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GT PORSCHE

The world's premier *Porsche* magazine

January 2019

Issue 208

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992 REVEALED!

NEW 911

Our unmissable in-depth analysis of the new eighth generation 911...

Porsche
Motorsport
boss on the
new **911 GT2
RS Clubsport**
& **935**

► **CHIEF DESIGNER**
Michael Mauer talks
992 styling



▼ **HEAD OF 911**
August Achleitner's
engineering insights

► **THE TRUTH ABOUT A 992
HYBRID** – will they, won't they?



GT3 RS VS GT2 RS

As we welcome the new 911, we also drive the
wildest versions of its predecessor...



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Ignition



Simon Jackson
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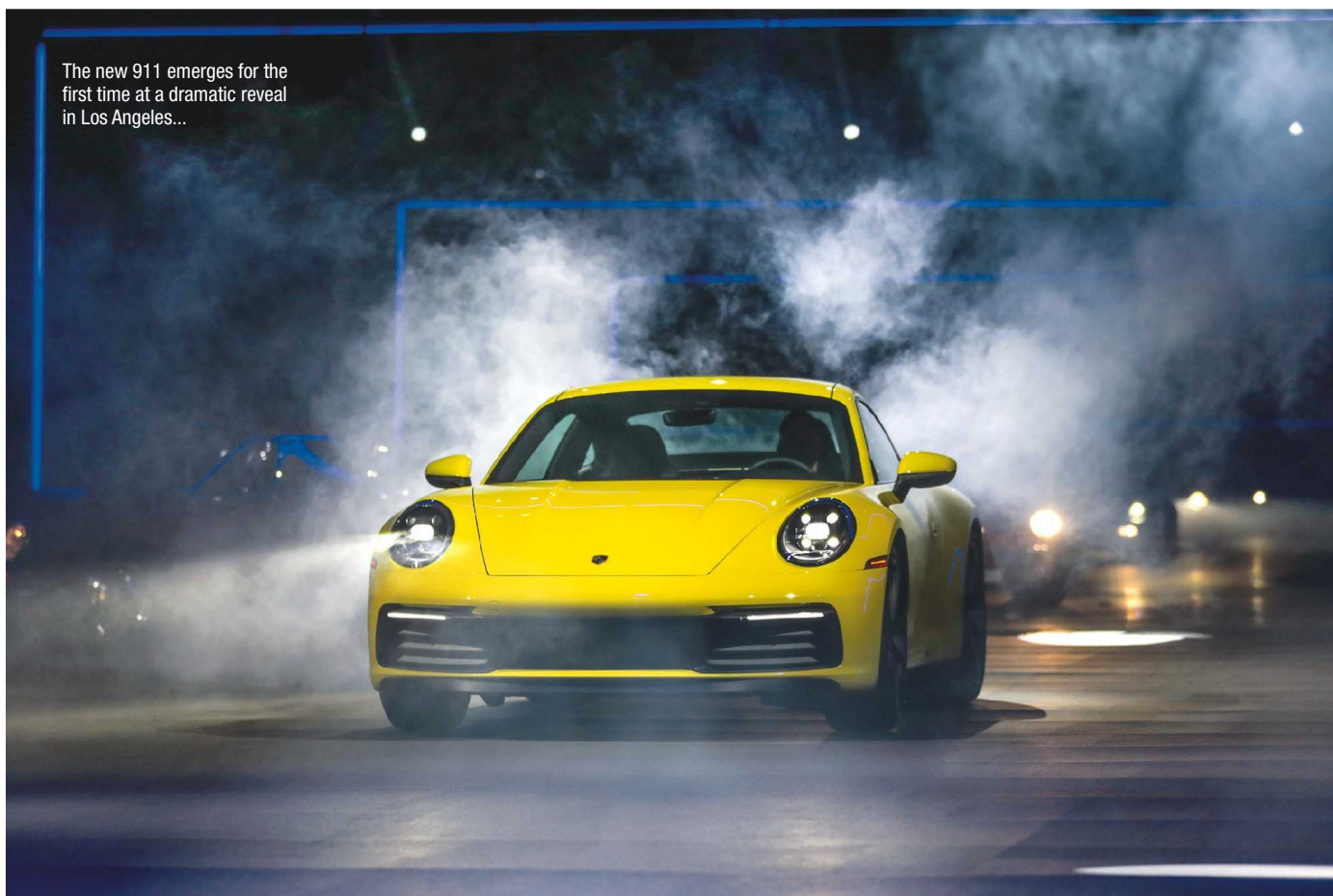
Though we all knew largely what the 992 would look like, the first glimpse of a new 911 is always a special moment. I traveled 5,500 miles to see it emerge from the smoke outside the Porsche Experience Centre Los Angeles on the eve of the L.A. Auto Show – it was a dramatic and thrilling experience. The eighth generation 911 might look similar to its forebear to the untrained eye, but under the surface it is relatively radical. This is the most digital 911 yet and it fully prepares Porsche for the possibility of a hybrid version of its famed sports car (p35) – we dig into the new car's detail with the designers and engineers behind it (p38). We also talk with Head of Porsche Motorsport, Dr Frank-Steffen Walliser, about the new 991 GT2 Clubsport and modern 935 (p50) – interestingly Walliser has just been announced as the replacement for another man we talk to in this issue, August "Mister 911" Achleitner – Head of 911, who is soon to retire. Without doubt Walliser inherits the 911 in rather good health.

Also in this issue, as we welcome the 992 to the Porsche fold, we drive two of the wildest road-going versions of the outgoing 991 generation of 911 – the GT3 RS and GT2 RS. This pair of road-going racing cars aren't subtle at the best of times, but in convoy driving through rural south Wales they made a splash and turned quite a few heads. See which Rennsport revelation we preferred – page 22.

Naturally this issue isn't *all* about contemporary Porsches. In the pages that follow we also examine a 924 Turbo (p54), dive into the history of the 956 and drive a 964 reworked by tuner SharkWerks. There's also our usual blend of market and technical analysis, our look at the people behind the cars and our own tales of running a broad mix of Porsche vehicles.

Lastly, as this is our final issue of 2018 I'd like to wish all GTP readers a happy festive period and a prosperous new year. I hope you'll join us in 2019 for what promises to be another exciting year for fans of both new and classic Porsche vehicles. Enjoy the issue.

The new 911 emerges for the first time at a dramatic reveal in Los Angeles...



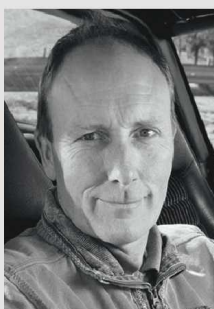
Contributors



Andrew Frankel
[@Andrew_Frankel](#)

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

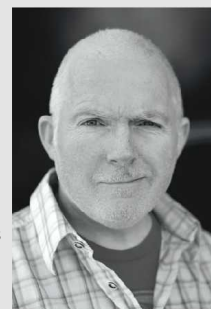
This month: Andrew drives one of Porsche's most important vehicles from a commercial perspective – the new Macan...



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[@RabyPorsche](#)

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

This month: Philip discusses how not everything in the world of selling Porsches always goes to plan, despite best intentions...



John Glynn
[@CultofPorsche](#)

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

This month: In his regular column, self-confessed petrol head and Porsche expert, John, talks all things automotive...

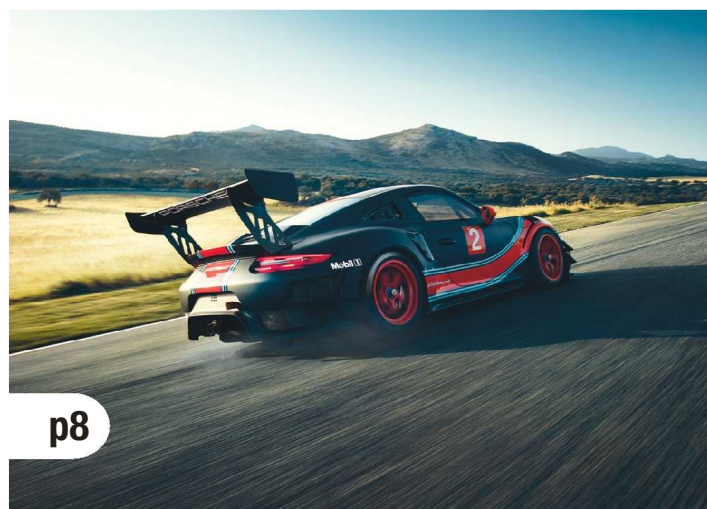


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EDITORIAL

Editor: Simon Jackson
Editorial Tel: 07391 718134
Email: gtp.ed@kelsey.co.uk
Contributors: Rob Richardson, John Glynn, Philip Raby, Andrew Frankel, Dan Bevis, Richard Gooding, Robb Pritchard, Sean Libbey, Wilhelm Lutjeharms
Photographers: Dan Bathie, Peterson Automotive Museum, Richard Smithies, Robb Pritchard, Kian Eriksen

Art Editor: Kelly Rodgers

ADVERTISEMENT MANAGER: Joseph Martin, Talk Media Sales Ltd
Advertisement Tel: 01732 447007
Email: joseph.martin@talkmediasales.co.uk

PRODUCTION: Matt Ryan, Talk Media Sales Ltd
Production Tel: 01732 446756
Email: matt.ryan@talkmediasales.co.uk

MANAGEMENT

Managing Director: Phil Weeden
Chief Executive: Steve Wright
Chairman: Steve Annetts
Finance Director: Joyce Parker-Sarioglu
Retail Distribution Manager: Eleanor Brown
Publishing Operations Manager: Charlotte Whittaker
Audience Development Manager: Andy Cotton
Brand Marketing Manager: Debra Hagger and Nikolas Lovely
Events Manager: Kat Chappell

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1960 Porsche 356B Roadster Rod Emory Outlaw £POA

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 Simon Smith on 07590 538 068 for more information.

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1960 356 B Roadster

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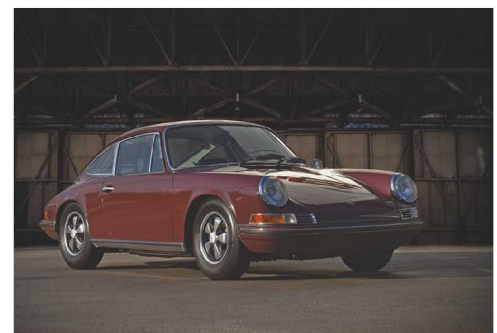
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PORSCHE



991 GT2 RS CLUBSPORT UNVEILED

Porsche has revealed a lightweight track-only Clubsport version of its 700hp 911 GT2 RS...

As the world prepared for the reveal of the all-new eighth generation 911, Porsche unveiled one last version of its second-generation 991 model

of 911 – a Clubsport version of the range-topping 911 GT2 RS. Like the recently announced 935, the 700hp machine is a track-only non-road

homologated Porsche based on the GT2 RS road car. The 911 GT2 RS Clubsport is intended to be run at club level motorsport events and

race meetings and potentially in a new GT2 category of racing run by the SRO – just 200 will be built.

The 991 GT2 RS Clubsport shares its 3.8-litre flat-six twin-turbocharged engine with its road-going relation, power is fed through a seven-speed PDK dual clutch gearbox with a 'race optimised' LSD. A carbon fibre roof with removable escape hatch (complying with FIA regulations), and carbon fibre front hood and rear deck lid with quick release catches also feature. Further racing additions include a 115-litre FT3 fuel cell which allows for refuelling through the front hood, and a three part air-jack system.

Six-piston aluminium racing brake callipers sit on the front axle with vented and grooved 390mm steel discs, out back come four-piston callipers with 380mm discs. Like all motorsport Porsche 911s, the car comes only in a White water-based paint and is delivered with transport tyres fitted, in this instance,





to lightweight one-piece alloy forged centre locking wheels in staggered 10.5x (front) and 12.5x18-inch (rear) sizes. At (1,390kgs) the 911 GT2 RS Clubsport weighs 80kgs less than its road-going equivalent.

As you'd expect the interior has been stripped of any non-essential items, the car comes fitted with a welded-in roll cage and a single Recaro racing bucket seat with six-point harnesses. In front of the driver sits a carbon fibre steering wheel located ahead of a colour data logging dashboard display, this has been lifted from the 911 GT3 R race car. Interestingly the Clubsport retains its air-conditioning system, there is also a fire extinguishing system onboard.

The new 911 GT2 RS Clubsport can be ordered now through Porsche Motorsport in Germany priced from 405,000 Euros (plus VAT). The first customer deliveries are expected in May 2019 at exclusive events.





PORSCHE RECLAIMS NÜRBURGRING RECORD

A 991 GT2 RS tweaked by Manthey-Racing has set the fastest lap time on the Nürburgring-Nordschleife for a road-legal sports car...



In April this year a 991 GT2 RS set a 6:56.4 minute lap time around the Nürburgring-Nordschleife, at the time taking the crown for the fastest lap of the 'Green Hell's northern loop by a road-legal car. That lap was quickly eclipsed by the Lamborghini Aventador SVJ with a time of 6:44:97, but with the help of respected tuner Manthey-Racing, Porsche has retaken the record. A GT2 RS, set-up by Manthey and driven by Lars Kern, set a time of 6:40.3 minutes in late October.

The lap took place on Thursday 25 October 2018 and saw Kern at the wheel of the 700hp GT2 RS MR

specially set-up for the Nordschleife by Porsche engineers and Manthey-Racing. The car was equipped with a new 'performance kit' from Manthey-Racing, which included modifications to its chassis and aerodynamics, the only alteration differentiating the interior of the road car from the record holding 911 was a driver's bucket seat.

"The drive was great fun," said Lars Kern. "The balance of the car is also very good with the new package. I did not have to take any great risks to be fast. But I only had one attempt because it was already getting dark. It worked out first time."

WHO IS MANTHEY-RACING?

Manthey-Racing is based in Meuspath at the Nürburgring and is managed by brothers Nicolas and Martin Raeder – Porsche owns a 51 percent share in the company. Manthey-Racing offers services, parts and race preparation for customers. The team from the Eifel region is a Nürburgring record holder with six overall victories in the venue's famous 24-Hour race. Among other things, the team fields the two 911 RSRs entered in the FIA World Endurance Championship (WEC). In 2018 Porsche achieved a class victory in the 24 Hours of Le Mans with Manthey-Racing.



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NEW PORSCHE EXPERIENCE CENTRE AT HOCKENHEIM

Germany's Hockenheimring circuit will be the location for the seventh Porsche Experience Centre...

Germany's Hockenheimring circuit will be the location for the seventh Porsche Experience Centre. The development will cover a total area of 160,000 square metres and will be situated inside the famous Grand Prix track – the first foundation stone was laid on 22nd October. Completion for the project is scheduled for the end of 2019.

Like its forebears in Leipzig (opened in 2002), Silverstone (opened in 2008), Atlanta and Le Mans (both opened in 2015), Los Angeles (opened in 2016), and finally Shanghai (opened in 2018), the new Centre will feature a range of tracks for driver training and vehicle testing purposes.

"Porsche is inextricably linked to sports cars. Our new Hockenheimring Experience Centre will demonstrate this bond perfectly," said Alexander Pollich, CEO at Porsche Germany. "Located just 100 or so kilometres from the brand's headquarters in the Zuffenhausen area of Stuttgart, the centre will give customers and fans the chance to feel the thrill of driving our sports cars on challenging on-road and off-



road tracks."

The Hockenheimring facility will include a 1.6-mile handling circuit with wet surface areas and low grip zones also included. A bespoke 5,200-square-metre off-road course will include slopes and rough terrain designed to put Porsche SUVs to the ultimate test. In the middle of the development will sit a three-storey building that will feature vehicle handover bays, a restaurant, café, conference rooms and events space inside its modern structure.



'PROJECT GOLD' SELLS FOR 2.7 MILLION

Porsche Classic's 993 'Project Gold' has sold at auction for 2.7 million euros...

Porsche Classic's restored 993, 'Project Gold', was sold as part of RM Sotheby's 'The Porsche 70th Anniversary Auction 2018' auction, held at the Porsche Experience Centre Atlanta, for a staggering 2,743,500 euros. The one-off car was sold to raise money for the not-for-profit Ferry Porsche Foundation, the foundation will receive the net proceeds – some 2,589,027 euros. The lot attracted a total of 37 bids for the car in

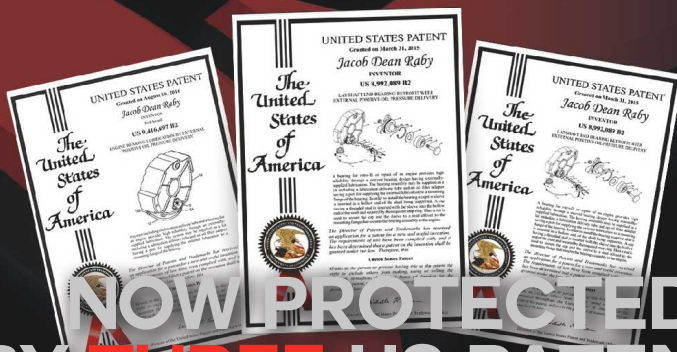
a ten minute period before the auctioneer's gavel fell, in advance of the sale it had been estimated to sell for 154,473 euros. A total of 51 vehicles went under the hammer during the auction.

The Ferry Porsche Foundation – named after the brand's founder, Ferry Porsche – works in the fields of education, research, sport, culture and social affairs focusing primarily on the homes of Porsche's Stuttgart and Leipzig factories.



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DOUBLE PORSCHE PODIUM IN CHINA

The final WEC meeting of the year took place at a drenched Shanghai circuit...

WEC SHANGHAI

Round Five of the World Sports Car Championship (WEC) at the Shanghai International Circuit saw Kévin Estre and Michael Christensen qualify the No.92 Porsche 911 RSR in fourth on the GTE-Pro class grid. Ahead sat Richard Lietz and Gianmaria Bruni in the sister No.91 car in eighth spot.

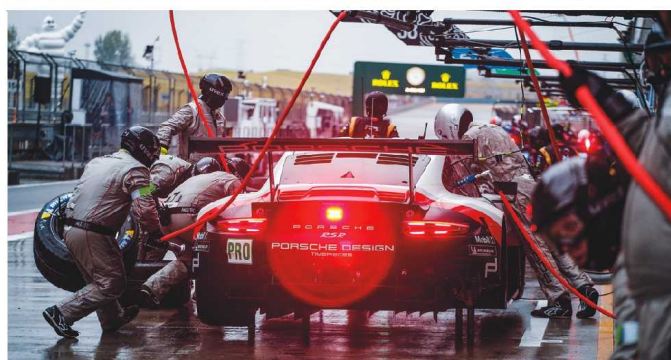
Heavy rain resulted in a dramatic race with multiple safety car phases, red flags and changes of position on track. A total of eleven vehicles run by six different manufacturers battled for GTE-Pro class victory in China, both Porsche entries enjoyed an exciting close to their individual races after six hours of racing. In the No.91 RSR, Lietz fought his way from fourth to second place in the final 40 minutes of the race. Meanwhile, in the No.92 911, Christensen overtook a rival on the very last lap to secure third position, making it a double podium finish for Porsche.

Gianmaria Bruni said: "We finished on the podium with both vehicles. That's fantastic and I'm proud of a great team performance, particularly with the pits stops. We managed to do here what we missed out on at Fuji. For me, that's the Porsche spirit! Richard drove brilliantly and things went well for me especially at the end, although the rain and darkness made conditions very difficult."

Michael Christensen

commented: "That was a crazy race. Over the six hours it went back and forth with the positions for us. Ultimately, everyone delivered an excellent performance, that's the best way to describe it. The team, the car, Kevin and I – we all gave our utmost and that put us on the podium."

The result sees Porsche extended its lead in both the manufacturers' and drivers' championships. Round Six of the WEC series takes place in Sebring in March 2019.





ANDLAUER WINS AS AMMERMÜLLER TAKES TITLE

Porsche Junior Julien Andlauer won the 2018 Supercup season finale as Ammermüller clinched the driver's title...

The final round of the 2018 Porsche Mobil 1 Supercup season in Mexico saw series veteran Michael Ammermüller take the 2018 driver's title, however, the German did not win the race despite starting from pole position. Lining up alongside, it was Porsche Junior Julien Andlauer who pinched the lead of the race from Ammermüller in their sprint into the first corner, a position he maintained for 16 laps until the flag.

Having lost the lead of the race, Ammermüller soon came under attack from Briton Nick Yelloly and Porsche Junior Thomas Preining.

On lap three Yelloly slipstreamed past on the start-finish straight to move into second place, three laps later Preining followed him through before chasing down Yelloly and executing a pass on lap 10. However, Preining was later handed a three-second penalty for gaining an advantage by leaving the track, this promoted Yelloly into second place ahead of Ammermüller, making the final order; Andlauer, Yelloly and Ammermüller – Preining finished in fourth place.

The result of the Mexican race was enough to secure the driver's

title for Ammermüller for the second time in a row, his tally of 153 points beat Yelloly's score of 146 points, Preining took third with 135 points.

Ammermüller follows in the footsteps of Patrick Huisman, Richard Westbrook, Jeroen Bleekemolen and René Rast in being only the fifth driver to successfully defend a championship title in Porsche Supercup history.

Of his second Supercup race victory, Andlauer said: "It's fantastic to conclude the season with a double victory. Fourth overall in my debut Supercup season is great."

Nick Yelloly commented: "On the one hand I'm pleased with my podium result, but obviously I would've liked to take home the title. But Michael Ammermüller drove such a clever race that I had no real chance. I congratulate him."

Overjoyed 2018 champion Ammermüller said: "Even if it looked easy today, I was tense to the last lap. I still can't believe I've won the title for the second time straight. The most important thing is to earn as many points as possible at every race. And that's what I did at both races this weekend."



