhone is definitely a design classic. But what really fascinates me is the Dyson fan. For hundreds of years, fans have had blades, then all of a sudden this completely new thing comes along without them. It's amazing that it actually works.

GT: Do any examples of design at the opposite end of the spectrum spring to mind: perhaps a car design that was risky but turned out to be a total flop?

MM: Hmm... that's a hard question... maybe that SUV? That really ugly one. I can't remember the name.

GT: The Fiat Multipla springs to mind...

MM: Well, there are a few things to say about that one. It's actually a great concept: there's space for three up front and the side windows are near vertical to provide more shoulder room, but it was never really well-received by the market.

GT: In more general terms: is the propensity for risk declining in our society, compared to the adventurers and explorers of previous generations? Someone like Columbus just set sail, now, we try to predict every eventuality using simulators and projections...

MM: It's a difficult question. In principle, I believe that we can't continue to



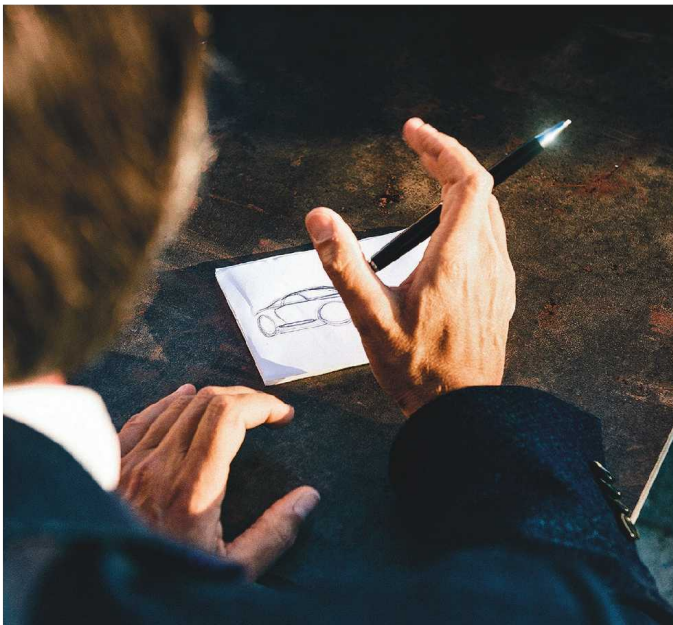
progress as a society if we don't show any willingness to try out new things, even if doing so entails some level of risk. But I definitely agree that previous generations of explorers and circumnavigators were in a class of their own. Even older generations of racing drivers, too – they thought nothing of hurtling round a track at 300 kilometres an hour with no helmet, just a leather racing cap. They were definitely more courageous, perhaps even too courageous...

GT: Back to design. Are designers a little bit scared of the final product, perhaps like goalkeepers are a little apprehensive about being in goal for a penalty kick?

MM: *I wouldn't say we're scared of it. But we do feel a huge sense of responsibility. When you understand that the success of a model is hugely dependent on its design, and you know that, in turn, jobs and the overall success of the company are riding on the success of that model, then it becomes clear why designers don't take decisions lightly. On the other hand, if I've been working on a model intensively for two years and I've seen many different designs come and go, then I know when I make a decision that it's the right one.*

GT: The original Panamera was the very first project you managed. What does the Panamera mean to you?

MM: *The Panamera is a car that is very close to my heart. I should mention at this point that, although the Panamera was the very first project for which I managed the development process from start to finish, we did do a few other things before that, such as the 997 GT3. As I explained before, the decision to make the Panamera wasn't an easy one, but we all agreed within Porsche that the world did not need yet another conventional saloon at that point.*



*The iPhone is a design classic.
But what really fascinates
me is the Dyson fan...*





GT: What sets the latest Panamera apart?

MM: We've stayed true to the basic concept with a fastback design, but we've subtly changed the proportions of the car. Overall, the car has shifted backwards a little, more onto the rear axle, and I personally think the design is now more reminiscent of the GT.

GT: You currently drive a Panamera. Why?

MM: For me, it's a car that gives you the best of both worlds. When I shift all the settings to sport mode, it's a fantastic sports car, and when I open the boot and fold the rear seats flat, I can fit all my sports equipment in. My problem is that I can never decide whether I prefer black or silver...

GT: Why is that?!