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2019 PORSCHE JUNIOR BATTLE

Drivers from Porsche's international one-make cups recently battled to be crowned 2019 Porsche Junior...



Carrera Cup GB driver Lewis Plato was one of the hopefuls

Eleven young up and coming racing drivers recently battled it out to be accepted into the Porsche Motorsport Junior Programme. The talented youngsters took part in a three-day selection process at Le Castellet, formerly Circuit Paul Ricard, in Southern France competing against each other in identical 485hp 911 GT3 Cup cars. In addition to setting fast lap times, the candidates worked with Porsche engineers in analysing data and discussing car setups. Participants were nominated to take part in the shootout by their respective national Porsche one-make cup series, representing the UK was Carrera Cup GB driver Lewis Plato. The 25-year-old from Essex drives for Nick Tandy's JTR squad and has proven himself as a race winner in his domestic series.

The new Porsche Junior receives 225,000 Euro towards next season's Porsche Mobil 1 Supercup season, which is run in support of Formula One. In addition, Porsche Motorsport provides the successful applicant with comprehensive training to become a professional racing driver. Aside from coaching on the racetrack, this support includes psychological and media relations training as well as an extensive fitness regime.

Amongst the competition were Larry ten Voorde, the Dutchman has just concluded his first full season in the Porsche Mobil 1 Supercup securing second place in the Rookie class. In addition ten Voorde also

achieved third overall in the 2018 Porsche Carrera Cup Deutschland championship. Philip Hamprecht is from the Porsche Carrera Cup Asia, Yoshiaki Katayama the Japanese Carrera Cup – the 24-year-old finished the one-make cup in sixth place. Porsche Carrera Cup Brazil sent Bruno Baptista who has just completed his second season of GT racing.

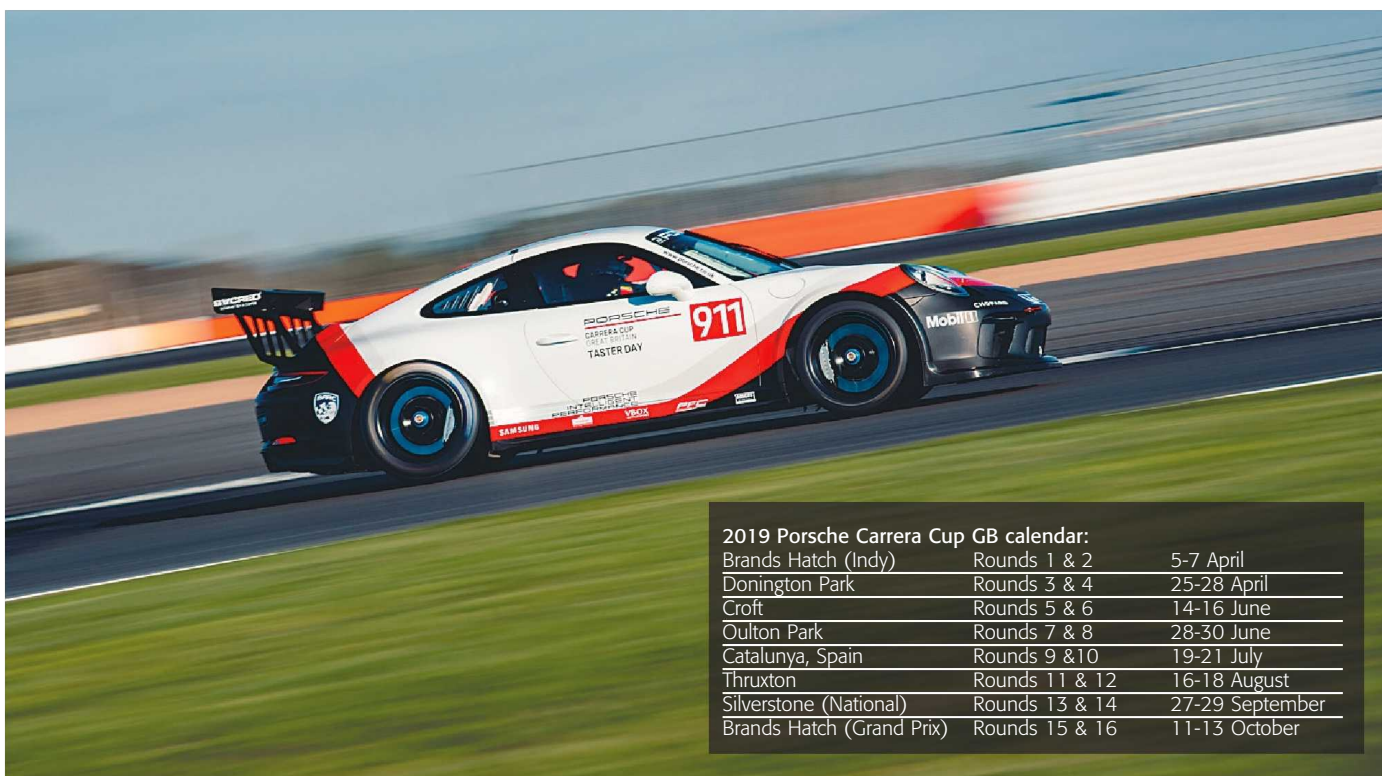
Ayhancan Güven from Turkey is turning heads in two Porsche one-make cup series, Porsche Carrera Cup France and Porsche GT3 Cup Challenge Benelux. New Zealander, Jaxon Evans, travelled from Porsche Carrera Cup Australia, Dylan O'Keeffe also comes from Australia's one-make cup. Gianmarco Quaresmini represented Porsche Carrera Cup Italia, Lukas Sundahl the Porsche Carrera Cup Scandinavia. The youngest candidate came from the USA: Trenton Estep. At 18 years old, the Texan is the newly-crowned champion of the GT3 Cup Challenge USA.

Many scholarship recipients have managed to climb the career ladder to become professional drivers in GT championships around the world. Among them are works drivers and Porsche Young Professionals, Earl Bamber, Timo Bernhard, Michael Christensen, Patrick Long, Sven Müller and Matt Campbell.

Porsche named Jaxon Evans as the successful candidate, he joins Julien Andlauer for whom 2019 marks his second year as a Porsche Junior.

2019 CARRERA CUP GB CALENDAR FINALISED

Visits to Catalunya, Thruxton and Croft will headline the finalised 2019 Porsche Carrera Cup GB calendar...



2019 Porsche Carrera Cup GB calendar:

Brands Hatch (Indy)	Rounds 1 & 2	5-7 April
Donington Park	Rounds 3 & 4	25-28 April
Croft	Rounds 5 & 6	14-16 June
Oulton Park	Rounds 7 & 8	28-30 June
Catalunya, Spain	Rounds 9 & 10	19-21 July
Thruxton	Rounds 11 & 12	16-18 August
Silverstone (National)	Rounds 13 & 14	27-29 September
Brands Hatch (Grand Prix)	Rounds 15 & 16	11-13 October

The finalised 2019 Porsche Carrera Cup GB calendar has been announced, it includes three new venues not visited by the series in 2018. Perhaps the most exciting advent is that, for the first time, the championship will visit Circuit de Catalunya in Barcelona, Spain. The home of the Spanish Formula One Grand Prix traditionally hosts the first round of the Porsche Mobil 1 Supercup, in this instance the circuit will welcome the Porsche Carrera Cup GB alongside the 2019

European Le Mans Series. The inclusion of a 'fly away' race for the series follows a trend established over a few years, most recently the championship visited historic Monza in Italy. Including a circuit of international significance on the calendar gives aspiring drivers the chance to gain valuable international racing experience.

The Porsche Carrera Cup GB will continue to support the BTCC calendar as part of an on-going commitment to the TOCA

package for the remaining seven weekends of its fourteen round championship. TOCA has provided such a successful home for the championship since its inception in 2003. As part of that package the series will travel to super fast Thruxton in Hampshire, last visited by the Carrera Cup GB in 2014, and Croft in North Yorkshire, which last made an appearance on the Porsche calendar in 2016.

We are yet to hear a confirmed list of participants for the 2019

championship, though a record number of drivers attended the Carrera Cup GB Taster Day in October. The event offered prospective drivers the chance to test one of three second-generation 991 GT3 Cup cars at Silverstone's International circuit. Some 26 drivers sampled the car, met sponsors and the teams behind the fastest single marque GT racing championship in the UK. It all bodes well for another exciting and competitive season of Carrera Cup GB racing in 2019.



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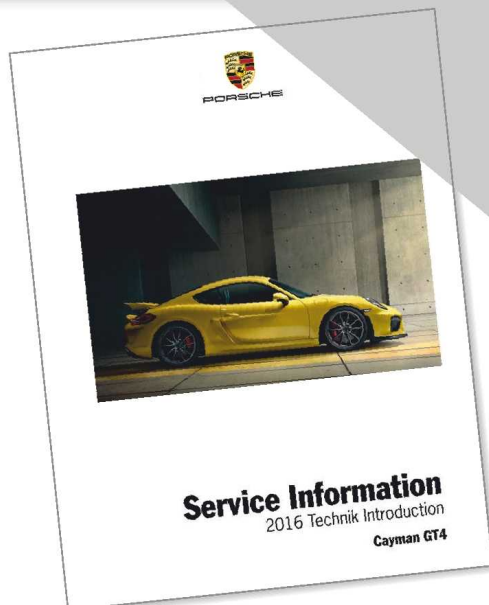
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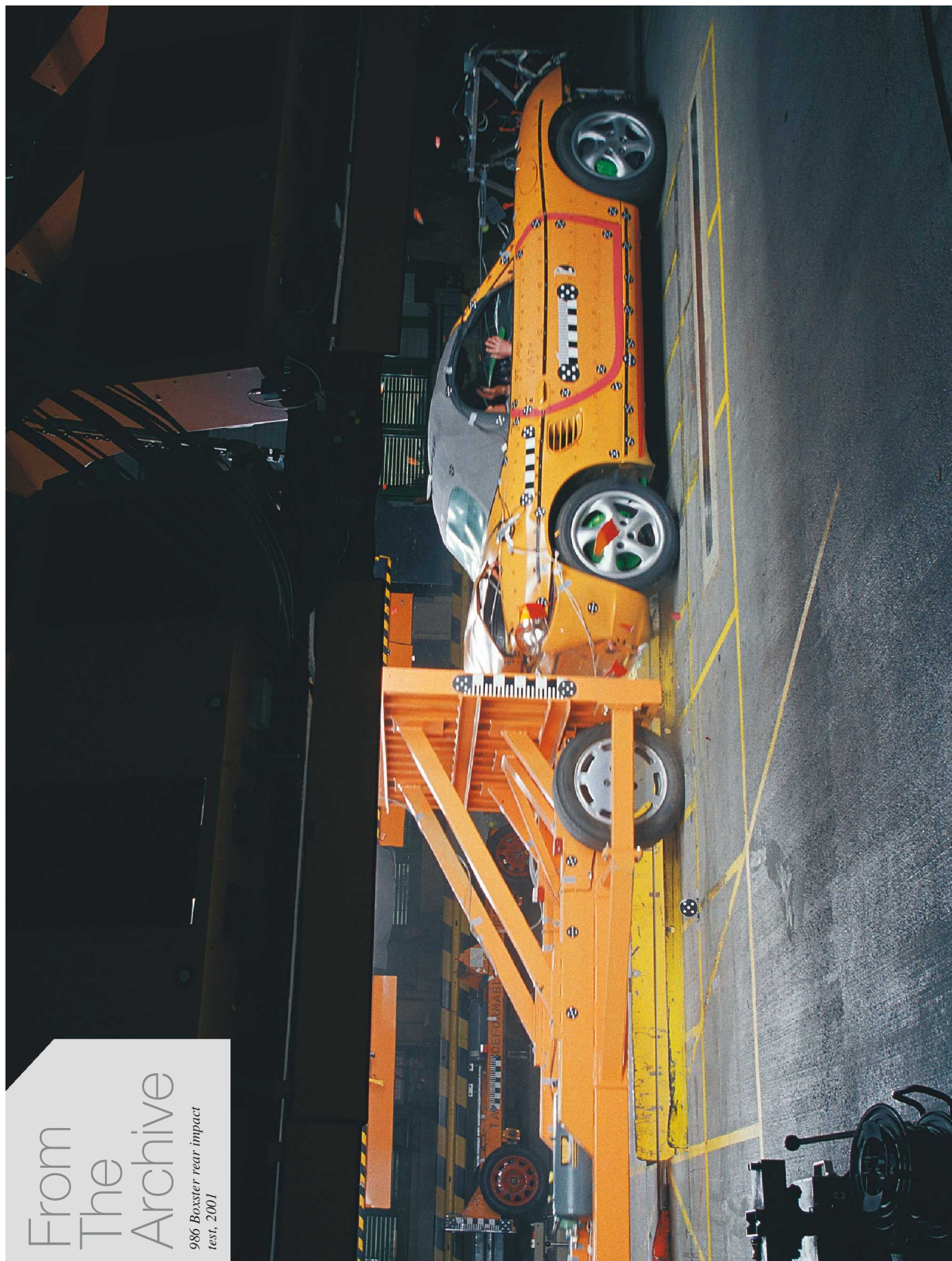
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From
The
Archive

986 Boxster rear impact
test, 2001



Forza

Horizon

We compare two of the most extreme Rennsport 911s ever – the second generation 991 GT2 RS and GT3 RS. Which is best in the real world?

Story: Simon Jackson Photography: Dan Bathie

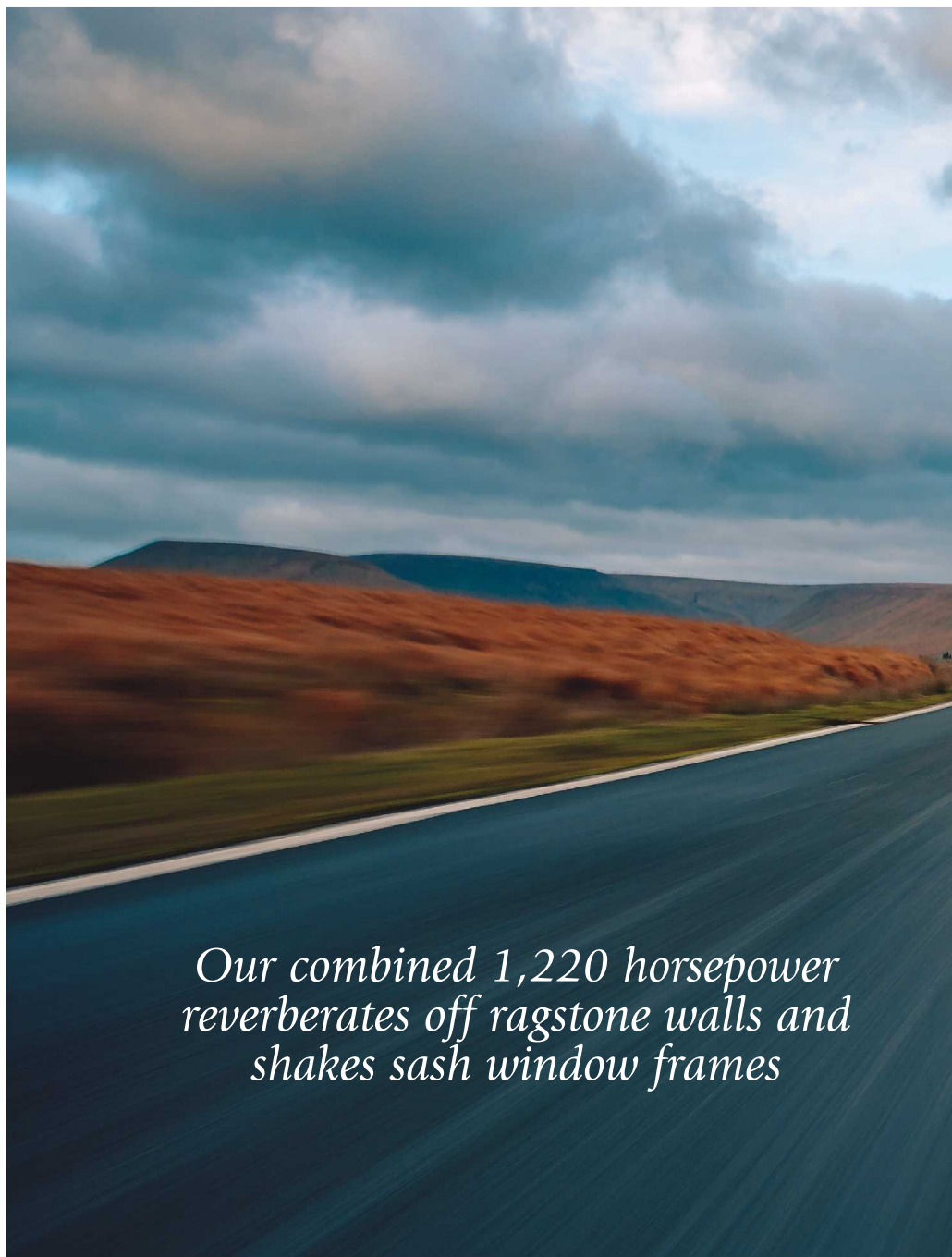
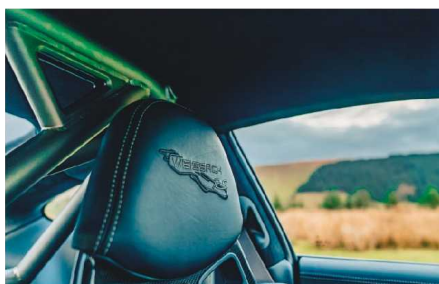
Across the dimly lit hotel car park I see that, despite virtually subzero temperatures, one of the resident's bedroom windows is ajar. It's not long after 5am on a silent Sunday morning in late October and, a split second before I twist the 911's ignition key a pang of guilt washes across me. I picture the sleeping occupants inside the room as I crank our Miami Blue 991 GT2 RS into life, its blare inevitably waking them with a nasty start. My guilt is shared with another. A couple of parking spaces over a colleague soon fires our Lizard Green 991 GT3 RS into life, turning my automotive solo into a musical double act the likes of which few in our sleepy Welsh hotel will appreciate – not least at this ungodly hour. Forward gears are quickly selected and, with as little further fuss as possible, we negotiate our way out of the hotel car park leaving our fellow guests with their unrequested alarm call.

Around the corner appears into view an old narrow street with rows of terraced cottages either side of the road, the bark of

our combined 1,220 horsepower reverberates off ragstone walls and shakes sash window frames. A woman giving her dog an early morning walk looks at our brightly-coloured convoy, with aerodynamic wings protruding from every angle, lashings of carbon fibre and searing LED headlights, with utter contempt. If this entire village hasn't been rudely awakened by our Stuttgart sound-off then it will be some kind of miracle, but we have somewhere to be. Our destination is the Brecon Beacons for first light, a particular spot where we can photograph the sunrise bathing early morning light over the famous mountain range in South Wales and, most importantly, across the form of these two wild Rennsport 911s – amongst the most extreme road-going GT Porsches yet created.

Fast Porsches come in all shapes and sizes these days, but seldom do GT badged cars disappoint, in fact anything to emerge from the firm's Rennsport department has for decades now not only proved a rewarding steer but game changing too. Just a few years ago we were treated to the first generation

991 GT3 RS, a hair-raising bit of kit that for many redefined the fast road / track car genre. The second-generation 991 GT3 is in many ways all the 911 you might ever need, and yet its toughened RS counterpart, released earlier this year, takes things a stage further. This RS somehow manages to improve upon the perfection of its predecessor. The figures for the first generation GT3 RS and second generation GT3 are largely identical, such is the progress these cars make. Power from the 4.0-litre flat-six naturally aspirated engine is up from 500hp to 520hp between the first and this, the second generation RS, with a gain of 8lb ft to 347lb ft of torque. The old car revved to 8,250rpm, this latest car will hit a screaming 9,000rpm – Porsche says that this GT3 RS is as close to its track-only 911 GT3 Cup relative than any car before it – such comments it does not make lightly. The book figures serve to drive home the point; 0-62mph is chalked-up in 3.2-seconds, one-tenth of a second quicker than the old version, if you're brave enough to keep your foot buried into the bulkhead it will reach a top speed of 193mph. But what does it





actually feel like in the real world?

Unsurprisingly it feels quick – bloody quick. Despite running an almost unbelievable 180hp and 206lb ft deficit to the Blue GT2 RS pictured here (which we'll come to in due course), the naturally aspirated nature of the GT3 RS helps it deliver a driving experience which thoroughly heightens your sense of speed. But you don't need to wind it all the way to 9,000rpm in every gear for it to feel fast, far from it. It is only available with a PDK automatic transmission (a specially-calibrated seven-speed affair) but even as it cycles up the gears on three-quarters throttle, its gravelly, screaming engine note blasts you between the ears. This second generation car benefits from subtly revised engine internals designed to make it feel tighter, rawer even, this is Porsche's most powerful naturally aspirated engine to date but it's also perhaps its most sensory – or have I just become accustomed to the world of quiet turbocharged 911s? Either way the sense of occasion that bursts from this engine combines with a reworked suspension setup to deliver a thrilling drive. The chassis takes inspiration from the GT2 RS in aiming to deliver what Porsche calls 'agility' – it has solid ball joints on all of its suspension arms which ultimately assist a more responsive, yet stiffer, ride than its predecessor. It is naturally more likely to be upset by imperfections in the road surface I find, translated through the (as usual) sublime steering. This heightens the 'race car on the road' feeling from behind the wheel and, somewhat oddly, adds to its appeal and credentials as a thoroughbred sports car. Porsche has also tweaked the car's rear axle steering system.

It all serves up a driving experience that commands respect, but one which quickly inspires confidence. The GT3 RS comes to life the further you push it, it's as if you can feel parts of its makeup beginning to come to life underneath you as you build speed, attack corners and begin to drive it harder and harder. It keeps your ambitions in check though, constantly reminding the driver of its rawness and motorsport pedigree with a twitch here or a bite there. At times it'll pick up ruts in the road and tram line in a way I don't recall of the old car – perhaps the result of the larger 20-inch diameter wheels (and whopping 21-inches out back) with low profile tyres wrapped around each corner – but with that in mind Porsche has struck a balance that works here. The truly electrifying aspect of this car's driving experience comes in the final 4-500rpm of the rev range, it dares you to keep your foot pinned as a rising crescendo of induction noise accompanies, but it's also true that you'll seldom get to visit that neck of the woods on the road if you at all value your driving licence. The ultimate (and perhaps final?) naturally aspirated 911, undoubtedly. The best modern Rennsport 911? Let's see...

I'd been warned about the GT2 RS. Not only does it look aggressive but it drives that way too, I was told. Nevertheless I jump in and line

it up for a blast across the Welsh mountain passes. It's barely above three-degrees outside but, having just been injected with a dose of confidence from sending the GT3 RS across the same piece of road, I'm less intimidated than perhaps I should be. I launch it in a straight-line, wheel diligently positioned at the '10-to-2' position, right foot planted most (if not all) of the way to the floor. The torque from the 700hp 3.8-litre turbocharged engine arrives at about 2,500rpm, I can't say if it was already sideways or not at that point but I do recall offering hasty correction on the wheel, backing off, changing up to second gear and then nailing it once again. The same process repeats, the rear stepping out as its tyres (designed to operate in far warmer climes) break traction for a second time, now while we travel a bit quicker – 62mph is racked up in just 2.8 seconds – and our exciting snake evens out into a slither, then a straight line as 553lb ft of torque powers us brutally up the road (side note: 99mph can be reached in 5.8 seconds!). If I wanted we could continue on to 211mph.

Undoubtedly it's easier to be travelling quicker than you realise here, the turbocharged setup mutes the engine note and that acts a bit like having one of your senses removed, twisting your ability to determine speed. Unlike the GT3 RS there's no shrill roar, rather the whistle from the turbos seems to build in intensity as your pace increases. Air rushes and whooshes around the cabin – it's deceptively quick. When it's really on song the intake noise is honestly like an aircraft taking off, just a quarter throttle gets it building speed quickly. Through the view from the driver's seat looks familiar, this is clearly a very different RS to the Lizard Green car I've just stepped out of...

The fastest and most powerful road-going 911 ever built does not, upon first inspection, look a million miles apart from its naturally aspirated GT3 RS relation. Both share the 911 Turbo's wide hips, both wear spoilers and sport purposeful louvres, and yet there's something extra aggressive, something more emotive about the GT2 RS. And it's not just that this car, unlike its green friend, boasts the Weissach Pack. It just draws you in.

Porsche revealed the GT2 RS in the middle of 2017, taking as its starting point the second generation 991 Turbo S, it's a model we haven't seen the likes of since the 997 of the same name back in 2010. The new car's credentials are impressive – as we know it can lap the 12.9-mile Nürburgring Nordschleife circuit in six minutes 47.3 seconds – but this is more than just a 911 Turbo crossed with a GT3 RS, much more. The GT2 RS majors on handling and balance alongside dynamic engine technology, this has seen the 3.8-litre bi-turbo flat-six engine from the Turbo S fitted in this instance with larger turbos and a water spray system for the intercooler. The system sprays water onto the intercooler when the engine is under heavy load to cool its charge temperature, thus aiding performance. Not that this 911 should struggle with its breathing, vast front air intakes feed



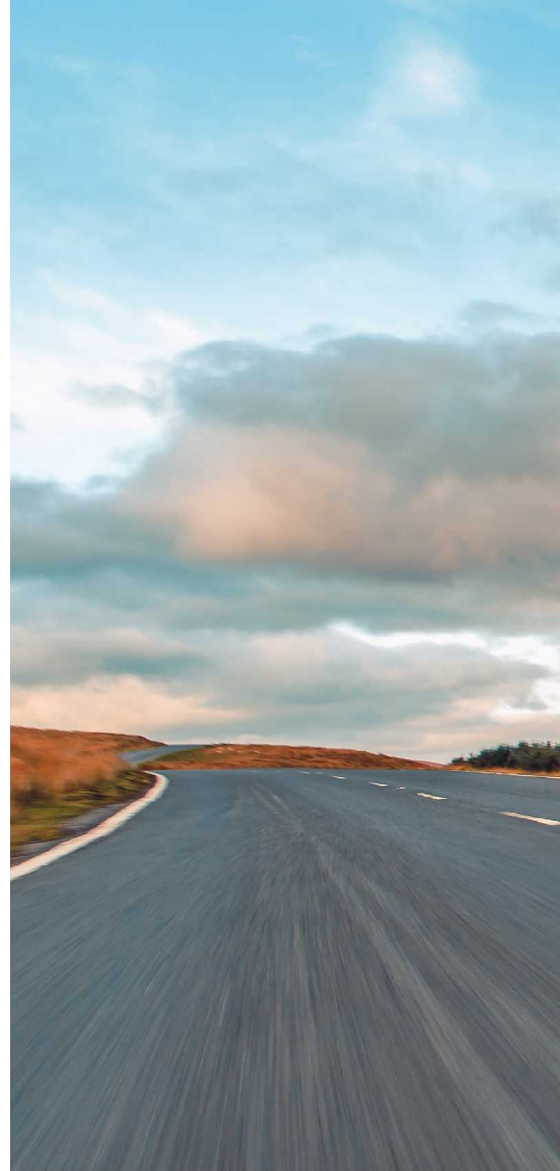
*When it's really on song the
intake noise is like an aircraft taking off...*

radiators and oil coolers, while vents on the rear haunches are joined by those enlarged ones on the rear deck lid and NACA ducts on the bonnet. They all direct as much air as possibly to the mechanicals.

Added to this comes a free-flowing titanium exhaust system which is more straight-through than around the houses – the use of titanium shaving 7kgs off the car's total weight (1470kg). These advents combine to see the GT2 RS running 120hp more than the Turbo S with which it shares its engine – enough to propel your average family hatchback with relative ease. A revised seven-speed PDK gearbox deals with all that, offering seamless gear changes with no option for a manual – but that's by the by as you truly wouldn't want a manual 'box here anyway. For the avoidance of doubt despite using the wider four-wheel drive 911 Turbo shell, only the rear wheels are driven on the GT2 RS, and that's partly what makes this car such an animal. In a bid to keep it on the road Porsche has provided four-wheel steering and a reworked stability control system specific to the model, and of course there are all those functional aerodynamic elements working away to keep the thing sucked to the ground. The bonnet, front wings, mirrors, and rear vents are all crafted from carbon fibre, like the GT3 RS here the roof is made from magnesium. However, the £21,042 Weissach Package (as fitted to 'our' Miami Blue car here) shaves weight – 30kgs to be exact. That is mainly achieved via the fitment of carbon fibre front and rear anti-roll bars (as opposed to steel items), a carbon fibre

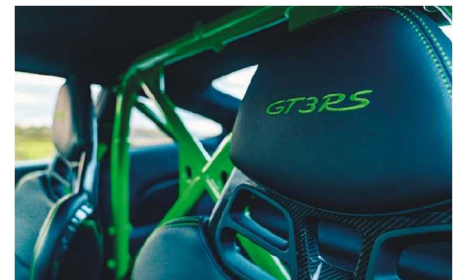
roof and magnesium wheels. Inside the roll cage is lighter too being made from titanium not steel, to finish the paddles and spokes on the steering wheel are carbon fibre too. As you'd expect PCCB carbon ceramic brakes are standard issue – handy when you're trying to stop something with 700 horsepower...

Any road car with this kind of power is going to seem quick, but with 100hp more than even the 991 Turbo S Exclusive Series – the more powerful special edition of the common or garden Turbo S – the GT2 RS feels utterly mighty. The way it translates its power to the road is impressive to say the least, but moreover despite its similar appearance it manages to feel like an entirely different car to the GT3 RS. That's really driven home to me after driving the pair back-to-back. Following the GT2 RS along the road in the GT3 RS it's possible to kid yourself into thinking that they're in the same performance league – in reality the GT2 RS is on a higher plain. As it takes off from a rolling start on our cold Welsh mountain range, the GT2 RS coughs condensation from its massive exhaust pipes, clearing its throat before disappearing up the road. From the driver's seat it moves around a lot, you feel the road surface intimately, more so with the Sport chassis engaged – mostly this should be reserved for track use. This level of communication between road surface and steering wheel serves only to make the whole experience more visceral, heightening your sense of speed. The car feels lighter than the GT3 RS, especially on its nose, yet this Weissach Pack car is actually 10kgs heavier



*You know you're piloting something amazing –
one for the coffee table books*





than our GT3 RS. The steering is generally lighter though I feel which makes it all seem lean and purposeful. Ultimately though there's a technological vibe while driving this car, it's as if you can feel the CAD assisted boffins calculating airflow live as you drive, when you jump out after a hard blast it continues to roar as its intakes suck air into their huge vents, its an aggressive, almost living thing this car – like an athlete who has just finished a 100 metre gold medal sprint.

We set out to determine which of these fast GT 911s is best in the real world – it's perhaps an impossible task to compare vehicles of this calibre. Ultimately both feel like racing cars toned-down just a smidgen for the road, not road cars with racing DNA. Importantly choosing which is the most exciting or rewarding on the road shouldn't simply be a

case of determining which is faster. Porsche sports cars have long been about more than mere outright speed, they're about the driving experience they deliver as a whole – they're about the senses they transmit to the driver, how they make you feel just as much as they're about how they go about their business. As mighty as the GT2 RS is, as devastatingly quick and technologically impressive as it might be, its turbocharged nature means it doesn't have the same soulful feel as the GT3 RS. The way the naturally aspirated car howls its way down the road at 9,000rpm is true Porsche thoroughbred in my book. Hair raising stuff. That said, as amazing as the GT3 RS is in every respect, it doesn't feel as special, overall, as the GT2 RS – when you drive the turbo GT car here you feel totally invincible, it redefines your notion of what constitutes a

fast car. Put simply you know you're piloting something amazing – a car for the coffee table books, supercar annals and history books. That point was hammered home to me during our photoshoot – a whole day of messing about with these two amazing machines in South Wales. I lost count of the number of people who stopped to talk to us, admire the cars, take pictures, to ask if their kids could sit in them or to request we rev them in order to draw smiles across their faces. All of those people, even those who didn't quite know what they were looking at, all of them gravitated towards the mighty GT2 RS over the GT3 RS. I guess what I'm saying is that even if you don't know all the facts it's clear to see that one of these two has that something extra special, something truly stirring... The GT2 RS is a true Porsche tour de force ○



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

JANUARY 2019

1st

Brooklands New Year's Day Gathering
Brooklands Museum, Surrey
www.brooklandsmuseum.com

10-13th

Autosport International
NEC, Birmingham
www.autosportinternational.com

FEBRUARY 2019

14-17th

London Classic Car Show
Excel, London
www.thelondonclassiccarshow.co.uk

MARCH 2019

7-17th

89th Geneva Motor Show
Geneva, Switzerland
www.gims.swiss

7-10th

Retro Classics Stuttgart
www.retro-classics.de

APRIL 2019

5th-7th

Porsche 2.0L Cup
Round 1 – Catalunya, Barcelona
2litrecup.com

6-7th

Members' Meeting
Goodwood Circuit
www.goodwood.com

6th-7th

Porsche Carrera Cup GB
Rounds 1 & 2 – Brands Hatch (Indy)
www.porsche.com

10-14th

Techno Classica Essen
www.siha.de



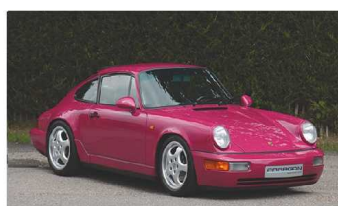
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911 RS (964)

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

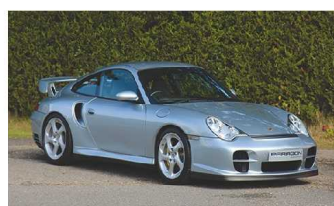
£189,995



911 GT3RS (996)

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

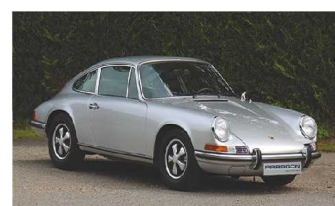
£184,995



911 GT2 (996)

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

£134,995



911 E

Silver Metallic • Black Leatherette Seats Manual Gearbox • Matching Numbers Professional Restoration • 14" Fuchs Wheels • 1971 (J)

£129,995



911 GT3 (997)

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

£84,995



911 Turbo (997 GEN II)

Carrara White • Black Leather Adaptive Sport Seats • PDK Gearbox • Porsche Ceramic Composite Brakes • 20,913 miles • 2010 (10)

£79,995



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 GTS (997)

Carrara White • Black Leather Sport Seats • PDK Gearbox • Factory Aerokit Touchscreen Satellite Navigation 28,466 miles • 2011 (11)

£72,995



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

Guards Red • Tan Pascha Seats Manual Gearbox • 15" Fuchs Wheels Electric Sunroof • 70,186 miles • 1982 (X)

£59,995



911 Carrera 2 S (997)

GT Silver • Black Leather Seats Manual Gearbox • Satellite Navigation 19" Carrera S Wheels • 54,261 miles 2005 (05)

£27,995



Boxster S (1987)

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

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

Perfection is impossible – and much overrated, says John Glynn...

The big Porsche news of the moment is the launch of the new 911. The new car features lighter seats mounted 5mm lower, 'Wet Mode' (the car tells you when the road is wet) and the option of night time thermal imaging. Power and efficiency have both been increased and the new boy comes with an eight-speed PDK gearbox.

Modern 911s always seem much bigger than necessary to air-cooled throwbacks like me, and the new one's even wider: 44mm more flesh on the hips and 45mm fatter up front. The dash has been massaged for a 10.9-inch PCM display and the software now offers unprecedented connectivity including swarm intelligence, a carbon footprint offsetting monitor app and the Porsche 360 mobile personal assistant: all super wonderful if one must have these things.

For those who don't live life via upgrade cycles, the new 911 is loaded with stuff that one should survive quite nicely without. While the new car will do everything that a modern 911 buyer could possibly want it to do (except weigh less and cost less), despite all of its technological prowess, the new 911 will not be perfect. No Porsche has ever been perfect and none can ever be. The best it can be is just good enough.

Humans have debated perfection since the dawn of mankind. It started with the perfect cave, the perfect flint, the perfect fire. We've since argued over the perfect god, the perfect road, the perfect Brexit and the perfect slice of bread. First reviews may herald the new 911

as the most perfect example to date, but the reality is that nothing is perfect, including our old favourite.

On the 911s I tend to prefer, the top of the steering wheel is too close to the dashboard, the top of the windscreen is too close to one's forehead, the ventilation is impressively poor and the switchgear is a fully-fledged afterthought. The standard gearshift was engineered to deliver the least satisfactory selection process possible. The original sound deadening does little except to add weight and retain the water that creeps in through ineffective window seals. The badly wired headlights are woeful when driving at night and the dash lights are connected fuselessly to the ignition switch, ready to set the whole thing alight should a wire short behind the clocks.

Stuttgart has never made my perfect 911...

The list above is true of most standard air-cooled 911s and that's why my car is not standard. Owners of museum-grade 911s around the same age as my '76 Carrera may look at things differently, but my snag list is just part of the things that were changed to get my car close to being perfect for me. Stuttgart has never made my perfect 911 and it's unlikely to have ever made yours. There is always a compromise

to be overcome: part of the fun of fine-tuning.

Porsches have always been imperfect. Those who expect a Porsche to be anything other than imperfect just because they paid a pile of money to own it are setting themselves up for disappointment. The story of Porsche is a human one. It is the story of a man who started building sports cars in a shed at the end of an unimaginable conflict. Aware that the world would be a tough place for Germans for a while, he decided to do his own thing: build cars and go racing. It was that simple. Like all human stories, it is quite far from perfect and that's why we love it so much. Once Ferry departed, a rather new story began.

Ferry Porsche was a diehard independent, but his company is now just one more link in a corporate chain. Of course Porsche

could not survive forever by building the charming sports cars it created in the seventies, but the further one travels from that intimate genesis, the more stuff gets tacked on to the venerable badge, some of it scarcely believable. Do modern Porsche drivers really need a 'wet mode' for example? I'm not so sure.

The story Porsche tells today versus the stripped back simplicity it exuded under Ferry has led to an inevitable disconnect for many who prefer the early cars for their handmade humility and connection to a charismatic founder. While marketing leans heavily on lineage and the notion that old 911s and new 911s represent one philosophy, ultimately they are two different things. One is a lesson in connectivity and one is a lesson in 'disconnectivity'. Whichever you lean toward, neither is perfect. For some of us, that is just perfect... ○



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



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PORSCHE



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

At the L.A. Auto Show, Simon learns the truth about the possibility of a 992 hybrid...

At the reveal of the new 911, the 992, in Los Angeles there was a recurring topic most journalists and fans of the Porsche brand were keen to discuss: the truth surrounding the idea of a 911 hybrid. Porsche's engineers and designers were pretty open on the subject, which was rather refreshing. Without doubt there will not be a 911 hybrid at least before the second-generation 992 which is due in three to five years from now, the possibility of one appearing then hangs in the balance.

The 992's design accounts for the possible introduction of a hybrid drive system, the new eight-speed PDK gearbox, which replaces the outgoing seven-speed version being a case in point. Some 50 percent smaller than the seven-speed system, this new gearbox has space pre-built into it for a hybrid system, making it future proof should a 911 hybrid model be required. Porsche

has yet to build any prototype hybrid 911s, but it has seriously crunched the numbers and worked out a plan of attack on a plug-in version of its famed sports car. However, there is the rather important issue of the 911's layout to overcome.

While Porsche has amassed a great deal of knowledge on hybrid systems from its racing activities, and the subsequent building of road cars so powered, none of these have been rear-engined with the exception of the 997 GT3 R Hybrid of 2010 (below). The creation of a new rear-engined hybrid would call for drastic reworking of the systems Porsche has already built. From

what we understand it would be required to design completely new systems rather than adapt those that it has already created for existing Porsche hybrid vehicles, albeit using the same amassed knowledge to do so. Porsche has hedged its bets with the 992, it is clearly nervous of committing to the hybrid concept until it is deemed absolutely necessary and, more importantly, that it is convinced that there is a market for such a car.

One thought-provoking point made during our discussions with Porsche personal in L.A. concerned that of a hybrid 911's design. With the re-engineering of its time

honoured drivetrain comes, for the first time, the potential to re-style the 911 like never before. With no need for a sizable combustion engine to be located out back, a hybrid 911 would provide designers with the opportunity to create a version of the vehicle that looks different to any in the car's long history. A tighter rear end might therefore come to be on future 911s.

However, there is the issue of weight. Porsche's powers that be are still very obviously worried about the weight penalty a hybrid system would hand the 911. The 992 is already heavier than the 991 by some margin, that new PDK gearbox we mentioned being one contributing factor, adding 20kgs to proceedings. Battery technology might need to shrink in size and weight for a 911 hybrid to work without huge compromise, that might be another reason that Porsche is being hesitant to pull the trigger on the idea.

Porsche's Motorsport department have, in an informal fashion at least, considered the idea of a hybrid or electric GT 911 race or road car, though these discussions are purely hypothetical at this stage it's clear that everyone within the company is considering how radical the future of Porsche's halo car could be.

Promisingly the Taycan, we were told, has turned out to be far more of a sports car than even Porsche's engineers and designers imagined. We are reliably informed that it feels like a Porsche sports car in every regard, from its driving position to the way it tackles corners. This bodes well for a future 911 powered by something other than the traditional combustion engine ○

Porsche has yet to build any prototype hybrid 911s...



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



Philip Raby admits that things don't always go according to plan...

As I watch the country unravel over Brexit, it occurs to me that, in life, things don't always go according to plan. Even our little dealership, which we run sensibly and efficiently, has its hiccups from time to time.

Take, for instance, the time a couple of weeks ago when I brought a rather nice 996 40th Anniversary from my home, where I'd been storing it safely for a customer, back to the showroom. The battery had gone flat while the car had been in my garage (a common issue with 996s and 997s) so I used a jump pack to start the engine and drove the Porsche the short distance to work, which I assumed would have given the battery enough of a charge. I left the car outside and got on with some work.

Towards the end of the day, sales manager Will said he'd put the 40th Anniversary away for the night and

off he went, while I beavered away in the office. Some 15 minutes later, I got up to walk next door to the workshop and was puzzled to see that the 996 was still on the forecourt. It was dark by this time so I peered into the car and was greeted by Will waving at me. "I'm locked in," he yelled. Oh dear! He'd gone to start the engine only to find that the battery was still flat and, somehow, the central locking had, well, locked.

This was awkward, as the central locking is dependent on electricity and the battery in a 996 is in the luggage compartment which can only be opened – you guessed it – with an electric release. There is

a point in the fusebox which allows you to connect a 12-volt supply that will give enough power to operate this release but, of course, it's inside the car. The only other option is to access the emergency cable release which is hidden inside a front wheel arch, but that involves removing a wheel and liner (guess where the locking wheel nut key was...).

The technicians came out from the workshop and we did some head scratching, while Will remained remarkably calm in his leather-lined, limited edition prison. If only he could get the key to us. Then one of the technicians suggested that Will tried to push the top of the glass side window out enough to push

the key through. This worked as the window hadn't quite closed fully, and we were able to retrieve the key and unlock the door. Needless to say, a brand-new battery was fitted the following day.