MM: I'm not sure. When I have a black car, I always find myself thinking that a lighter one would be better, so that the graphics on the side windows would be more prominent. You spend so long fine-tuning these details and pace around the car hundreds of times to try to make it that little bit better, but you still end up with a black car with black window trims, and you can't even see the graphics. On a silver car, the graphics look fantastic, but then I can't help but remember how beautiful the Panamera is in black.

GT: How important will design and designers be for the future of mobility and for the future of car brands?

MM: Up to now, we've only seen the tip of the design iceberg. When you consider how much drive and chassis technology has advanced over the

past 30 years, designers have had to keep pace with that change and develop with it; we have striven to develop brand and design languages that emphasise our products' identity to a greater degree. With the technologies now available to us, we have more scope to do this than ever before. As a result of this, I think that design is only just starting to get really interesting.

Previously, you started with the technology and the people, and you had to choose between a large car, small car, lots of people, lots of luggage. But increasingly, technology is no longer a limiting factor. Now we ask ourselves: Should we use the available space for passengers or for luggage? Apart from this consideration, you can in principle create something as flamboyant and dramatic as you want around that space...

GT: So, you're excited about the future?

MM: Absolutely – particularly because I believe that design is going to become even more important in the future than it has been before. Over the past few years, we have fought to be viewed not just as creative fantasists and artists, but to prove that design can drive great change. Companies like Apple have played a huge role in this shift. But it's not my style to start making demands. I'm a person who prefers to bring something to the table and put forward ideas that no-one else has thought of. I want our colleagues to know that working with designers pays off...

Mauer also heads the Design division of Volkswagen AG ○



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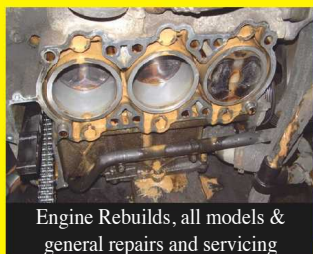


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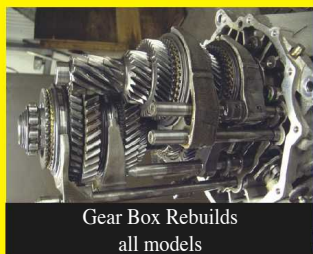
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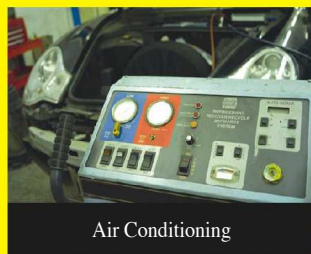
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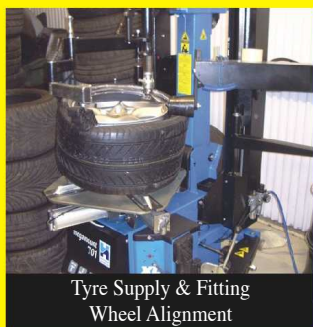
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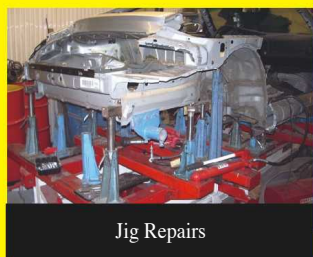
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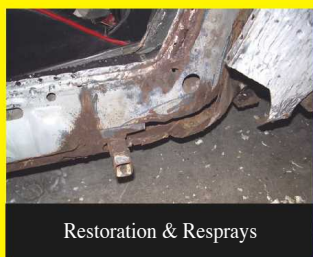
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1986 924 S, 1981 911 SC, 2004 996 40 Jahre

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1994 968 Sport

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Paul Cowland

1982 911 Cabriolet Flatnose

[@PaulCowland_](#)



Simon Jackson

2005 987 Boxster

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Martyn Morgan-Jones
1989 944 Turbo

[@MartynMJones1](#)



Philip Raby
2009 Cayenne Diesel

[@RabyPorsche](#)



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

[@MarkWGTP](#)



1982 911 CABRIOLET FLATNOSE

As a car dealer, writer and presenter of TV's *'Salvage Hunters: Classic Cars'* I've had more than a few motors in my time – but a 911 Flatnose? Well, that's something else altogether... If you're anything like the same age as me, your childhood bedroom would have had three staple posters; the delightful young lady playing tennis, and then later on, a Flatnose Porsche, and either a Countach or a Testarossa. Growing up in the 1980s with a true obsession for cars meant that this triumvirate of excess greeted me as I woke every morning – and it's fair to say it left an indelible mark.