Our next slight disaster of the month was when we received not one but two enquiries on the same classic 911 – both in the same morning and both from the same local village – a strange coincidence. One of the callers came to see the Porsche later that day and I took him out for a test drive. The car was a bit low on fuel so I said we'd pop into the local filling station, just around the corner. However, I was surprised to find that the garage was closed for the day; the cashpoint had been ram-raided a month earlier and it looked like they were doing some repair work. The fuel gauge was suggesting that there'd be enough for a short drive but, as we soon found out, there wasn't and the car spluttered to a halt in a handy lay-by.

Thank goodness for mobile phones! A quick mayday call to the aforementioned Will and he rushed off with a can to the next nearest petrol station which, bizarrely, was also closed. In the meantime, I was having a good chat with the customer, who was being remarkably good-natured about the situation. Finally, Will arrived with a gallon of premium and we were on our way again. At the time of writing, the customer hadn't committed to buying but he was very keen on the car, and I promised him we'd sell it with a full tank of fuel.

Both avoidable schoolboy errors which we've learned from but, at the end of the day, it's little incidents like this which make life fun and, of course, give me something to write about here! ○

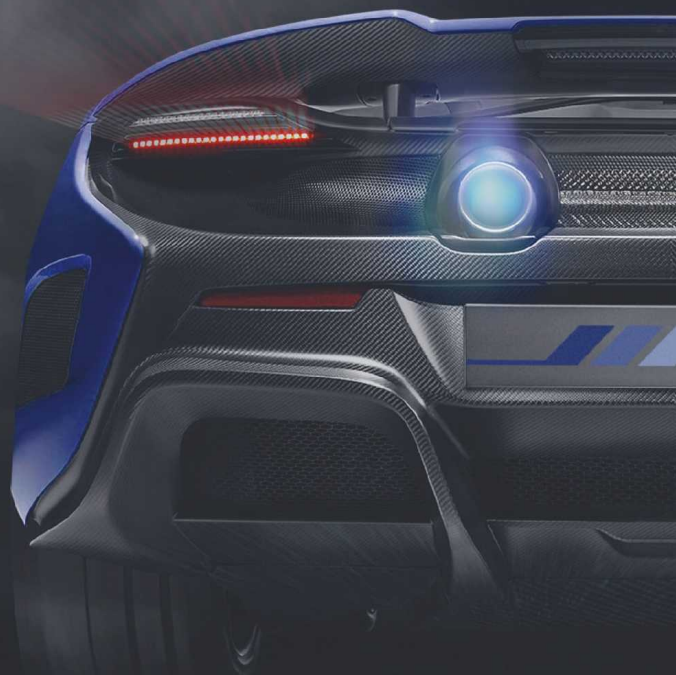
I peered into the car and was greeted by Will waving at me – "I'm locked in," he yelled.





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118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328i/428i » 295BHP
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330D/430D/530D/730D » 360BHP
335D/435D/535D » 395+BHP
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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 570/S » 680+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
GT SPEED / SUPERSPORT » 690+BHP
BENTAYGA W12 » 700+BHP
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MASERATI GHIBLI 3.0 DIESEL » 400 BHP
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Eighth Wonder

Officially revealed at the Los Angeles Auto Show, the eighth generation 911 – the 992 – subtly evolves the lineage, mixing fresh styling with new technology...

Story: Simon Jackson Photography: Porsche



There was little that we didn't already know about the 992, the eighth generation of all-new Porsche 911 which, as expected, majors on evolution not revolution. Spy shots, videos, artists impressions and bits and pieces of information on specifications have been (deliberately) emerging from Zuffenhausen for some time. In fact a quick bit of internet research would have revealed virtually undisguised 992s being tested all over the world as far back as the summer. Nonetheless what you see here is officially the real deal, revealed to the world on the eve of the L.A. Auto Show at the Porsche Experience Centre Los Angeles.

Unmistakably 911, the new car boasts a more muscular stance than its predecessor, employing the design language of its stablemates in places both inside and out, but it also features new Porsche adverbs.

The 992's outer skin is now made almost entirely from aluminium, with the exception of the front and rear ends. Enlarged wheel arches swallow staggered 20- (front) and 21-inch (rear) alloy wheels, dimensions which match those of the second-generation 991 GT2 RS. Importantly there will no longer be narrow and wide body 911s, all will feature wider haunches at least as wide as those reserved for Turbo and GTS models. In profile the 992 appears smoother than its forebear, that's in part due to flush-mounted electric pop-out door handles. The distinctive nose of this new car is 45mm wider than the vehicle it replaces, it wears new LED headlights which frame a restyled bonnet which features a pronounced recess. It is, however, the rear end that has seen perhaps the most obvious changes. A large adjustable rear spoiler sits above a single piece light bar which runs the width of the car, it's a design statement we've seen emerging across the Porsche family of vehicles recently.

Rumour has it that all 992s will be turbocharged, even the GT models, for now all we officially know is that the Carrera models remain so powered. Hikes in performance have been delivered to the Carrera models

unveiled so far, which for now include Carrera S and Carrera 4S. We expect the entry-level Carrera and other Carrera derivatives (such as cabriolets) to be revealed early next year, going on sale by summer 2019. It will likely be the end of next year before we see Turbo and GTS models.

Thanks to an improved direct fuel injection process and a new setup for the twin turbochargers and the intercooler system, the turbocharged flat-six engine in the S now develops 450hp, an increase of 30hp on the old car. We anticipate the common or garden Carrera to boast around 380hp from the same EA9A2 engine – an increase of 15hp on the old second-generation 991 Carrera. The rear-wheel-drive 992 Carrera S coupé can hit 62mph in 3.7 seconds, the all-wheel drive Carrera 4S in 3.6 seconds – that's four tenths of a second quicker for each than their respective forebears. Cars equipped with the Sport Chrono Package are able to hit the benchmark speed 0.2 seconds quicker still. The Carrera S will top out at 191mph, the 4S 191mph. Porsche claims fuel consumption of 31.7mpg on the combined cycle for the Carrera S, 31.4mpg for the Carrera 4S with 205 g/km CO2 and 206 g/



km CO2 respectively. Power is translated to the road through a new eight-speed dual-clutch PDK transmission suitable for a future plug-in hybrid 911. It is approximately 50 percent smaller than the seven-speed version it replaces but 20kgs heavier, though there is no mention of a manual gearbox option at this stage though this will be made available in time.

Inside comes a completely new vista. Pleasingly the central rev counter remains analogue, but either side of it comes a digital dashboard, an evolution of what we've seen before in 911 cockpits. The Porsche Communication Management (PCM) system has been enlarged to 10.9-inches, it features a new layout designed to make it easier to operate while on the move – the PCM system is permanently connected and includes

Only 10-15 percent of this car has been carried over from the 991...





DESIGN:

Porsche Chief Designer Michael Mauer talks us through the 992's design elements...

Michael Mauer makes no bones about the exhausting task from which he and his team of designers have just emerged, and the gravity of having to rework a car as iconic as the Porsche 911. Here is a vehicle with lineage, it must evolve and yet at the same time retain so much of what has come before – you might envisage the task to be something of a poison chalice...

"With the 911's strong history and track record – with seven predecessors – to create new elements and yet stick at least partly to the history is challenging," Mauer says, placing emphasis on the final word in his sentence. "On the exterior we wanted this pure and clean look – that was not easy as we [as designers] wanted to have a closed section for example where somebody else, engineers perhaps, wanted to have an air intake."

Without doubt every 911 has key design elements it must retain, Mauer has two key ones in mind which for him define the model: "We have a differentiation between brand identity and product identity: the 911 should always have round headlights – it's part of its identity. But for me the most iconic part of the car is the side view – that flyline as we call it, because the car's engine is in the back it has special proportions..."

Undoubtedly the 992 moves the 911 story on in futuristic fashion, but it also makes more than just a passing reference to the past. There are numerous reference to cars of old – the dashboard screams of classic 911, even the font is reminiscent of the 911 SC. Mauer however is clear about one particular model which served as inspiration for his team.

"Whenever we start a project we have intensive discussions in the design department about the characteristics we would like to achieve – which are new and which are from the predecessor," he explains. "We knew we wanted to have a more compact, more muscular look, we looked back into the history [of the 911] and saw that the first



911 Turbo, the 930 G series, would work as a kind of guideline for the new model."

Gains in performance are cited as the main reason for the 992's stance, its wider front track being one of the most striking elements in its makeup, but Mauer's team did explore both narrow and wide body options before arriving at a decision to drop the tradition of the slimmer body Carrera. He cites engineering reasons for the wider front aspect, and the fact that this blended with a narrow rear end we're told looked pretty odd.

So, how else does one ensure that any new 911 feels like such from the driver's seat?

"It starts with the seating position, it has a typical Porsche feel – to be part of the machine. We needed [to introduce] more screens to give information to the driver, but it was tricky for us to combine the new elements like this with the old – for example the old-style rev counter in the middle of the dashboard," he says.

The 992 is unmistakably 911 and in that regard Mauer has succeeded in his task, but its design manages to be fresh too with all-new design cues, the most distinct element being the wrap around rear light bar – it serves as design statement for the car, and it's this facet that Mauer cites as being one of his favourite aspects of the 992: "Whenever a 911 passes by you should first immediately recognise that it's a 911," he says. "Then secondly that it's the new model..." Mission accomplished we'd say.



ENGINEERING: Head of 911 model line, August Achleitner discusses the engineering challenges of developing the new 911...

Designing new cars at present is not for the faint of heart. Recent Worldwide Harmonised Light Vehicle Test Procedure (WLTP) emissions regulations are causing havoc, the extent to which is far deeper than perhaps we all realise. The new regulations have, without doubt, left their mark on the new 911, and that's chiefly thanks to the lateness of their definition by the world's governing bodies – particularly the EU.

"The emissions requirements were only defined at the beginning of 2017, that gave us just a little bit more than one year to complete development of the 992," Achleitner says. "That's a very small amount of time..."

When you consider that only 10-15 percent of this car has been carried over from the 991, that amount of time seems shorter still, which has invariably led to development issues in certain areas.

"At the beginning of the 992's development we considered fitting particulate filters (see p71), we were unsure if we needed these but it was a consideration – that really helped us in the last phase of

development as they ended up being necessary. We have two particulate filters right at the end of the car, which is not an ideal position, and they each weigh 15kgs..." Clearly Achleitner would rather this wasn't the case, but needs must.

The filters have undoubtedly played a part in making the 992 heavier than its predecessor by around 50kgs. Achleitner admits that the team considered making cuts to the rest of the car's makeup to counter this, even contemplating ditching the staggered 20- and 21-inch diameter wheels for example. Yet, while that might have shaved weight it would have ultimately have cost performance. The use of aluminium has helped reduce weight by about 20kgs, but there are further areas where weight has been added. The new eight-speed PDK gearbox is 20kgs heavier than the old seven-speed 'box, despite being around 50 percent smaller, the reason being that it has been designed with space for a hybrid drivetrain – an addition to the 911 model range that might be called for in the near future (though certainly not before the arrival of the second generation 992) – see p35.

What, we wonder, have been the biggest changes between the 991 and 992 generation of 911?

"The bigger track at the front, and offering the car with the wider body only, have been the biggest changes," Achleitner confirms.

"Having a wider track at the front and a smaller one at the back would not have looked good. Also the wide body cars are always popular and



online navigation and Porsche Connect Plus. Underneath the larger screen sit five traditional buttons, these provide access to vehicle functions such as stability systems and adaptive suspension settings.

Making a reappearance are the now familiar drive mode options, selected either via a traditional button or the steering wheel mounted rotary dial on cars specified with

Sport Chrono. Drivers can select various drive modes including a new one – Porsche Wet mode. This setting detects water on the road via a wheel arch-mounted sensor, it prepares the car's systems accordingly. In addition, the 992 supports Night Vision Assist with a thermal imaging camera (the first time this has been available on a 911), new levels of connectivity utilise swarm intelligence

whereby the car can communicate and learn about its surroundings from outside sources, such as other vehicles. Similarly warning and brake assist systems, fitted as standard, can detect the risk of a collision and activate emergency braking if required. Optional adaptive cruise control joins a stop-and-go function, reversible occupant protection and an autonomous Emergency Assist function.

sell well... Of course you lose a bit of differentiation between C2 and C4, but with this we are able to transmit more rolling forces over the front axle, that means we have less to transmit over the rear axle – that leads to better traction at the rear out of the corners.”

These changes at the rear of the car have also allowed for the rear suspension setup to be softened, in combination there has also been a slight reduction in tyre pressures which all improves ride quality.

“Ride comfort is also improved by new damper technology, where we can change the damper forces during the travel of the wheel on rebound to give the car faster reactions,” says Achleitner.

Though 60 percent of the 991 Carrera’s 3.0-litre flat-six engine makeup has been carried over from 991 to 992, the motor is unchanged internally and retains its EA9A2 internal code. However it is both more powerful and more efficient than the outgoing engine, utilising larger turbochargers, in addition it uses a new mounting concept – the engine being mounted in the car using longitudinal beams affording better rigidity. This is something that we’re told will really pay-off when the convertible version of the 992 appears in due course.

“The efficiency of the engine is better than before, we have more power – the same as the previous GTS model – we achieve that through bigger turbochargers and a new position for the intercoolers. On the predecessor the intercoolers were positioned behind the rear wheels, now they are in the middle of the car just below the air intake grille.

This provides better efficiency through improved air flow,” we’re told.

“Also, for years we used the VarioCam system where we used the same strokes for the intake valves, now we have different cams and we can use different, smaller strokes – this leads to a better flow in the combustion chamber,” August says proudly. “We have also used new injectors leading to better fuel efficiency of the engine, you can see this on the dashboard by the car’s consumption figures. Compared with the 991, the 992’s fuel efficiency is about two to three percent better.”

Achleitner is clear about which part of the new car’s driving characteristics are most impressive.

“One of the biggest improvements is the Wet Mode. Competitors have a similar system, but we have an automatic setting where the car detects water on road and changes the characteristics of the ABS system and the traction control, making a recommendation to the driver to change driving style. The systems only begin to stabilise the car when you reach the limit [of handling].”

Achleitner hints that the new Wet Mode is responsible for a Nürburgring lap time which is some five seconds per lap quicker than the outgoing 991, and he implies that this could’ve been a greater improvement still were it not for a requirement to balance the system between wet and dry running capabilities. As usual with any new 911, on the outside not much has changed upon initial inspection, but under the surface it’s quite a different story...



Further digital adverts come in the form of two new features which will appear on UK cars. The first is the Porsche Road Trip app, it is essentially a set of curated routes designed to help enthusiasts plan, organise and navigate during what Porsche calls ‘special trips’. The app offers hotel and restaurant recommendations, and notifies drivers about points of interest and viewpoints

along the route. The second new feature is ‘Porsche Impact’ – an emissions calculator for neutralising your individual carbon footprint. This estimates financial contributions that customers can make to offset their CO2 footprint, they can choose to invest from a list of certified climate projects all over the world focusing on biodiversity, hydro and solar power, and forest protection. We’ll bring you

more in-depth analysis of these next month.

Pricing for the 992 Carrera S coupé PDK starts at £93,110.00, that’s an increase of £3,292.00 over a second-generation 991 with PDK. The 992 Carrera 4S coupé (with PDK) is priced from £98,418.00, that’s £3,614.00 dearer than a similar version of the outgoing model. Porsche Centres in the UK and Ireland are taking orders now ○

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Old's Cool

In celebration of 70 years of Porsche sports cars, Porsche Classic has restored 20 vehicles in matching styles...

Story: Simon Jackson Photography: Dan Bathie

Over 70 percent of Porsche vehicles sold over the past 70-years remain on our roads today. Just think about that for a second – it's quite a staggering statement. Another impressive fact is that Porsche is currently able to supply more than 52,000 genuine parts for those cars through a network of over 1,000 suppliers. Porsche Classic, the arm of the Stuttgart brand

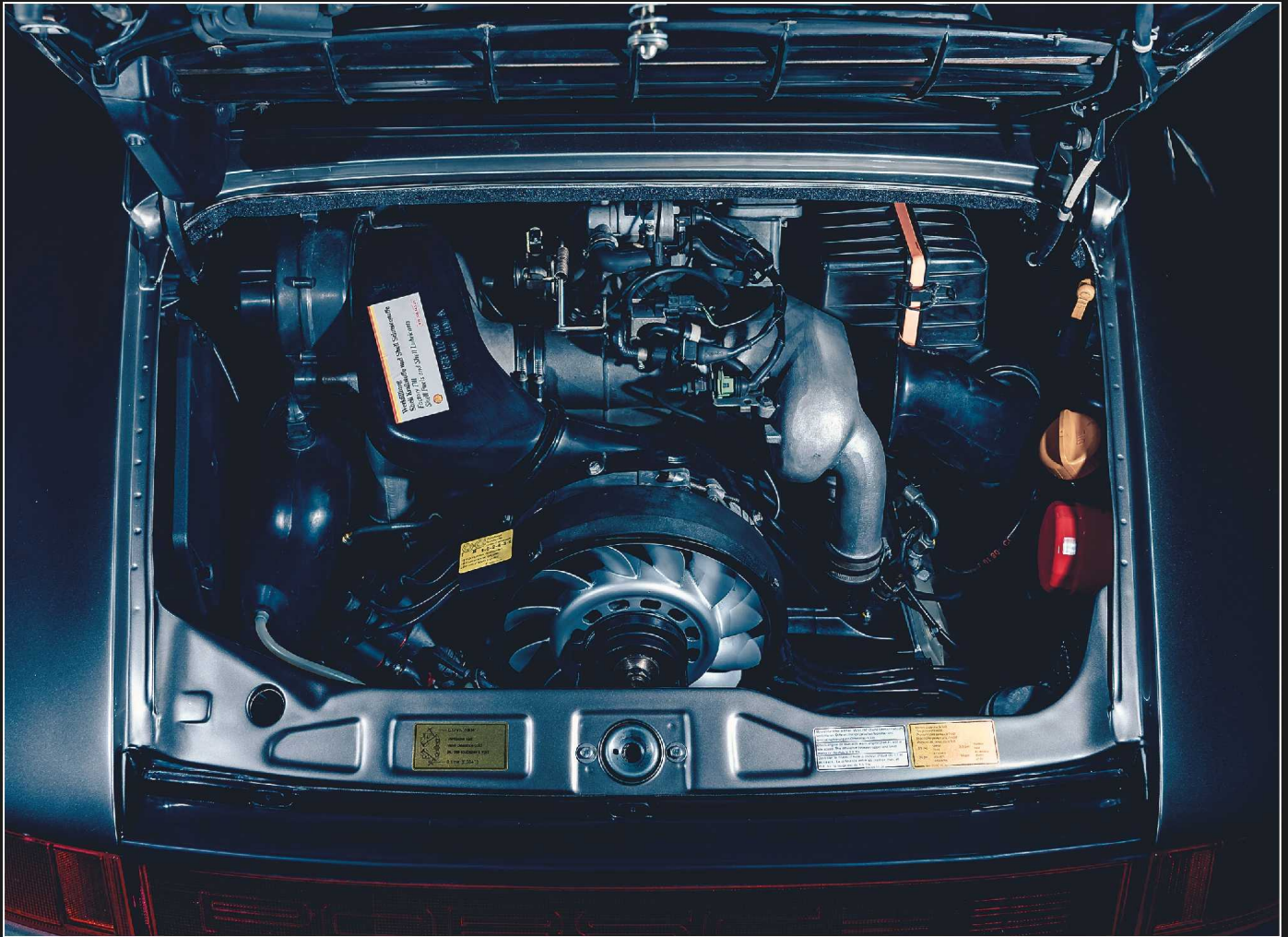
that caters for older vehicles, has been gaining momentum of late. Though I doubt anyone would openly admit it, Porsche has watched independent specialists corner this side of the automotive world for a long time, now it fancies a piece of the pie – and why not? Who better to assist the rebirth, or routine maintenance, of a classic Porsche than the people who built the thing to begin with?





*Each was to be finished in the same
'Liquid Metal' silver hue...*





Porsche Classic is a global operation, in the UK there are currently four Porsche Centres endorsed as 'Porsche Classic Partners'; Glasgow, Hatfield, Leeds and Swindon. Outside of these specialist locations, every Porsche Centre and Porsche Recommended Repairer is able to assist classic Porsche owners. All this is something Porsche is keen to promote, what better way to do that than by showcasing its work?

In advance of the recent Classic Motor Show at the NEC, Porsche GB commissioned the restoration of 20 modern classic Porsche vehicles, part of the brand's celebrations marking 70 years of Porsche sports cars. A mixture of air-and water-cooled, rear- and mid-engined, and transaxle models, importantly the selection included 10 986 Boxsters – one of the latest models to be classified as 'classic'.

The cars in question were not 'run of the mill' restorations in that each was to be finished in the same 'Liquid Metal' silver hue (a colour developed for the 918 Spyder hypercar), feature all-black interiors, and a manual gearbox. Bare metal restorations were conducted and, in some cases, a full engine rebuild undertaken – some M96 engined cars using a new short block engine, highlighting the availability of such engines from Porsche. Though the aim was to keep the restored

vehicles as original as possible, some bespoke touches were included, amongst them a subtle '70 years of Porsche' graphic and bespoke interior trim in original Porsche material – in addition a commemorative plaque appears inside each vehicle. A promotional tool first and foremost, the cars in question also set out to showcase certain Classic Parts, from Porsche's range of classic motor oils to its Classic satellite navigation and Vehicle Tracking systems. A commemorative presentation folder detailing all the work undertaken, and listing any new 'feature' parts, will stay with each car for its lifetime.

Porsche has been restoring classic cars for some time, in fact it has enlisted its Centres in competitions to such effect, but nothing before has been undertaken quite on this scale tied together with a common theme and goal.

"Following the success of previous restoration projects, we were keen to find another initiative to tie-in with celebrations of 70 years of Porsche sports cars," said Jonathan Mannell, Manager, Owner Services, Porsche Cars GB. "The customer feedback from our Centres participating in the previous restoration competitions indicated that there was demand for authentic restorations of Porsche models across the spectrum. Bringing our history and tradition alive in this manner

is also a great way to help celebrate the 70th anniversary of the first Porsche sports car, and to highlight the passion for Porsche Classic at both Porsche Cars GB and our Centres."

With the 70th celebrations in mind, the line-up of restored cars is something of a timeline of Porsche vehicle production. The oldest vehicle is a 1970 914 – here to represent the 120,000 examples of the flat-four targa topped two-seater sports car, next in the timeline, and the first transaxle car represented, comes a 1981 924 Turbo. The 924 is not alone on the transaxle front, Porsche also restored a 1986 944, 1993 928 GT, and a 1996 968 to complete the set. Of course the iconic 911 could not be ignored, a 1982 G Series 911 SC coupé is the oldest of the breed tackled – it's what Porsche itself calls 'the archetypal 1980s poster sports car'. The SC was joined by two further air-cooled 911s, a 1990 964 Carrera 4 and a 1996 993 Carrera 4 before the evolutionary shift from air- to water-cooling is represented by two 996 911s; a 1999 996 Carrera 2 and a 2003 996 Turbo, which rounds-out the 911 offerings. The remaining 10 vehicles tell you much about what this project was attempting to highlight for they are all 986 Boxster S models, with Model Years ranging from 2000 to 2002.

The 986 Boxster undoubtedly created waves



upon its launch 25 years ago at the Detroit Motor Show, it has since firmly established itself as part of the Porsche family circle. The mid-engine, two seater convertible roadster might not first spring to mind when you think 'classic Porsche', but having racked-up a quarter century in our lives it now finds itself

defined as exactly that by Porsche itself. If this restoration project is about nothing else, it highlights the fact that Porsche is very keen to point out that both the 986 Boxster and 996 generation of 911 are indeed now classic vehicles, and as such fall under the remit of Porsche Classic. While many owners might

not wish to undertake full restorations with these cars given that many simply don't need that level of refreshment just yet, the support offered by Porsche Classic makes such a task, or simply the job of keeping either in tip-top condition, entirely more straight-forward. And that has to be a good thing... ☺

The 986 Boxster and 996 generation of 911 are now classic vehicles...





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Talking FRANKLY

Head of Porsche Motorsport, Dr Frank-Steffen Walliser, discusses the new 911 GT2 RS Clubsport and Porsche's 935 homage...

Story: Simon Jackson Photography: Porsche

Frank Walliser is a giant in the Porsche world. The Head of Porsche Motorsport, he has been instrumental in the firm's successes on the racetrack, and plays an equally important role when it comes to Porsche road cars. At the L.A. Auto Show we caught up with him to chat all things Porsche, with an emphasis on the car he and his team had just revealed – the 911 GT2 RS Clubsport.

"Approximately two years ago we looked at how we could expand our business within Porsche Motorsport, what were our opportunities and how the market was developing. We had very good feedback from the Cayman GT4 Clubsport; it was easy to use, you don't need an engineer or data acquisition and all these things – it is a turn-key race car," he says.

"In the past the more powerful the race car the more complicated it was; there are more electronics, a support team... If you have a cheap race car then it's easy to handle [use], by discussing this we had the idea of making

an easy to handle but powerful race car, this is how the 911 GT2 RS Clubsport was born."

Dr Walliser and his team first looked at whether or not the idea was feasible, then they began fleshing it out with what he describes as a small project team.

"The Clubsport is on offer to anyone, like any other Porsche race car. Obviously we want to see the car racing, the intention is to have it racing, and it fits into the SRO's GT2 category which was announced recently," we're told.

As to where the new GT2 RS Clubsport fits into the Porsche Motorsport world, it is aimed at those who want to step-up from driving a 911 GT3 Cup or GT3 R, it sits between these and the full-blown 911 RSR racer. The SRO Motorsports Group run the Blancpain GT Series and this car has been squarely aimed at its new GT2 series, designed for amateur drivers and cars developing between 650 and 700 horsepower. The series will make its debut during the 2019 Blancpain GT Sports Club campaign before expanding to other

championships – including the Blancpain GT World Challenge series in America, Europe and Asia during 2020.

"The typical gentleman driver is the target group for the Clubsport, they are not slow drivers but they want fun on the racetrack," Walliser confirmed. "The target is to give them a trouble free weekend, these people have money but no time, motorsport is their hobby, they want to go to a racetrack and to have as many hours as possible on the track without trouble or running costs that are really high. We see that running costs are more important than the initial investment, partly as the value of the car is very stable – I do not foresee these cars going significantly down in value in the next five years."

Though Porsche says is no more powerful than the GT2 RS road car, the Clubsport variant boasts a number of additions which combine to ensure it has increased track pace.

"The first outing of a car like this is always interesting, the feedback from the drivers was



Walliser (left) came up with the idea of the 935 (below) during a coffee break...

that the power was okay – there was nothing to do on that side!” Walliser laughs. “This time the size of the wheels and tyres, the downforce and the power are in a balance where they were happy with the engine. The downforce level is a little bit higher than on a GT3 Cup car, it’s a little bit heavier and it has the same tyre sizes, so it’s around the same corner speed – but on the straight it will blast away from an RSR no problem, but then you’d have to brake earlier and the RSR would pass again. During testing we have seen some nice battles...”

Though it was revealed ahead of the GT2 RS Clubsport, it’s pretty clear that the 935 homage, also based on the GT2 RS, shares much with this new 911.

“The 935 came from the GT2 Clubsport. We knew it was the 70th anniversary of Porsche so we wondered if we could make ourselves a present,” we’re told. “It was a bit of a crazy idea, one of those which was born in our tea kitchen in the office; we were flipping through some pages of a car magazine and there was a picture of a 935. I said to the guys “look, let’s do this again.” Everybody looked at me as if I was crazy but they thought it was a good idea!

“We went to our designers with the idea to see if we could make something based on a GT2 with the inspiration of the 935 from the 1970s. Some of our designers are really into these special projects, two weeks later we had the first sketches and that’s more or less how the car came out, just with some modifications on the engineering side. It was a small team working on the 935, as it was on the GT2 RS Clubsport, but they generated a lot of ideas – you can see that the guys really had fun.”

In the automotive world nothing stands still for too long, Walliser is already looking forward to working with on a possible GT 992 and has also been influential on the upcoming Taycan – Porsche’s first electric car.

“The Taycan is closer to a sports car than we expected,” he admits. “With the 992 the body is stiffer, we have some really cool ideas on the suspension side, but it has more potential.”

Might the two combine into an electric or hybrid GT racing car in the near future?

“It was a crazy idea, one born in our tea kitchen in the office”





"It's something we discuss, but at the moment only in the tea kitchens and not in the meeting rooms!" he smiles. "But with our knowledge of hybrid we do look at what a future GT car might look like. We see some of our competitors raising overall power in their cars, a GT3 is not the most powerful car around but it is one of the quickest on a lap. We have worked a lot on aerodynamics, drivability and the setup of the car to make a good car – just putting a big engine in is not the Porsche way, we looked at the details.

"All the new technology definitely doesn't make our job easier, but if you look at our second-generation 991 GT cars I think they are on point in every aspect, I expect the same for the 992."

Our final question for Walliser is on a hot topic – the manual GT 911. He admits that he and his colleagues have been more than a little surprised by the uptake of the manual gearbox on GT3 911s.

"The craziest market has been the US, we have take-up rates of about 70 percent in

favour of manual. The worldwide average is about 25 percent. But the take-up rate of the Touring Package is unbelievable – 40 or 50 percent – that was a complicated discussion. Normally you discuss putting a wing onto a car, it was hard decision to take one away, but it was the right decision and as we can see the market has responded."

Dr Frank-Steffen Walliser and his colleagues have a habit of making the right decision – that promises much for the future of Porsche road and track cars... ○



"The take-up rate of the Touring Package is unbelievable – 40 or 50 percent"

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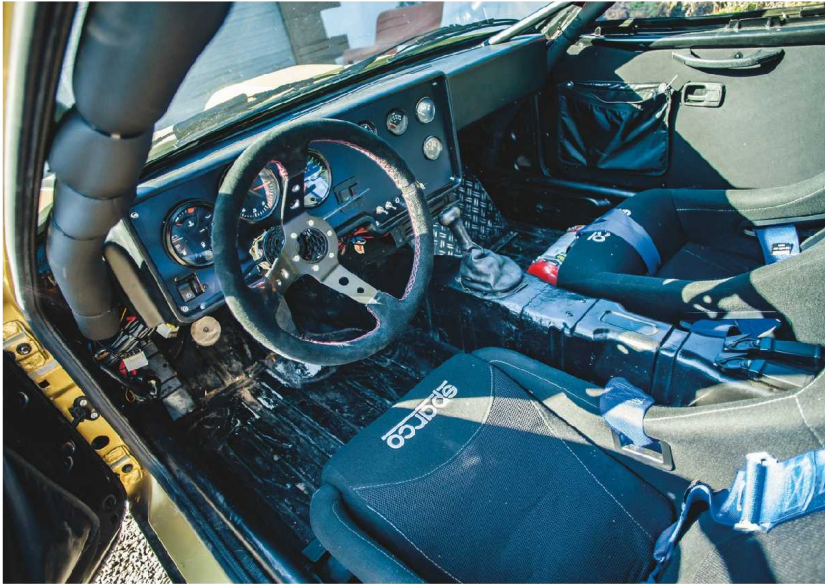


SLIDERS

Built using the best Porsche 924 parts available, this Turbo takes what rallying versions in period started and improves upon it – greatly...

Story & Photography: Robb Pritchard







O n a snowy French mountain pass in 1980 a young Thomas Schöfer stood watching the cars of the Monte Carlo rally slither by in the slush. The works Fiat 131s and the lone Lancia Stratos of Bernard Darniche were the top cars of the day, but they weren't the ones that left a lasting impression on our young German. It was a few years before Audi would burst onto the rallying scene with its 4x4 turbocharged Quattro, Jurgen Barth and Roland Kussmaul only finished in 20th place in their Porsche 924 Turbo (not exactly a ground-breaking result) yet the turbo'd car was at the cutting edge of the day's technology.

Turbos turned out to be a career path for Thomas, he went on to complete successful stints at KKK, Borg Warner and, more recently, Pankl Turbosystems – a company that supplies both F1 teams and the LMP1 class cars of the World Endurance Championship. A couple of years ago he decided to build himself a classic rally car that was a bit faster than his Mk2 Ford Escort or Mercedes 280 CE. As a lover of Porsche vehicles and a turbo expert, one car combined his two passions – the 924 Turbo.

The German-based *Slowly Sideways* club is the brainchild of two guys who owned a couple of original Group B cars but had nowhere they could properly enjoy them. Far too powerful to enter in a normal rally, they were also far too valuable to bash around on forest stages... So the genius solution they came up with was organising a festival for original rally cars, one where their cars could be driven on tracks that look indistinguishable from normal rally stages, but were actually designed to be non-damaging to the cars. The idea proved to be very successful and, once expanded to include accurate replicas of famous cars, it became a real extravaganza. The hugely popular Eifel Rally is the main event. This is what Thomas built the car for, however, you can't simply turn up with something you've cobbled together and put some stickers on, all the cars entered have to be near perfect

replicas. Before he started Thomas needed to find the homologation papers that Porsche used for its rallying efforts back in period. All initial lines of enquiry to Stuttgart proved fruitless and the original Monte Carlo cars are hidden away somewhere deep in the secret vaults of the Porsche Museum. There was absolutely no chance of Thomas getting near them with a camera and tape measure.

There was another car though. In 1982 a privateer 924 GT was made by the team headed by Jurgen Barth and Roland Kussmaul for Schmidt Motorsport. In February they ran Jackie Ickx on the Boucles de Spa rally in Belgium in a blue Gitanes livery. But it was when reigning world rally champion Walter Röhrl joined the team for the German Rally Championship, and some selected ERC events, that this car grabbed the headlines. In the gold and black Monnet cognac colours the reigning (and future) WRC champion won four rounds, and the Rallye Hessen – also an ERC round.

More than thirty years after the Porsche was built Thomas contacted Schmidt Motorsport to see if it had any information on the old car. At first it didn't seem very promising, however a guy who had been a mechanic on the original car agreed to have a rummage in the dusty draws and boxes at the back of the office... He came across a stash of dust covered binders full of blueprints and homologation documents on the car in question. Thomas drove halfway across Germany to spend a frantic afternoon leafing through the treasure trove on the office photo copying machine. Amazingly it wasn't just the FIA papers he had, Schmidt had kept all of the car's testing and development notes and so he copied those too. Looking through the files gave a fascinating insight into how much effort went into the car's creation. A random document Thomas pulls out to show us is from a three day test at the Nürburgring, with notes on what suspension components were specifically tested and how much fuel was used to gather that information.



With these absolutely invaluable files Thomas had all he needed to make a very accurate replica of the original car, then began the search for a suitable donor vehicle. A few were far too nice or expensive to cut up, but he also found a tired high mileage 1981 Turbo in Italy with engine problems, after €5,000 (£4,440) was handed over, a trip across Austria with a trailer was undertaken and the car put in the garage for stripping to the bare shell.

Group 4, the rules that governed what modifications could be used for rallying's top teams in the '70s and early '80s, stipulated that a car's bodyshell must remain unaltered, but many performance upgrades were allowed to engine, gearbox and suspension. Thomas began the long job of sourcing parts from 924 GT and GTS models with many evenings spent on internet forums making enquiries and chasing leads. The crank shaft came out of a GT engine, the intercooler from a GTS, the rear differential is a GT LSD, while the manifold intake and ignition system are of GTS origin.

In 1982 the original engine was worked on by Mahle, when Thomas contacted them someone kindly agreed to have a look around in the cellar where they stored old parts, some high performance pistons from a 924 GTS were found and Thomas was happy to buy.

For the non-standard parts things were a little tougher. A rally-prepped 924 Turbo is not like a Ford Escort or 911 where absolutely everything can be bought off the shelf,

Thomas had to find specialist fabrication companies for a few parts. He found out that the company that made roll cages for the works cars in the '80s still existed, not only that, but it still had the original blueprints. To make a cage exactly as they did for the original they charged only €1,500, (£1,330) which made Thomas pretty happy. The widened arches and spoiler came from a German company that specialises in making Porsche bodykits, that also cost €1,500. The plexiglass windows were made by a local company that normally makes shower doors... With the FIA homologation designs to hand they made a perfect copy, complete with sliding openings. The dashboard Thomas made himself from scratch with aluminium panels based on the designs and photos he had, the original rally cars used the same gauges and dials as the 924 road cars so that was easy enough to recreate.

The suspension is all Bilstein, as on the original cars. The dimensions of the shocks and springs are the same but technology has improved somewhat since the early 1980s, so the modern ones are a lot easier to adjust for specific conditions than they were when Walter Röhrl was busy setting up the car. The brakes are also a lot more powerful than the standard 924 stoppers. Both discs and callipers came from a 930 Turbo.

The turbo itself is what Thomas is most proud of though. He took the standard one from the donor car, stripped it and rebuilt

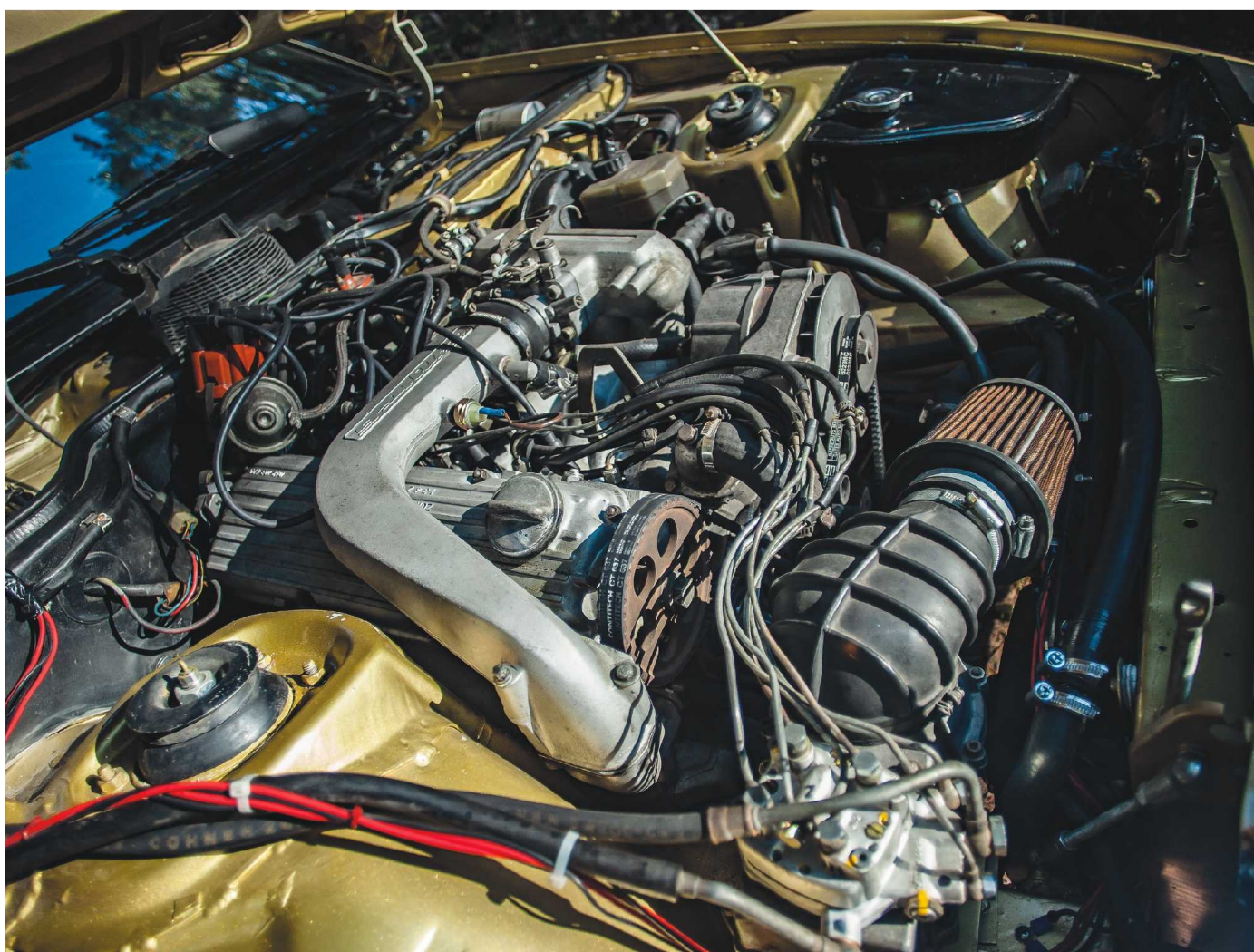
it using what he decided were the best parts from a combination of GT and GTS versions. According to him it's a proper motorsport version, and he should know – he doesn't just work at Pankl... he's the Managing Director!

Getting the exact shade of gold paint sorted was also a bit of a challenge. This wasn't a colour Porsche used and Schmidt didn't have any records of its code number, the only way Thomas could get it right was to paint a wing, push the car outside to take a photo and then compare that image on his computer with one of the original car. The first attempt proved too bright, the second too dark. It was third time lucky. The black parts and decals were made by a local graphics company.

The car was fired up for the first time just before the spectacular *Slowly Sideways Eifel Rally*, but it wasn't quite ready. The normal procedure for a brand new build is to slowly test that everything works and to start pushing the car harder and harder until you're sure that everything is wired, plumbed and bolted in properly. With a full-time job that keeps Thomas in the office for 12 hours a day, leaving only weekends for working on the car, there just wasn't enough time for that. Rolling it off the trailer and into the scrutineering park he felt the clutch wasn't quite right, and that there was also something up with the engine, although he wasn't too sure because it could have just been the characteristics of the new camshaft and pistons...



*With these invaluable files
Thomas had all he needed to make a
very accurate replica...*



The field of 150 cars had a photoshoot at an airfield about 5kms away from the rally base in the pretty town of Daun in the rolling hills not too far from the Nürburgring, on the way back the timing belt snapped. Thomas assumed it was a seized piston but chose not to try and fix it there, instead he pushed the car back onto the trailer, took it home and came back to do the rally with his Escort.

Once back home he opened the engine up and the true scale of the damage became sadly evident. All of the special Mahle valves were bent, after so many months of building the car for it to last just 5kms was a big disappointment. He pushed it to the back of the garage, draped a dust cover over it and left it for a few months until he got back the enthusiasm for the rebuild.

Of course the car needed a full strip down and rebuild with new rods, valves and pistons, the cost increased to be a lot more than the original budget but then, nearly a full year after the blow up, and with a very nervous hand turning the key, it started again... And it worked. A few more attempts to get the Bosch K-Jetronic fuel injection right to cure a persistent misfire at a certain rev band, and the car was ready.

"I am glad that I kept going with it as it's such a nice car," Thomas smiled. "It's very interesting to drive as it has very big turbo lag, which takes some getting used to when you start pushing the car. It's not like the Escort



which is directly related to the gas pedal where you really have to make sure that you are pointing the right way when the turbo comes in. If you are in the middle of a drift that you will be the wrong way round very quickly! It's also nothing like a 911 either, but it handles really well and I did fitted just about every single nut and bolt and put every minute of my free time into it, so I love it!"