Fast forward to the present day and I'd still be happy to own all three. My bank manager and legs have other ideas, sadly, with my lanky 6'4" frame and relatively modest status meaning that not only can I not fit in either of the Italians, but each one, including the 911, which I fit in perfectly, has now flown far out of reach. Seriously, have you seen what factory Flachbaus are fetching these days?!

Like many other dreams I had

resigned to the 'unlikely' pile, I simply moved on with my life. Not possessing the required substantial six-figure bank account needed to look out over, well... nothing, I thought that maybe one day I'd scratch enough together to get a nice Carrera or something. That'd be near enough, right?

Fate had other plans last year, however, whilst out filming our *Quest* TV show. On location, in the corner of the characterful Jag importers we'd visited to shake hands on a level old 340 model, was a Flatnose, in Guards Red – and clearly, rust free! Assuming the worst, I tapped the front wings. The unmistakable ring of steel answered back. The same reply came from the rear arches and sill covers, too! If this was a conversion, it was a very convincing one. The lack of 928 headlamp lifters suggested it wasn't a factory build, as did the early Mazda RX-7 lamps, but just who did convert it? The affable vendor didn't know. Despite an enviable history from Max Dial, one of Cali's coolest dealers, there was no information on the conversion. 'I've bought

it un-provenanced,' he honestly explained. 'And I paid accordingly... if you want it, I'll add a drink and you can have it at that.' I won't upset you with the price, but if you've been watching auction results for factory RHD Turbo Flatnoses let's just say that this one was just around a tenth of that cost. Mongrel, or not, it needed to come home.

Back at home, the car revealed itself to be as honest as it first appeared. Don't get me wrong, it's far from perfect, but it is super level, relatively straight and totally rust-free. Being an '82 car it's also a very early Cab. Sifting through the extensive service history revealed an unusual Thai name on much of the paperwork. A gentleman who had lived in California throughout the '80s, cared for and maintained the car, and had now returned home to Thailand, selling it as he left. Ten minutes of Facebook stalking later, and we were chatting away. 'Please tell me about the conversion!' I pleaded. 'Where was it done?' I crossed my fingers. In the intervening period, I had read extensively on these rare cars, and discovered that

if you hadn't had the good fortune, or indeed, financial fortune to order your Flachbau from the factory's 'Special Wishes' or 'Sonderwunsch' department then the next best thing was to go to Alan Johnson Racing, who would use many of the Porsche panels, direct from Stuttgart, to effect an identical change.

'It was a long time ago,' my new best friend pondered online. 'But it was a place called Alan Johnson Racing. Have you heard of it?' Honestly, I could have kissed the screen. In provenance terms, it's the next best thing to a genuine factory car. As a kicker, he even sent a few pics across. What a result! Problem is, now that I've seen the car sitting on Gotti split rims, I feel a little short changed on the wheel front with my 17" converted Fuchs! First world problems, eh?

So what comes next? Well, as you can see, I've got to do a little bit of tidying. It runs like a bag of spanners when it's cold or hot, yet perfectly in the middle, so a little set-up and timing may be required. The seats are dry and cracked, as you might expect from a West Coast car, the







Paul has been busy researching the history of his 911's Flatnose conversion



polished wheel finish looks a little incongruous for this most '80s of rides, the ride height and stance is all wrong, the brakes are woeful and the hood doesn't fit very well. And that's only the start of it! The paint needs a proper going over after years of inexpensive tidying up, the stereo is kaput, the carpets are sun-faded and the front luggage carpet is a real mess. In short, I've got plenty to do, but when you think that the entire cost of this car was pretty much the same as the hammer commission on the last big-ticket Flachbau to go across the block, then I'm probably the right side of OK with this one. Besides, have you not leafed through *GTP's* ads lately? I'm sure I can find plenty of talented people to help me out. Join me next time to see if I can get it running right... Until then!

Paul Cowland



Paul Cowland
1982 911 Cabriolet
Flatnose

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



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2014 PANAMERA S E-HYBRID

I've been musing recently, which is normal for me, as to what I will replace the Panamera with in due course. A later, more recent example is the obvious answer.