The stages aren't timed in any *Slowly Sideways* event, everything is purely a

'demonstration run' so there is a lot more emphasis on drivers having fun behind the wheel instead of just trying to go as fast as possible. The name is actually a little bit of a misnomer though, there are plenty of cars that go sideways at quiet an appreciative rate of knots. With Walter Röhrl being one of the patrons of the event, and Porsche forever one of the most popular marques for entries, as you can imagine, many spectators simply love the Monnet 924 Turbo ○



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Rennsport Conqueror

Might US tuner SharkWerks' 964 recreation be better than a factory Rennsport 911 of the same era? We take to the Californian hills to find out... Story: Sean Libbey Photography: Richard Smithies



When it comes to high-performance, blue chip Porsche 911 models, American enthusiasts can be forgiven for feeling like they've missed out from time-to-time. The US was denied the Porsche 930 Turbo for five years from 1980-1985 due to emissions laws, the 959 too was spectacularly held from Stateside residence at the last as Zuffenhausen hadn't submitted a mule for crash testing. Porsche did famously send a batch of customer 959s to the US despite this, insisting they were race cars, but authorities saw well past the leather interior and seat belts, seizing them at ports and since writing them into automotive folklore.

It's not just the Turbo cars which have a hazy history in the US though – Porsche Rennsports have long been regulated out of the territory too. It began with the 2.7 Carrera RS, which failed both emissions and crash safety tests, with the same fate falling on subsequent 964, 993 and 996 RS iterations. In fact, when you think about it, it is amazing that Porsche has managed to hold on to its all-important American market full stop, especially when you realise the territory is today considered the second most successful for the company, behind only China.

Porsche has tried to soften the blow over the years, releasing a series of US-specific models to appease enthusiasts. The most prominent example is perhaps the 964 RS America of 1993: the marketing said the car was a homage to the 2.7 Carrera RS released 20 years earlier, though really it shared very little DNA with either the first 911 Rennsport or the proper 964 RS delivered to the rest of the world. The RS America was based on a 964 C2 but was cheaper to buy, weighed just ten kilos less, and came with four options: a stereo, sunroof, air-con and LSD. That just 701 examples were sold (this wasn't a numbered production run) tells its own story: clearly a PR exercise, the RSA didn't offer performance or a driving experience close to that elusive 964 Rennsport. US customers would have to wait years to be

able to get their hands on the real thing, and most are now whittled away in collections.

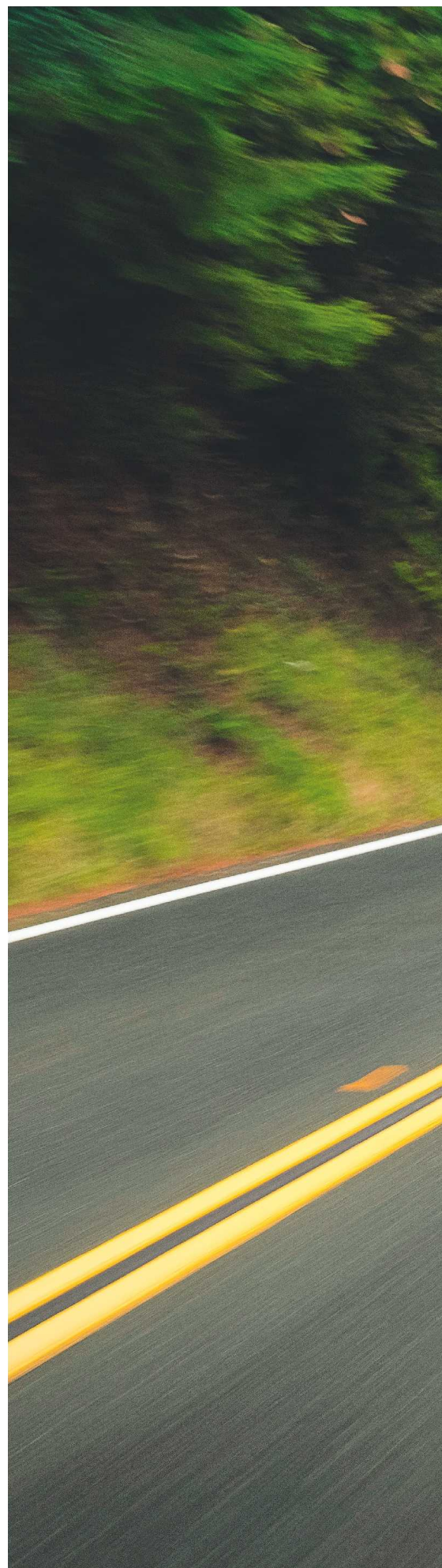
Well, on the 30th birthday of the Porsche 964, finally a special C2 has been built which isn't a gimmick like the RS America, and which doesn't conform to the usual Singer aspirations of contemporary taste either. Instead, this car holds direct appeal to the very thesis of those original 964 RSs – and it's come from an unusual source.

It may be known for being one of the world's finest tuners of water-cooled Porsche 911s, but Fremont-based SharkWerks have been bitten by the 964 bug and have created a car which deserves its place on these pages. Its credentials are impressive: better performance than even a factory 964 RS, without the compromise in comfort which comes as part and parcel of Porsche's Rennsport moniker, SharkWerks' 964 Carrera is an engineering masterpiece – and there's not a whale tail or wide arch in sight.

"I used to have a four-speed 930 Turbo, so the air-cooled cars aren't alien to me," says SharkWerks co-founder, Alex Ross. "We then started building big power 996 Turbos in the 2000s and more recently worked on our 4.1-litre 997 GT3 RS programme. A natural step would have been a development programme for the 991, but as the 911 has become more and more bloated in the 991, it's forced us to look back at its roots to when it was still a proper sports car. I'm glad we did, because we've had so much fun building this 964."

Building SharkWerks' 964 has taken two years and incorporated two development phases. Alex explains: "The first phase of our modification plan was with some bolt-ons – using the stock 3.6 engine we were able to boost power by 35hp over stock to 300hp. Aside from the power, we wanted to improve on drivability and give it a bit of a modern 'Sharkafied' RS-like gentrification as the USA never actually got the proper 964 RS."

That came in the form of an updated, configurable ECU, the Delta S400, and some trick wizardry by Stewart Taylor of ST Systems,



SHARKWERKS 964

ENGINE: M64 specification horizontally-opposed DOHC six cylinder boxer

CHASSIS: Bilstein PSS10 suspension all round, Brembo Club Race brakes (front), 7.5x and 9x17-inch Outlaw 003 alloy wheels with 205/50/R17 tyres (front), 255/40/R17 tyres (rear)

POWER: 340hp at 6,000rpm

TORQUE: 270lb ft at 4,800rpm

WEIGHT: 1,295kg



which worked around previous issues with 'plug and play' 964 ECU modifications.

"By getting rid of the archaic 'barn door' system in favour of a modern MAP sensor and higher flow injectors, we're not only able to tune for more power, but also use lightweight flywheels that don't cause embarrassing stalling issues because the stock ECU just doesn't have the response time to deal with it," Alex says. Thanks to the ST Systems harness, the ECU itself plugs into the factory location, negating the need for any cutting or splicing and so keeping things nice and tidy. The exhaust note, meanwhile, was set with a primary bypass pipe (ever the way for 964 owners) and Dansk side exhaust.

SharkWerks' standalone ECU kit proved a solid basis for the Carrera 2 project, which allowed for some additional engine trickery

from James, fellow founder of the renowned Norcal company. With 300hp already in the bag, the aim was to take the 964 to the next level in terms of power, control and drivability. James decided on a 3.8 lightweight piston kit for more displacement, along with a lighter set of con rods and more aggressive billet camshafts. The power target was 340hp on just 91 octane fuel, the rev limiter was bumped "up a couple of hundred rpms" for good measure too. Clinical engine responsiveness has always been SharkWerks' forte, James further committing to that by shaving 100 grams in weight from each con rod. A more aggressive, RSR-style billet camshaft set was also used, as well as a single-belt fan pulley conversion kit from Clewett Engineering.

With comprehensive revision of the M64 flat-six complete, SharkWerks sought to better

harmonise the transmission, another area within which it is historically known to excel.

"From our previous experience with shortening gears on the GT4 we once again partnered with GT Gears to make our own SharkWerks stack of shorter, close-ratio gears," Alex says. "Some people call it 'simulating more torque' but for scooting around our favourite canyons we picked a complete shorter 2-through-4 set to play with first gear to around 50mph, second to 75mph and third to 109mph, with fourth going to 138mph." A Guard LSD was added to the 964's arsenal, and now that Alex was certain SharkWerks had complete control of the tuning without any stalling issues resultant from the stock ECU, he added what he describes as 'an exotic clutch package'. Think a combination of extremely light 4.0 RS flywheel and pressure plate, plus

SharkWerks' maiden 964 masterpiece is intent on delivering RS-rivalling excellence...



a lighter, non-sprung sport disc, which saves an additional five pounds of weight against a regular 964 RS set up.

Another area in which the company managed to save weight while offering improved performance was the 964's brakes, using the Brembo Club Race front:

"The goal was to be able to get the most braking whilst using a factory 17-inch Cup wheel," Alex says, in an effort to ensure customers wanting to retain a broadly factory look can do so.

SharkWerks though have deviated ever so slightly from that, a set of the 917-style style Magnus Walker Outlaw 003 wheels in satin gold roll under those Guards Red arches instead. To shore-up the rest of the 964's 30-year-old chassis, the team installed a popular PSS10 adjustable coilover kit from

Bilstein, coupled with stiffer front and rear anti-roll bars and SharkWerks' own semi-solid, RS-style engine mounts, finishing with an alignment setup from Tony at TC Design.

It's a comprehensive engineering overhaul, but despite a clear obsession for saving weight – reducing overall mass by some 55 kilograms – SharkWerks has resisted the temptation to undergo an extreme programme of paring back with the 964's interior. Looking inside, the only obvious deviations from stock include lightweight Recaro Sportster seats and that timeless MOMO steering wheel.

The fruits of 24 months – and thousands of miles – of development means SharkWerks' maiden 964 masterpiece is intent on delivering RS-rivalling excellence from the driver's seat. The cost, crucially, is less than that of a Carrera RS, and unlike the factory car, you won't be



afraid to drive this 964 hard. Which is just as well, because from the moment you get a taste of the outrageous throttle response and absurd ability for the engine to rev so hard and freely to nigh-on eight grand, that's all you're going to want to do. Mid-range punch is most impressive, the Sharkwerks 964 is unrivalled here among any other air-cooled 911 I've driven. In fact you'd likely have to jump into a 997 GT3 RS to match the ferocity of its initial pick-up, such is its willingness to bear down on the redline, you'd think that flat-six out back has been shoehorned in from another era. It is only that rich mechanical roar customary to the M64 which really gives the game away.

Once you've got your head around the re-gear, you'll realise the revitalised transmission is nothing short of brilliant, too. Hold onto it and that much longer first ratio is useful for building momentum, the quick change-up from second to third adding to the intensity of the 964's drive. On curvy roads such as these Californian mountain routes, a leggy second would likely suffice in a factory car, but here the transmission encourages more involvement, more commitment. The featherlight clutch is not without feel, allowing precise blip-shifts and seamless shifting between second and third on these fast, flowing roads, dropping down into a usable first for tighter twists.

The car's rapidity is abundantly more evident than a factory 964 RS, and its ride is far superior, too, the Bilsteins doing a brilliant job of providing focus but filtering out the crashiness for which the RS is famous. An up-step in communication between chassis and driver is welcomed given the impressive increase of nearly 100hp over stock, though



managing traction is never really a problem, so excellent is the chassis and feel from the car that its movements are delightfully predictable.

Many hours could happily be spent hairpin hunting in this remarkable petite 911. Certainly, in trying to keep up with the agility of the SharkWerks 964 my brain would tire long before my body. The MOMO Motorsport steering wheel is a delight to hold, and the brakes do a fine job of suitably managing the car's inertia. As you can tell, I'm really struggling to find anything remotely dissatisfying with this car, though there will be some from a more hardcore motoring persuasion who will beg for that interior to be stripped out for the full motorsport experience.

I think such a move would detract from what this car is designed to be. A very fast classic Porsche that you can jump into for an errand dash, it won't be taxing to drive in town, and once you're free of urban impediment, it'll deliver you an invitation to play quite unlike anything of the same vintage with a Porsche crest affixed to its nose. That's including a 964 Carrera RS, which frankly this SharkWerks car blows firmly out of the water. The US may well have missed out on most of Porsche's air-cooled Rennsport chapter, but with this wolf in sheep's clothing, that loss will seem wonderfully insignificant to those who seek excellence in engineering from their reworked classic 911 ○



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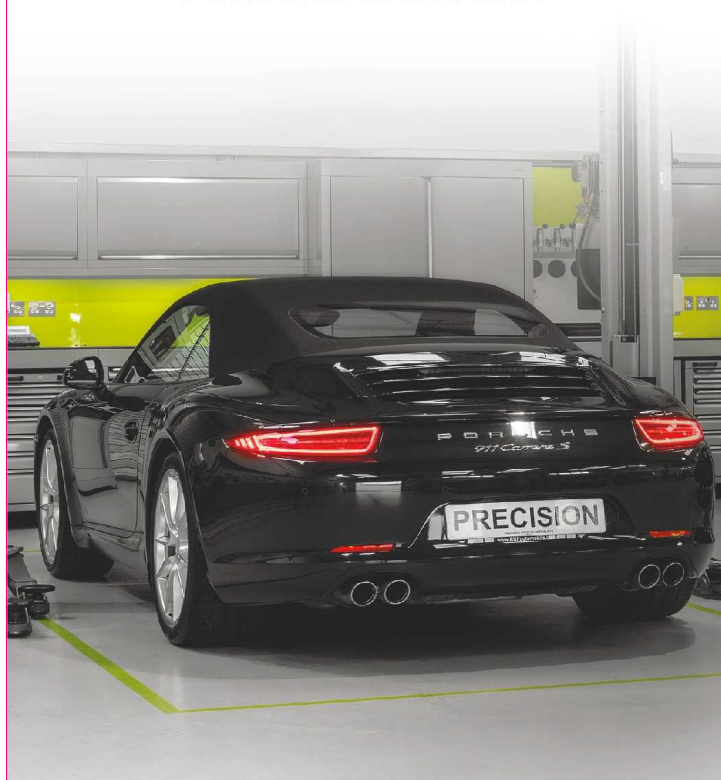
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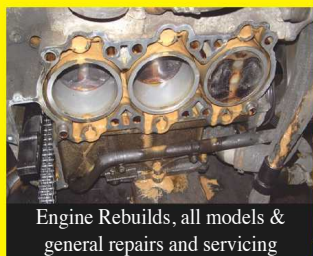
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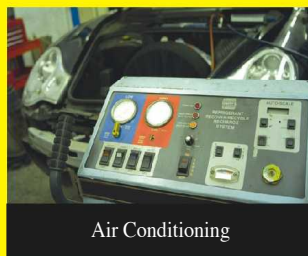
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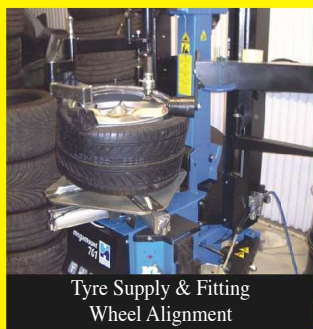
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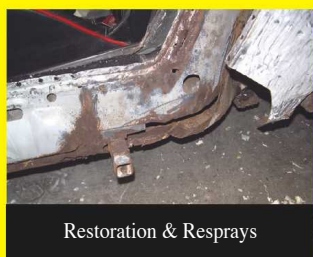
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Particulate Filters

From now on all new petrol Porsche vehicles will be fitted with particulate filters, but what exactly are they and what do they do?

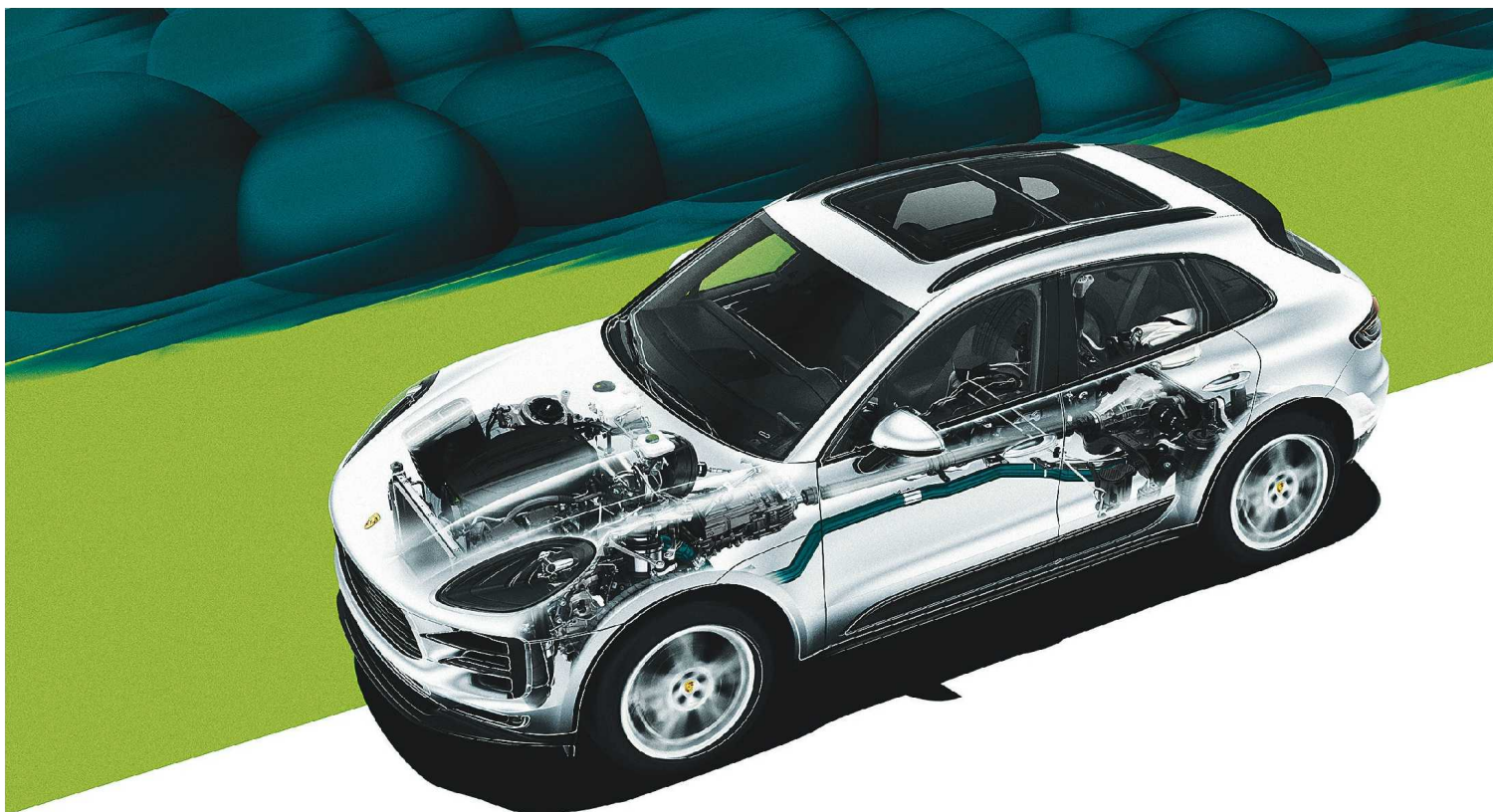
We live in interesting times, environmentally speaking. The mindset of the 1990s – being concerned about potential climate-related catastrophes while also being reassured that they were probably a long way off – seems a lifetime ago. Increasing evidence demonstrates to us a number of

uncomfortable truths: yes, global temperatures appear to be incrementally rising, as are ocean levels thanks to the melting of the polar ice caps, and said oceans are teeming with infinitesimal microplastics which are choking our wildlife and tainting our food supply. It's bad news in the automotive sphere too, as we discover that while we'd been focusing on CO₂, we should have

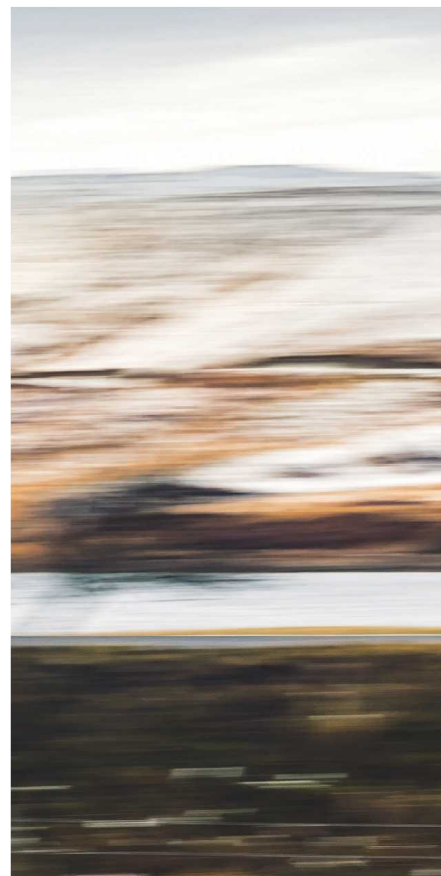
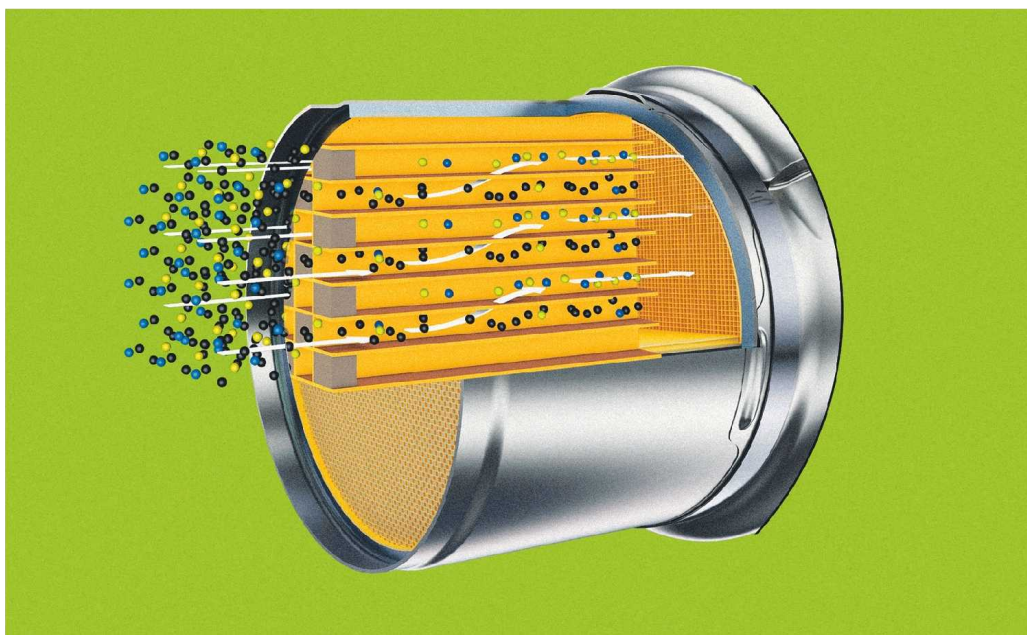
also been worrying about NO_x. Cover-up scandals from certain manufacturers have further vilified the diesel engine; in the case of Porsche, it's been eradicated altogether.