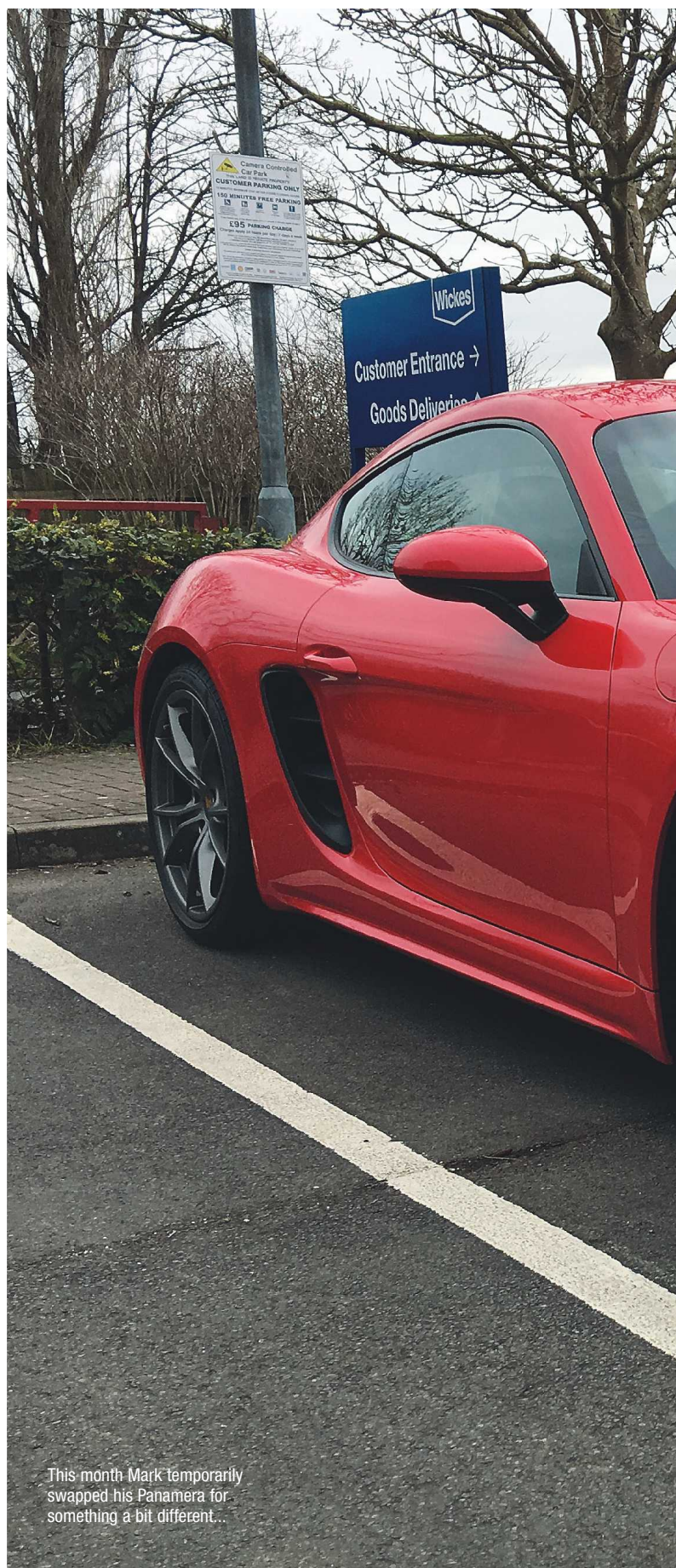
As reported last month, EA14 paid a visit to OPC Swindon in recent months, to have the Sports Chrono Clock replaced. Analogue and digital times had not matched up since the day the car was purchased, and my OCD finally cried enough. This would afford us the opportunity to spend some time in the latest hybrid and experience the up-to-date tech, funky nav screen and so on. I'd previously hacked around Silverstone in the 4S Diesel variant, and marvelled at the engine and the dynamics. But Silverstone's controlled environment is hardly representative of the real world, and what interested me most was how I'd interact with the new haptic-feedback panel as opposed to the row of tactile and tangible switches in the 970 generation.

Recently of course, Porsche has pulled the plug on diesel. This doesn't necessarily also pull the plug on buying a pre-owned 4S Diesel of course, but all told it steered me back towards the current hybrid and appraising it against the flaws I've experienced with my car (primarily, having to reboot the damn thing if you step from the car for more than a few seconds, which is still bloody

annoying). Apparently the vast majority of Panameras now sold in Europe are hybrids. Last time I tried swimming against the tide I achieved very little, so provided the tech has improved a tad, I could be swayed. Unless a good spec Turbo crops up I suppose, but one thing at a time.

So the verdict on the new e-Hybrid? No idea. Due to a mix-up, the car I'd been scheduled to drive had been taking off the fleet, expired RFL the apparent cause. This was inconvenient but hardly earth shattering news, given I'm not actually faced with an impending change. So a Macan was offered up as transport for the day, and my face fell due to it being shod with balloon tyres on the smaller wheels option.

Really not keen on these things thus equipped. Nothing related to the endless online whinging by those who fail to appreciate the modern trends which dictate Porsche have to manufacture these cars in order to remain competitive and in business at all, and more to do with the fact that I just don't like the drive they provide. Whilst I don't necessarily require a mole-like centre of gravity, I do tend to prefer to sit closer to the tarmac and not elevated a few feet, regardless of the visibility benefits it provides (I don't drive down too many tight country lanes, so this is of little consequence). Don't buy a Macan



This month Mark temporarily swapped his Panamera for something a bit different...



at all then you may say. But fit them with wider wheels and shallower profiles, and the dynamics change considerably, at least giving the impression of tighter control. But as I said, the car offered to us wore the taller tyres, so I asked whether anything else was available.

Fortune favoured us on the day in question, as our daughter was in school. Ergo it was just the two of us, so a box-fresh 718 Cayman S was laid on instead. Far more suitable I felt.

Crikey, busy little bees these things, aren't they? A proper hyperactive package full of fizzing energy and featuring a gutsy engine combined with light weight, delivering punch at any speed. And personally, I loved the noise it made. Context is something I've written about before, but not having had much experience of flat-six Porsches in recent times, my 'first principles' appraisal of the amidships flat-four was of its theatrical start up, gentle warble-like idle and rich, enveloping, hard-edged noise as the revs climb.

Noisy at speed though. I'm talking road noise. Countryside blasting is its forte. Show it the M4 motorway and the (from my perspective)



melodic engine note and characterful exhaust fade into the background, the sheer road noise combining with the general commotion, resulting in a white noise blare which had my ears ringing by the time we arrived home. I thought it was exhilarating stuff though, compared to the relative calm of my Panamera anyway. A possible second car

option for some point in the future? I'd say definitely so. And its ability to raise a smile from small people in car parks via blipping the throttle, well, that should serve as a reminder to us all what we will lose once the battery-powered crusher finally removes the last fossil-fuelled motor from our roads.

Mark Williams

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

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944 TURBO

Since my last submission I have done quite a few miles in the Porsche and enjoyed every one of them. Well, perhaps not every one. I'll explain. Relatively recently, Carolyn and I were 'en route' to a B&B in Newhaven, for an overnight stay prior to beginning the Guild of Motoring Writers' 'Euro Classic' the following morning. The Porsche was running like clockwork until, cruising effortlessly along the M4, suddenly, the engine coughed, spluttered, and cut out. Fortunately, I was able to freewheel to the relative safety of

the hard shoulder where we swiftly decamped and got well clear of the car. The hard shoulder is not the place to be making a mechanical diagnosis, and it didn't seem likely that we were going to be able to make any forward progress without some help, so I rang the AA.

Twenty minutes later, and with no small relief on our part, an AA van arrived and positioned itself in such a way as to protect us. Then, having had a quick chat with the very helpful and professional operative, it was decided that the best course of action was to tow the Porsche to

Chieveley Services. Carolyn opted to ride in the AA van, whilst I rode shotgun in the Porsche. Quite an experience I can tell you!

Cutting a relatively long story short, in the safety of the next service's lorry park, having checked relays, the ignition system, and removing the air filter to check whether there was a sign of overfuelling (there was a strong smell of petrol), we spotted that a vacuum pipe had come adrift from a Y-piece. It was part of the injection set-up. The pipe was reattached, the engine cranked, and joy of joys, it

started... and ran sweetly.

Understandably, we got to the B&B a little later than anticipated, but the next morning the Porsche joined the other 21 classics taking part in the Euro Classic, and it ran like a dream over the next 800 miles or so. The Euro Classic proved to be a superb event, very well organised, utilising fabulous roads, and visiting a number of fascinating historic sites and villages along the way.

Since returning, I have attended a few local events, including the Porsche Club GB R14 (South Wales Region) concours. Again, this was a



Because of my 'success', I've been looking very closely at the 944 with a view to making it even better than it is – and, importantly, to ensure that it is as sound as it can be. I've been chatting with a local bodyshop about some areas on the bodywork that could do with a little attention. I'll have more for you on this soon.