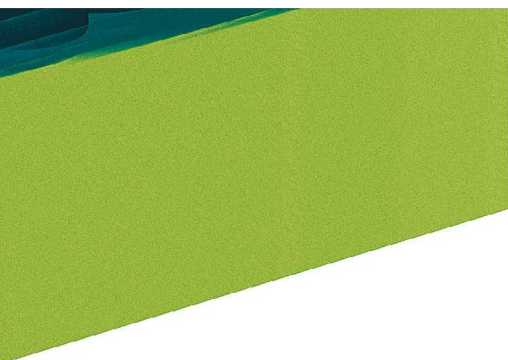
Now, we're not setting out here to discuss whether or not diesel engines have a place in Porsches, or indeed embark upon some manner of environmental crusade or suggest that solely





*The genius of Porsche's engineering
lies in its particulate filters*





demonising the car is perhaps a bit unfair given the pollutant effect of intercontinental flights and freight shipping... No, we're looking at what's being done to clean up our beloved petrol engines. You see, in an era when the development of electric drivetrains and smart hybrids is skyrocketing at unprecedented levels, the timeworn internal combustion engine still sits squarely at the heart of things, steadily and eagerly detonating dino juice as it has done since the 1880s. Decades of development have refined the platform unrecognisably, but the process still remains the same: air and fuel go in one end, suck-squeeze-bang-blow happens in the middle, energy transfers occur to make the machine move, and waste gases spew out of the other end. It's this last element that causes the most grief – but the clever scientists at Porsche have a rather nifty solution to minimise the impact of all those dirty gases...

There was a time when owning a Porsche could have been argued as a compromise: the owner wanted power, poise and prestige, and the trade-off was a certain devil-may-care attitude to sustainability. Sure, a 930 Turbo isn't exactly a big-block Chevy or a V12 Jaguar in terms of toxicity, but it's not really a Ford Fiesta either. You pay your money, you make your choice. In the 21st-century, however, cars can be powerful and environmentally friendly, in relative terms; at once angry red and pleasantly green. And the genius of Porsche's engineering lies in its particulate filters.

These units, found in Porsche's current petrol

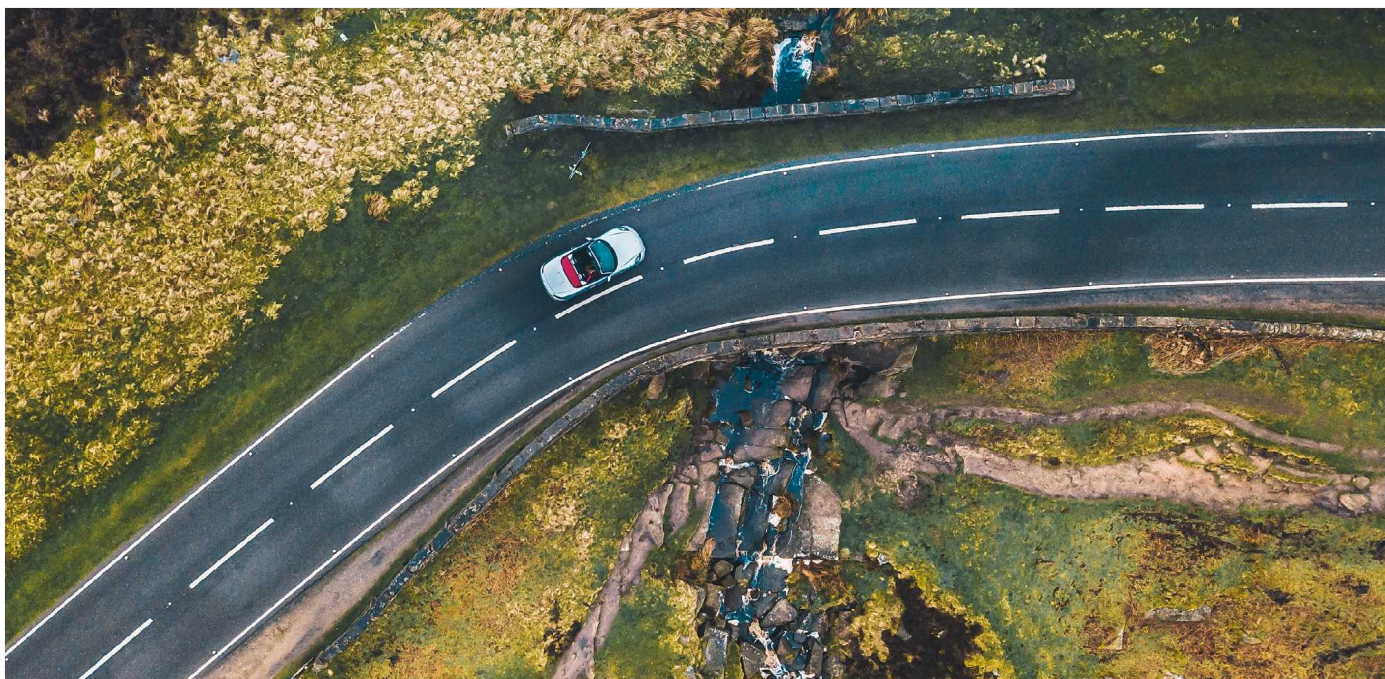
engines, work on the same principle as diesel particulate filters. Exhaust gases flow from the engine to the tailpipe through one of many narrow channels connected either to the engine or to the exhaust side of the vehicle; tiny openings between any two such channels allow gas molecules, such as carbon dioxide, to escape unhindered, but not the much larger soot particles. These bigger sooty nasties get trapped, then burnt away when the exhaust temps reach 600 degrees Celsius – given that exhaust temps tend to be somewhere on the scale of 400-800 degrees depending on usage, it takes little more than a spirited blast to burn off all the soot, and there's plenty of oxygen in there to aid the combustion, it piles in every time you lift off the throttle pedal.

The development of these filters for petrol engines was a protracted process, largely due to packaging issues. Larger exhaust systems just won't fit into the tight engine bays of the 718 and 911 models, so completely new catalytic converters had to be designed by Porsche engineer Martin Werner and his team. The outgoing three-way systems converted already gaseous substances such as nitrogen oxides into harmless air components; in four-way catalytic converters, the channels in the filters have a catalytic coating:

"That leaves no chance for nitrogen oxides and particulates," says Werner.

The filters are relatively short with large diameters to enable flow into as many channels as possible at





the same time, delivering efficiency in tight spaces.

The biggest engineering head-scratcher was the regeneration cycle; that is, the point at which the soot particles are burnt off at high temperature. It's necessary for the catalytic converters to work effectively at low temperatures and over short, low-stress journeys – so what about owners who rarely stretch the car's legs on motorways or B-roads, and instead just pootle to the local shops and back without ever reaching the required high-temperature operating window?

The answer is for the ECU to recognise this behaviour, and when appropriate to ensure that the filter heats up by increasing the exhaust gas temperature — for example, through another combustion cycle or a higher engine speed. It's a system that works beautifully, and after hundreds of thousands of test miles, Werner's team have delivered something magnificent: the cleanest Porsche engines ever built. It turned out that the answer to cleaning up the by-products of burning things was essentially to burn them again o





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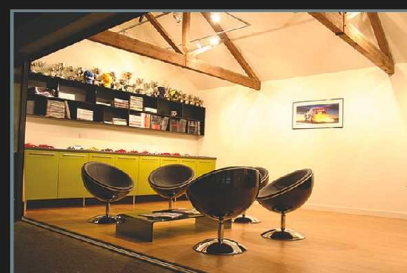
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GROUND OFFENSIVE

The birth of Group C racing provided Porsche with an opportunity to flex its racing muscles. The resulting 956, Porsche's first monocoque and ground effects design, would become one of its most successful racing cars...

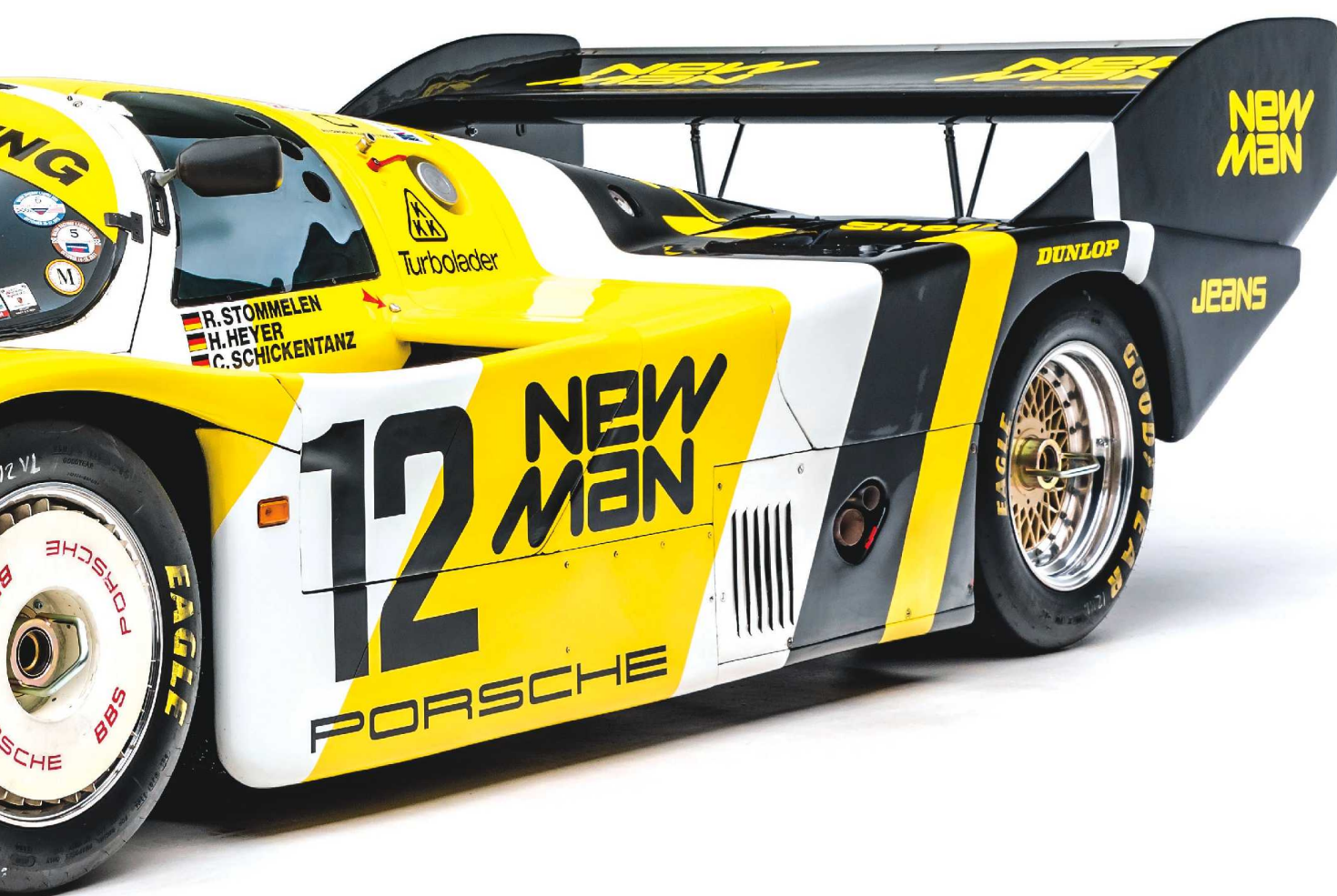
Story: Simon Jackson Photography: The Peterson Automotive Museum



They say that people don't really like change, but that seemingly isn't the case if you work for motorsport's governing body, the FIA. Regularly changing the rules of the various championships it watches over is, perhaps, the federation's most favoured pastime. However often for the governing body needs must in

order to refresh and bolster withering grids. And so it was that in late 1981 the FIA's Paris headquarters played witness to a new set of rules being passed, this time for closed cockpit sports car racing. Out went the Group 5 and Group 6 regulations that Porsche had so effectively exploited with its 935 and 936, in came the FIA's Appendix J – the top tier

of which was to be called 'Group C'. Though the regulations were officially released in October of 1981, a loose set of proposed rules had been distributed by the FIA much earlier that year to those manufacturers who might be interested in running. It was by no means certain that Porsche would enter, it was a turbulent time for the brand with a



new chief in Peter Schutz, flagging sales and therefore available money for motorsport activities in question. The regulations however, appealed, they favoured manufacturers of both engine and chassis, such as Porsche, and offered enough freedom to allow for designers and engineers to approach the series from a number of directions. Preliminary

investigations revealed that money could be saved by using what Porsche already had kicking about the place. A derivative of the water-cooled flat-six engine from the iconic 'Moby Dick' fitted the bill, a 2.8-litre version could be readied quicker than any other option, was capable of a 650hp output, could return usable fuel consumption figures

– a major consideration for Group C rules and endurance racing as a whole – and, importantly, it was tried and tested. The idea of parts sharing, or parts stealing from older Porsche could be further exploited to save time and money, too. The 936 could donate its suspension, the 917 its brakes, even the 924 GTP's hardy gearbox (then still



*Porsche was left wondering
if its findings in the wind tunnel would
translate to the track*

in development for 1981), could be utilised. On paper then Porsche's entry into the new Group C could be achieved expeditiously and relatively inexpensively. For Porsche's board, participation hinged on the level of competition expected – it needed to be of the highest calibre, so when Ford, BMW and Ferrari each expressed an interest the game was afoot. The final piece of the jigsaw came when the Jacky Ickx and Derek Bell crewed 936 returned from Le Mans in 1981 with a winner's trophy in the driver's seat. The green light for the construction of a new Porsche racing car – the 956 – was given.

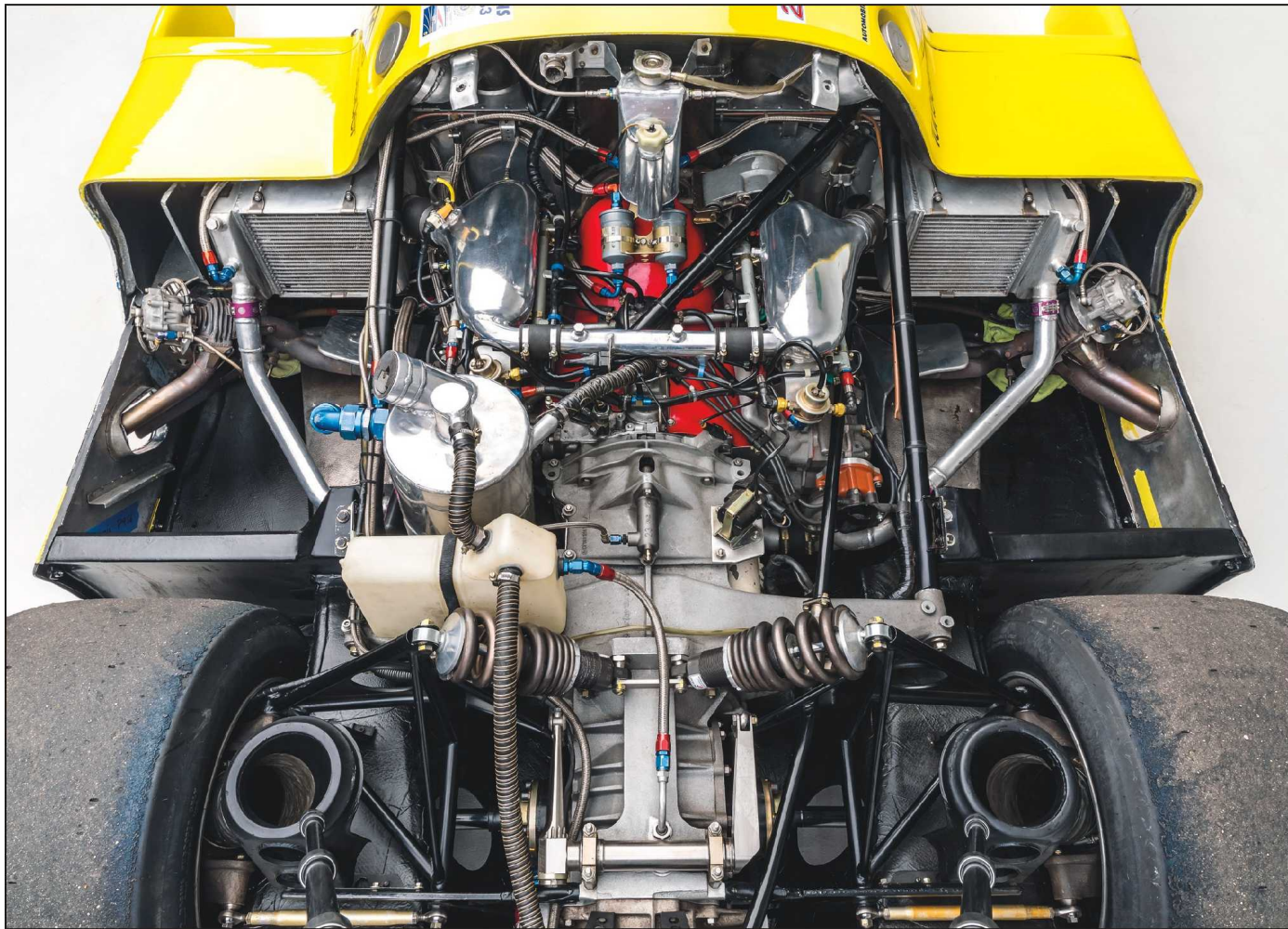
Norbert Singer headed the project which would require two major adventures for Porsche. The first being a monocoque, crafted from aluminium, the second sophisticated aerodynamics. Porsche was late to the monocoque party so it was at something of a disadvantage, being forced to learn the characteristics of riveting, bonding and curing the aluminium tub in double quick time. When it came to the aerodynamics side of things though it was a level playing field – every manufacturer was learning on the job. For the first time sports cars would implement the lessons learned in Formula One, Porsche was left wondering if its findings in the wind tunnel – mostly conducted using

scale models – would translate to the track, only time would tell. The search for 'ground effect' downforce was certainly an uphill struggle, compounded by the findings that its 'proven' flat-six turbocharged engine mated to a bespoke gearbox out back was hampering the car's distribution of aero, not assisting it. Nonetheless a design was arrived at, one with more drag than a 917 yet with more than three times its downforce.

Real world testing of the new car was conducted just a matter of weeks prior to the 1982 24 Hours of Le Mans, it was apparently quick right out of the box. The World Sports Car Championship Silverstone Six-Hours was deemed the perfect proving ground for the new car, Derek Bell and Jacky Ickx finishing second to an old Group 6 Lancia but the big test would come at Le Sarthe. Chassis numbers 002, 003 and 004 were readied for the great race, plastered with sponsorship decals from Rothmans, and sent packing to France. Not only did all three remarkably finish the race on their debut lest we forget, but they occupied the top three positions in the numerical order of their chassis numbers – Ickx and Bell taking victory from Jochen Mass and Vern Schuppan, with the trio of Hurley Haywood, Al Holbert and Jürgen Barth clinching the final podium position. It was

a memorable result, but by no means the end of the 956 story – in fact it was just the beginning. This car, and its descendant, the 962, would win Le Mans a total of six times over a 12-year period – today an almost unimaginable lifespan for a racing car.

Chassis 003 from the Le Mans debut went on to win the final three points scoring Group C races of 1982 (Spa, Fuji and Brands Hatch) with Ickx and Mass driving. The same car won the non-championship race at Kyalami but it was really after the 1982 season that the 956's enduring ability came to light. Not only had Porsche built itself a capable racing car here, but it had also created an astonishing customer racer. Just how capable became rudely apparent as soon as 1983 when a Joest entered 956 driven by Bob Wollek and Thierry Boutsen tipped-up to the opening round at Monza and subsequently beat a Rothmans Porsche works car with Ickx and Mass at the wheel. Part of ongoing developments, in 1984 the 956B was revealed, its main plus points being an improved chassis and revised engine efficiency via a Bosch Motronic electronics system. Porsche built a total of 10 works cars, all of which went on to add to the successes already mentioned, but a further 18 customer cars were also built – of which this car, chassis 105, is one – all were sold to prominent





privateer racers known well to Porsche, think Joest, Kremer, Richard Lloyd... The price was £166,000, equivalent to in excess of half a million pounds in today's money. That still represented good value though, for it came with the support of Porsche, a new idea pioneered by Peter Falk. Porsche sent a Mercedes-Benz truck complete with 50 foot trailer unit to many key European races, its job being to supply 956 parts to customers on spec, ensuring they were able to stay racing throughout a given weekend.