Martyn Morgan-Jones
1989 944 Turbo

 @MartynMJones1





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DECEMBER 2017

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



JANUARY 2018

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



FEBRUARY 2018

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



MARCH 2018

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



APRIL 2018

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



MAY 2018

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



JUNE 2018

Cover Story: 911S by Canford Classics
Inside: The £25k 911: 996 4S versus 997 Carrera, 901, Jürgen Barth and Roland Kussmaul in a rally 924, 928s: 1979 928, S4 and GTS, 200 Porsche facts for our 200th issue, 919 Hybrid Evo, 964 Carrera RSR 3.8, Porsche Tech: Tyres



JULY 2018

Cover Story: GT3 RS Generations
Inside: 987 Cayman Ultimate Guide, new 991.2 GT3 RS driven, Paris-Dakar 959 explored, 'sleeper' 930 Turbo, Tech: 944 servicing, Porsche People: Hanns Herrmann, Porsche Human Performance, Panamera Sport Turismo UK drive, Modifying Guide: 986 suspension



AUGUST 2018

Cover Story: Buying: 964
Inside: 991 GT3s: first generation versus second generation, 986 Boxster racer, new pre-production Macan driven, restored 928, unique Sauter 356 Roadster explored, the '£55' 3.2 Carrera, Tech Guide: 996 Suspension, Modifying Guide: 997 exhaust systems



SEPTEMBER 2018

Cover Story: £10k convertible Porsches
Inside: Flatnose 964 Turbo S, 912: the last affordable classic Porsche? 919 Hybrid Evo Nürburgring record lap witnessed, Carrera T in Wales, 'Mad Max'-style 986 Boxster TV star, Porsche tractors, Modifying Guide: 914 suspension, Tech: 986 Boxster track prep



OCTOBER 2018

Cover Story: RPM Technik 996 CSR EVO
Inside: Buying: 968, Singer Vehicle Design DLS 911, 911 SC road trip, 919 Hybrid driven, New Macan revealed, classic 930 Turbo, Macan Performance Pack tested, Modifying Guide: 924 brakes, Patrick Dempsey interview, Tech Guide: off-road in the Cayenne



AUTUMN 2018

Cover Story: Buying your first Porsche: 987 Boxster Vs 987 Cayman
Inside: £15k 911: the 996 Carrera, 911 SC: your first air-cooled, 718 Cayman: £400 per month, *Ultimate Guide:* 3.2 Carrera, dp Motorsport 911 Speedster, Buying: 924, Porsche Classic visit, Modifying Guide: 718 exhaust systems

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HUB-CENTRIC WHEEL SPACERS

How much? £145.80 per pair

Where from? www.st-suspensions.net

ST Suspensions, KW Automotive's entry-level brand, has released these new 30mm and 40mm 5x130 PCD hub-centric wheel spacers for the Porsche market. Allowing owners to tweak the stance of their vehicle more effectively, they improve a vehicle's aesthetics by widening its track, they also offer a slightly more planted feel from the helm. Benefiting from a 71.6mm centre bore and a black anodised corrosion resistant finish, they also feature press-in inserts so your wheels will not work loose.



986 / 996 STEERING RACK PIPES

How much? £45.00 (pair)

Where from? www.design911.co.uk

Leaky steering racks are a common issue on 986 and 996 models, these replacement pipes (RHD cars) from Design 911 offer a cheaper fix than the refurbishment of the entire power steering system. The source of a leak can often be traced to the piping attached to the steering rack, fitting replacement pipes avoids owners having to replace the whole unit together with offering a cheaper and quicker solution. These pipes will fit the 996 (1997-2004) and 986 Boxster (1997-2004).



GAZ 924 COILOVER SUSPENSION

How much? £737.10

Where from? www.gazshocks.com

Gaz GHA kits are usually suggested for road cars that see occasional track work, while out-and-out racers choose Gaz Gold. Now the British suspension firm has combined competition suitability with lower prices to produce the GAZ GHA Comp suspension kit, this offering being for the 924. Each kit includes springs together with front and rear coilovers to assist to factory the torsion bars – the damper settings can be adjusted on the vehicle. The GHA Comp kit features adjustable camber bolts on the front struts to adjust camber settings without the need for additional parts. Each unit is bright plated to resist corrosion.



CAYENNE / MACAN BUSHES

How much? £88.56 (set of four)

Where from? www.powerflex.co.uk

These latest polyurethane bushes from Powerflex fit both the Cayenne and Macan. The uprated front (23mm) and rear anti-roll bar (21.5mm) bushes increase responsiveness at the helm, reduce body roll through the corners and promise to bring your SUV's ride alive. A set of four is priced at £88.56 inclusive of VAT.



AUTO ART 1:43 997 GT3 CUP CAR

How much? £32.00

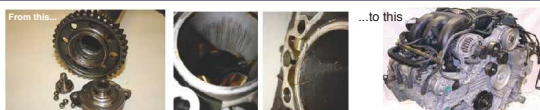
Where from? www.racingmodels.com

This 1:43 scale Auto Art model replicates the 997 GT3 Cup presentation car from 2006. Its striking green hue makes this little model really stand out. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



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WEBER 32/36 DGEV CONVERSION KIT

How much? £450.00

Where from? www.webcon.co.uk

New for 1.7-/1.8- and 2.0-litre air-cooled 914 engines are these Weber 32/36 DGEV kits from Webcon. Each kit comes complete with all the required parts for fitment and features a genuine Spanish Weber progressive 32/36 DGEV electric choke carburettor, manifold set, linkage and air filter assembly (as well as full fitting instructions). These are available directly from Webcon or appointed Webcon dealers around the world.

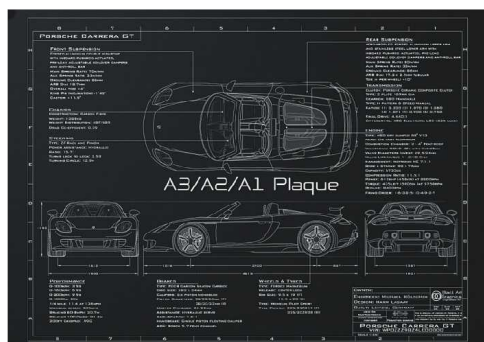


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How much? From £207.99

Where from? www.fast2shop.com

This detailed orthographic technical illustration of the 2003-2007 Carrera GT, comes in A3 or A2 plaque size (though a larger A1 version can be manufactured too). Should you own a Carrera GT then the plaque can be personalised with your car's details, like number and VIN plates, dates of purchase and left or right-hand drive. These blueprints are engraved onto 3mm thick double finished brushed and black anodised aluminium, ensuring that they look extremely striking.



MINICHAMPS 1:43 907

How much? £48.00

Where from? www.racingmodels.com

The Porsche 907 was raced to victory in the 1968 Sebring 12 Hour Alitalia Trophy by Jo Siffert and Hans Herrmann. This fine Minichamps model of the car comes supplied in a showcase. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



PIONEER SPH-10BT

How much? £119.99

Where from? www.pioneer-car.eu/uk

Pioneer's SPH-10BT head unit is a smartphone receiver that prioritises phone functionality whilst keeping driver's safe – the single DIN unit offers handsfree calling, app and voice control. On the audio side you'll find a 4x50w (RMS) amplifier, dual RCA pre-outs, 13 band graphic equalizer, low and high pass frequency filters and even built-in subwoofer control. Compatible with Apple and Android devices, the SPH-10BT offers a one-stop solution for those requiring an affordable single DIN head unit with modern connectivity features.



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EBBRO 1:43 996 RSR

How much? £20.00

Where from? www.racingmodels.com

At just £20.00 this detailed 1:43 scale model from Ebbro is great value. The real Flying Lizard Motorsports 911 GT3 RSR was raced to 13th place at Le Mans in 2005 by Johannes van Overbeek, Lonnie Pechnik and Seth Neiman. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



996/997/991 DUMP VALVE KIT

How much? £273.70

Where from? www.forgemotorsport.co.uk

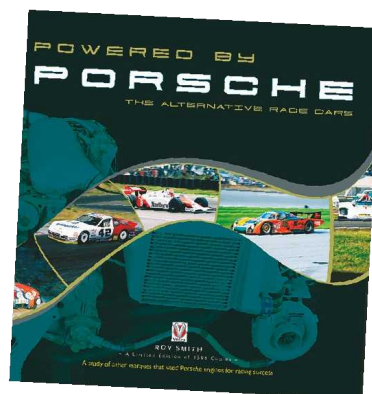
Forge Motorsport has developed a recirculating dump valve and fitting kit for standard or tuned 996, 997 and 991 Turbo cars. Forge determined that the factory-fitted OEM valves often functioned unsatisfactorily on tuned cars – being unable to move the amount of air required when boost levels are increased. These twin piston Forge valves solve that problem while remaining fully compatible with stock engine management systems. Conceived and made in-house, these act as a direct replacement for OEM parts yet improve internal efficiency. They come with everything required for fitment, including valves, clamps and springs. Two finishes are available: a black anodised or machine polished finish.

POWERED BY PORSCHE

How much? £100.00

Where from? www.fast2shop.com

Powered by Porsche is a 464 page hardback book by Roy Smith, it contains 750 pictures and details non-Porsche racing cars that used Porsche engines. Inside you'll find unique details on each car covered, interviews with team personnel and insight into the organisations and the various technology behind these oddball cars.



911R 3D PUZZLE

How much? £26.68

Where from? www.porsche.com

Here's a spot of retro fun! This 1:18 scale 3D puzzle by Ravensburger is new to the Porsche Driver's Selection. Suitable for age 10 and upwards, it measures 311 x 221 x 69mm and its 108 sturdy plastic pieces fit together using 'Easydick' technology. The article number for this item is: MAP 070 240 18.



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CHRISTOPHER WARD C7 APEX

How much? £2,995.00

Where from? www.christopherward.co.uk

Christopher Ward has launched the C7 Apex Limited Edition, part of a new limited-edition Apex timepiece range – said to be unlike anything it has produced before. The C7 Apex Limited Edition watch commemorates the fifth anniversary of the British brand's Calibre SH21 movement which was created in-house, this is the first of four new Apex models each celebrating different aspects of Christopher Ward watchmaking.

This new C7 Apex Limited Edition release is limited to just 50 pieces, its semi-open dial design aims to showcase the Calibre SH21 movement like never before. With a 42mm diameter, it is water resistant to 100 metres and has a strap width of 22mm. The watch is loaded with design details inspired by the world of motor racing, from its brake calliper-inspired bridge to its speedometer-influenced indicator.



MINICHAMPS 1:43 GUNNAR G99

How much? £36.00

Where from? www.racingmodels.com

The Gunnar Porsche G99 was driven to seventh place in the 2003 'Paul Revere' Daytona Grand Am 250 Miles' race by Peter Baron, Kyle Petty and Shane Lewis. This fine 1:43 scale Minichamps model replicates the stunning machine, it comes supplied in a showcase for display purposes. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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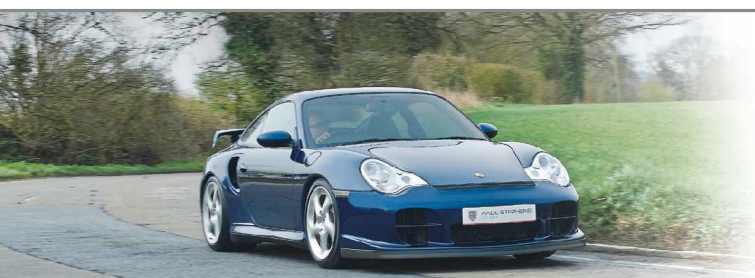


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EBC Brakes www.ebcbrakes.com			✓															
EBS Racing www.ebsracing.com	✓		✓	✓		✓	✓			✓	✓				✓			
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Elephant Racing www.elephantracing.com															✓			
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Engine Builders Supply Co. Tel: +1 775 6731300	✓		✓	✓		✓	✓			✓	✓					✓		
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Gantspeed Engineering www.gantspeed.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓			✓	✓		✓	✓
GT One www.gt-one.co.uk														✓				
Hartech Tel: 01204 302809 www.hartech.org Firewood Works, Firwood Ind. Est, Thicket Ford Road, Bolton, BL2 3TR						✓					✓			✓				
Historika Classica Porsche www.historika.com	✓							✓					✓	✓				
HP Motorsports www.hpmotorsports.co.uk														✓				
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Jaz www.jazweb.co.uk	✓		✓			✓	✓	✓			✓			✓	✓		✓	✓
JZM www.jzmporsche.com	✓	✓	✓			✓	✓	✓		✓	✓			✓	✓		✓	✓
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Parr Motorsport Tel: www.parr-uk.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓		✓	✓		✓	✓
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Pie-Performance www.pieperformance.co.uk	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓		✓	✓
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RGA Porsche Tel: 0207 7931447		✓	✓			✓	✓						✓	✓		✓	✓
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