Customer 956s raced all over the world, but predominantly in Europe, Japan and the US. Come 1984 the 956 was hot property in the US for IMSA racing, these cars were looked after by Al Holbert. IMSA was behind the Camel GT racing series which was home to many successful 956 customers as a result of a similarity of the rules with it and the

FIA's Group C series. But inclusion in IMSA's halo series was out of the question as the 956 failed to meet its tough safety standards. It was this which largely gave birth to the 962 as it required the use of a longer aluminium chassis, needed to incorporate new safety adverts – chiefly a stronger pedal box. From the outset the 962 project aimed to retain as much of the 956's DNA as possible – making this very much an evolutionary tale.

Porsche 956's won the 24 Hours of Le Mans four consecutive times between 1982 and 1985, handing the baton to its relation the 962, which proceeded to take victory in 1986 and 1987. During qualifying for the 1983 1,000kms of Nürburgring race, it was a 956 that Stefan Bellof drove to achieve a lap time of 6 minutes 11.13 seconds – a record that stood for 36 years. So, to say this car made an indelible mark in automotive history

somehow seems to be selling it short. A couple of main issues brought the 956/962 story to a conclusion, for the factory team at least. The arrival of Jaguar and Sauber (which was receiving assistance from Mercedes on the sly) on the sports car scene was a clear 'changing of the guard' moment – the Jaguar XJR-9LM won the 1988 Le Mans race, the Sauber C9 the 1989 event. But then there were also the accidents, the most famous being that of Bellof who collided with Ickx's 962 through Eau Rouge at Spa, Bellof perishing as a result. It all served to bring to a close the run of 956/962 success.

The car you see here, chassis 105, is now privately owned. Built in 1983 it won the Norisring Trophy at the temporary street course in Nuremberg in 1984 and 1985 with Klaus Ludwig at the wheel – the 956 never was very good at winning anything just once... O

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Refresher Course

Porsche owes much of its recent success to its SUVs, which makes the new Macan quite an important vehicle – we drive it in Spain...

Story: Andrew Frankel Photography: Richard Pardon

If you want to understand just how successful Porsche has become in the last 20 years, there are few measures more persuasive than this: in the UK alone last year Porsche sold approximately the same number of cars as the company managed to shift worldwide two decades back. What's changed? In one handy acronym, SUVs.

Yes, the Panamera has made a contribution to the numbers, but it was first the Cayenne and now the Macan that are responsible

for the utter transformation of Porsche's business. By using proprietary platform components sourced within the Volkswagen Group yet stamping upon them the unique Porsche identity, the company has achieved automotive corporate nirvana. This is a state that defies the long-held convention that cars can either sell in large quantities for low profit or vice versa but not both. Porsche's high volume, high margin SUVs have turned that thinking on its head.

So it can be forgiven for wanting to do as little as possible with such a winning formula now that the time has come for the Macan to receive the first major update of its life. UK sales of the Macan have bucked the normal trend where huge initial interest gradually peters out through a car's life as younger rivals are introduced: the number of Macans sold here has increased in every one of the four years it has been on sale. Globally the Macan all by itself accounted for 40 percent of all



Porsches sold last year. It is the gift that keeps on giving.

But the job for this new Macan is different and, in many ways, harder. First, as you can see, it's not an entirely new car by any stretch. Indeed it remains on the same platform as sat the previous Audi Q5, which made its debut 10 years ago. A genuinely all-new Macan is at least three years away. And there is the thorny issue of diesel too, specifically the fact that you can no longer buy a Porsche powered by

the stuff. Time was when Macan diesel sales outstripped all others combined.

So what has Porsche done to its brightest baby to keep it on the pace of the pack or, ideally, some distance ahead. In typical Porsche style, far more than immediately meets the eye.

Outside there's a wide range of small but significant visual changes, by far the most obvious of which is the new tailgate design with wraparound lighting. Elsewhere and

to keep tooling costs down, the design has avoided making changes to the metal. There are new LED headlights, indicators and rear lamps, a revised front grille, fresh rear diffuser and a suite of wheel options from an 18-inch as standard up to 21-inches.

Inside it's gone halfway to a Panamera or Cayenne cabin, so there's the new, large and gorgeous 10.9-inch touchscreen and a 4.8-inch colour instrument display, but the touch sensitive switchgear black panels remain for its

big sisters, it still makes do with buttons.

Although the base Macan is the only car that has been officially announced, it will be joined by a Macan S with a 335hp 3.0-litre V6 that has nothing to do with the similarly powerful and sized V6 in the old Macan S, but is the new unit already in the Cayenne and Panamera with its turbo buried within the Vee. A new 2.9-litre Turbo will come too, with 434hp, leaving space between them for the obligatory Macan GTS to come in time. All new Macans also come with new aluminium suspension uprights, revised programming for the steering, and newly developed tyres, together aimed at improving the new Macan's dynamic response, without harming its ride and refinement.

But the car I'm in today is a base, 2.0-litre common or garden bog standard Macan. Read the press elsewhere and you'll hear people talking of this car as the replacement for the now AWOL diesels, but the truth is this engine has been in the line-up for ages, even if Porsche has not done much shouting about it.

What is curious is that Porsche has done

nothing to elevate its rather modest power output. Right now it gives 242hp, but exactly the same engine provides 306hp in a Volkswagen Golf. Now I know Porsche wouldn't want to use that specification of motor because with the difference in weight the Macan would then probably have a similar power-to-weight ratio to the Macan S, but I can't help thinking that almost 100hp is a big gap between the two models. Why is it there? One of two reasons: either Porsche doesn't want to take the hit on the new tougher WLTP fuel cycle the more powerful engine would bring, or there's another model to be slotted between the Macan and Macan S at some stage in the future.

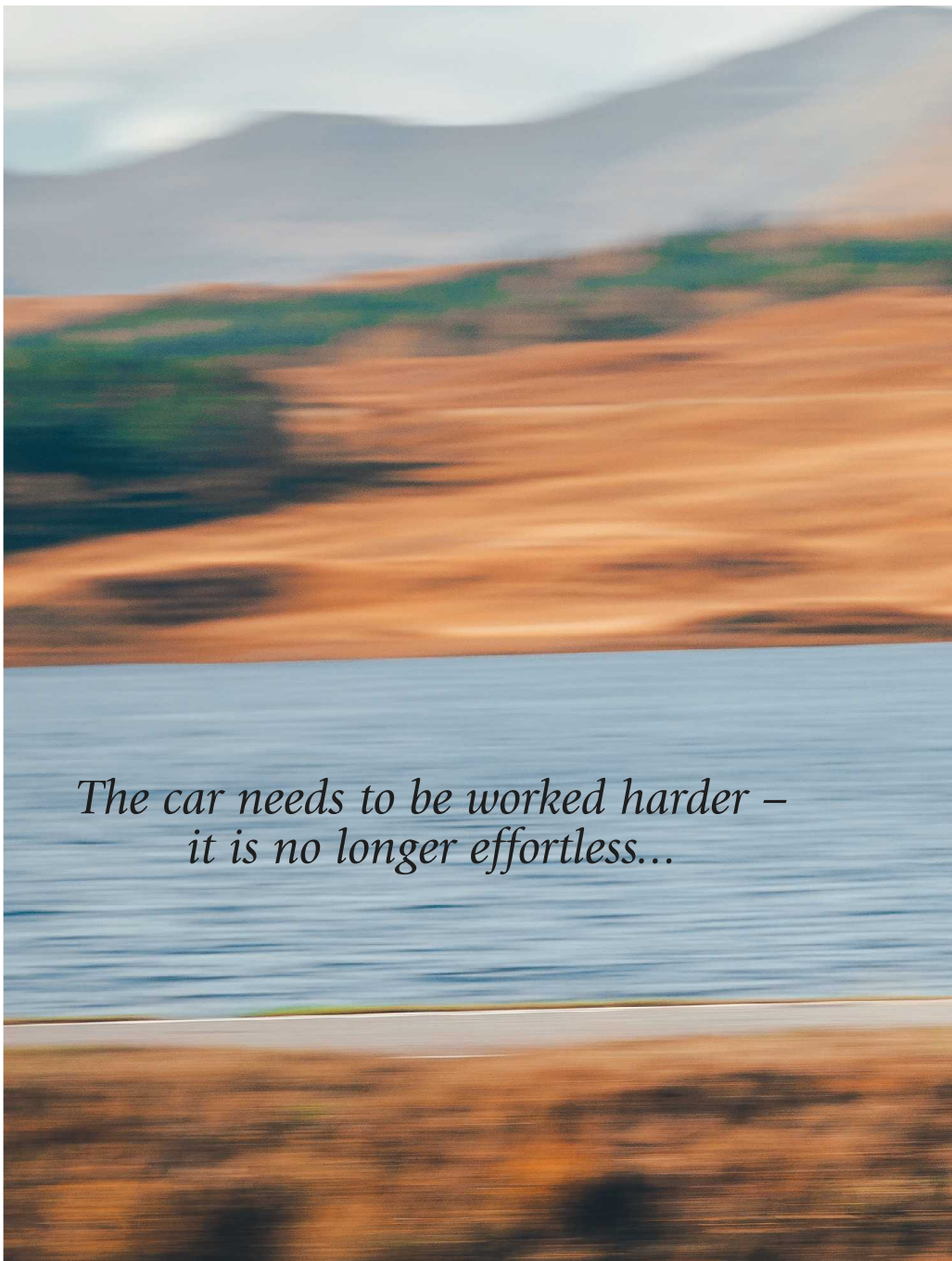
For now though, be content to join me in its always airy cabin to survey the scene. The new dashboard really does lift the interior of the car and at a crucial time, where analogue clocks are starting to look really dated. There's still too much switchgear for much of it to be intuitively sited, but it's all learned easily and quickly enough.

The engine fires with a steady, pleasant

thrum. This VW engine has always been characterful – far more so in my opinion than the V6 in the out-going Macan – so on that score there's little perceived loss here. What customers might lament is the near 10mpg drop in claimed fuel consumption from the more powerful, and accelerative Macan S Diesel, though this is to compare an old NEDC measure with one using the new WLTP so don't read too much into it. On the computer during a day of spirited but sensible driving, the Macan did exactly 30mpg, which feels about right.

At first it does feel a little different to other, more meaty, six cylinder Macans. It would be absurd to suggest you don't notice the additional power of the V6 petrol motors, or the torque of the diesel, because you do. The performance is there, but the car needs to be worked harder to access it – it is no longer effortless as it once was.

There are, however, two reasons you should not be glum about this. First, it's not you that has to do the work and second, the engine loves it. Thank the re-programmed PDK for



*The car needs to be worked harder –
it is no longer effortless...*



ensuring the Macan is already ready to deliver. Yes the motor does the bulk of its best work in the mid to higher reaches of its rev range but the gearbox is so quick and intuitive and the engine so smooth and eager, you never get any sense of strain. The old V6 would do it but you felt, only because it had to. This 2.0-litre motor is a pleasure to row along at a decent rate and when I first drove it as a prototype in South Africa (GTP 08/18) with all the V6s, it never felt like a poor relation.

There's another, even bigger bonus too: the new engine is so small and light, the car will likely be around 100kg lighter than the Macan S, all that weight of course being removed from the car's nose, where it does most harm.

You notice it at once. You don't need to be anywhere near the limit to feel its poise, or eagerness to dart into an apex. It feels lighter on its toes because it is, with improved steering feel and better balance. The old Macan always did lead the class from a point-to-point dynamics point of view and I don't doubt this humble entry-level car is the best handling Macan yet. It rides superbly too, at least on the optional air suspension with Porsche Active Suspension Management (PASM) electronic damping fitted to this test car. Indeed it is not an exaggeration to say that for those more interested in how fun a car is to drive rather than how fast it is, this 2.0-litre Macan is something of a find – I look forward to prolonging my acquaintance with it as well



as meeting its new stablemates.

But it still has that job to do of replacing the diesel model, and in that regard it will doubtless be helped by the ongoing political meddling, and media misinformation, that seems likely to kill diesel stone dead before people realise that today it need be no more polluting than petrol, and offers 20 percent lower CO2. Others will retain their diesel offerings and to those with an open mind

as to which medium sized premium SUV to own, the Macan may be vulnerable. To those who need a mid-size premium SUV but want still to be able to enjoy driving, the Macan continues to be the pick. These second generation updates are not game-changing, but nor did they need to be: they needed to ensure that the Macan remained the number one driver's choice in its class. That they have achieved, and with space to spare ○

*You don't need to be anywhere near
the limit to feel its poise*





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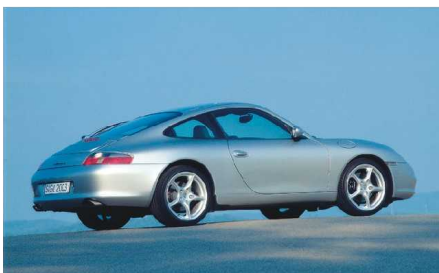


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996 Suspension Upgrades

Fast becoming a modern classic and now considered a 'proper' 911, the water-cooled 996's lower Porsche ownership entry fee means more can be spent on making its already sharp handling even sharper...

BILSTEIN

Bilstein B12 Pro Kit Suspension Kit

An original equipment supplier, Bilstein has played a part in numerous race wins for Porsche. This complete suspension kit reduces the ride height of the two-wheel drive 996 by 30mm and also features Eibach Pro Kit springs for moderate lowering, while still maintaining optimum ride quality. Made in Germany, the Bilstein B12 Pro Kit is TÜV approved and manufactured for precise responses, with the spring and shock combination road-tested and fine-tuned for a perfect match. The shocks use Bilstein's mono-tube and gas pressure technology and the B12 kit comes with a two-year warranty. There are also options for the later Carrera 3.6 and 3.6S cars.

Fits: 996 C2 3.4 1997-2001 (296 and 315hp)

Approx Price: £1,273.30



DESIGNTEK

DesignTek Strut Brace Bar

A simple and cost-effective way to sharpen up a car's handling (even that of a Porsche!), is to add a strut brace. Attaching to the OEM strut mounts, a strut brace bar stiffens up the chassis and helps to reduce flex for an improved cornering and driving experience. DesignTek strut braces are made from strong but lightweight carbon fibre tubing and come in a choice of alloy or carbon finishes.

Fits: All 996 models (1997 to 2005)

Approx Price: from £129.00

EIBACH

Eibach Hollow Lightweight Anti-roll Bar Kit

Eibach's super lightweight anti-roll bar (ARB) kit includes front and rear ARBs which, at just 4.85kg, are claimed to be a minimum of 40 percent lighter than any others on the market. While they are claimed to retain the OEM feel of the standard parts as well as the controllable, on-the-limit handling behaviour, the Germany company states that the anti-roll bar kit also improves the 'already impressive' handling of the 996. The front bar has a diameter of 27mm and can be adjusted in two places, while the rear is 19mm, and has three adjusting points. Made from cold-formed steel alloy and finished with a black powder-coated finish, bushes are included.

Fits: 996 C2 3.4 (1997-2001) and 996 C2 3.6 (2001-2005)

Approx Price: £308.66



ELEPHANT RACING

Elephant Racing Adjustable Lower Control Arms (Lower Wishbone)

US Porsche specialist Elephant Racing has developed a host of suspension upgrades for the 996, from control and track arms to toe links and tie rod ends, all with the aim of adjustability and geometry correction for lowered 996s. Its range of lower control arms provide camber and caster alteration with an adjustable length similar to GT3 control arms, but with no need for shims. Length is adjusted in minutes by the rotation of the centre hex head, making changes for road and track use simple. Heim joint spherical bearings eliminates the deflection which affects rubber buses, and maintain suspension alignment. The arms are completely weather sealed and also fully rebuildable with replaceable heim and ball joints. Note, the arms need to be used with front camber plates and rear adjustable length upper control arms to widen the track without altering the scrub radius.

Fits: 996 (1999-2004, front) and 996 (1997-2005, rear)

Approx Price: \$1,190.00 each pair (one pair required per axle)



POWERFLEX

Powerflex Black Series Polyurethane Suspension Bushes

Suspension tuning specialist Powerflex offers its upgraded Black Series A compound which can up to 80 per cent more resistant to load than rubber, as well as 25 per cent stiffer than Powerflex's signature purple material for maximum chassis geometry control, the company states the bushes offer the most precise and accurate alignment. They will also last longer than rubber items and are backed by a lifetime warranty. Options for the 996 include bushes for the front anti-roll bar, and inner and outer track control arm locations, while at the rear Powerflex offers inserts for the anti-roll bar, inner rear link, subframe (front and rear), track control arms (inner and outer), as well the upper link. There are also inserts for the front gearbox mounting.

Fits: all 996 models (1997 to 2005)

Approx Price: from £17.95 per bush



KW

KW Clubsport 2-Way Coilover Kit

KW states that its Clubsport 2-way coilover kit has been designed at the Nürburgring and has the benefits and technology that race track to road developments – as well as the company's support of numerous racing series – offer. The 2-way adjustment allows for numerous settings to match preferred driving styles as well as the matching of tyre and wheel set-ups. Integrated click adjusters independently adjust both rebound and compression, with 16 and 12 settings available to choose from respectively. Incorporating 'inox-line' stainless steel technology with corrosion-resistant springs, the KW Clubsport 2-way coilover kit is made from maintenance-free components.

Fits: 996 Turbo (2000-2005)

Approx Price: £3,636.00



RENNLINE

Rennline Sealed Front Camber Plates

Rennline's pair of sealed front camber plates allow for the increase of negative camber – and therefore more tyre contact patch – for performance driving and feature FK Motorsport's Teflon-lined spherical bearings in place of OEM rubber mounts for sharper feedback. Made from CNC-machined 6061 anodised aluminium, Rennline's camber plates have a webbed and machined based for lightweight and increased strength, as well as a rigid bearing mount. There are also integrated GT3 weather seals for longer bearing life, and a special upper nut to allow clearance for maximum negative camber settings (up to 1.25 degrees). The Rennline plates can be used with all factory – including non-adjustable – and aftermarket two-wheel drive 996 suspension struts, and are fully rebuildable.

Fits: 996 C2 3.4 (1997-2001) and 996 C2 3.6 (2001-2005)

Approx Price: £356.25



A FEW HANDY CONTACTS:

www.bilstein.com
www.dcp-performance.co.uk
www.design911.co.uk
www.designtek.eu

www.elephantracing.com
www.kwsuspensions.co.uk
www.powerflex.co.uk
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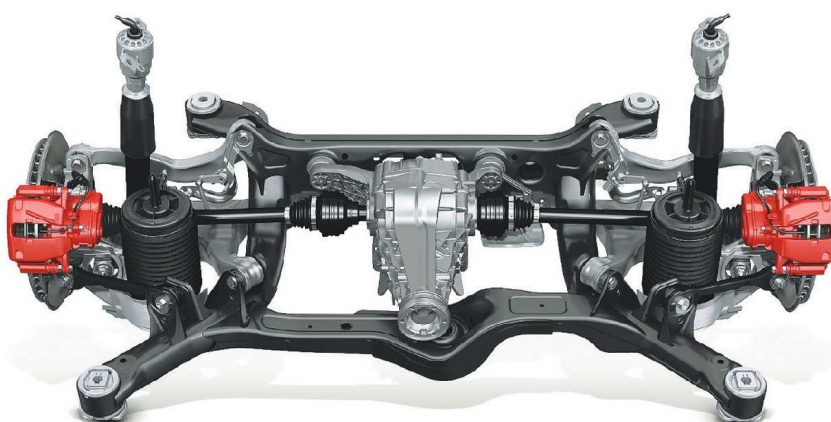
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Mythbuster: Weissach Rear Axle

While the idea of the transaxle Porsche had arrived with the 924, the 928's big power required a technological way of curbing potentially huge lift-off oversteer...



The arrival of the front-engined and rear-wheel drive 924 in 1976 ushered in the idea of the transaxle transmission Porsche, but with 125hp, tail-out antics were never going to be much of an issue. However, the brawny V8-powered 928 of the following year was a fully-fledged supercar, and therefore required a super solution to put all of its 240hp onto the road with little fuss. The 924's cost-effective and Volkswagen/Audi origins may have dictated its VW Beetle-derived rear suspension, but Porsche's svelte super-V8 grand tourer was always going to demand a more thorough solution.

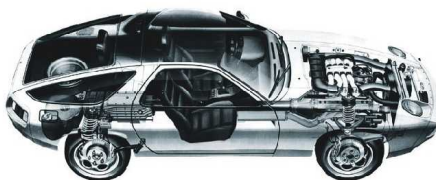
Named after the development centre 20 miles from Porsche's base in Stuttgart and described as "a revolution in suspension that's still the basis of our work today" by Manfred Harrer, director of suspension development at Porsche, the

'Weissach Axle' (or 'Winkel einstellende, selbst stabilisierende Ausgleichs-Charakteristik' – angle-adjusting, self-stabilizing equalization characteristic) protected, and still protects, drivers against their fish-tailing limits. Porsche engineers Wolfhelm Gorissen, Manfred Bantle and Helmut Fleg developed what was in effect a rear-wheel steering system which stabilised the 928 against cornering forces, and also eliminated the dreaded and dangerous lift-off oversteer.

A version of a traditional semi-trailing arm suspension system, in simple terms a short link replaced the front pivot bush of the trailing arm, while the innermost mount was relocated rearwards. Combined with a third, pivoted link between the front-most mount and the suspension upright itself, the result was 'toe-in' when the 928 decelerated as its outer rear wheel was pulled towards

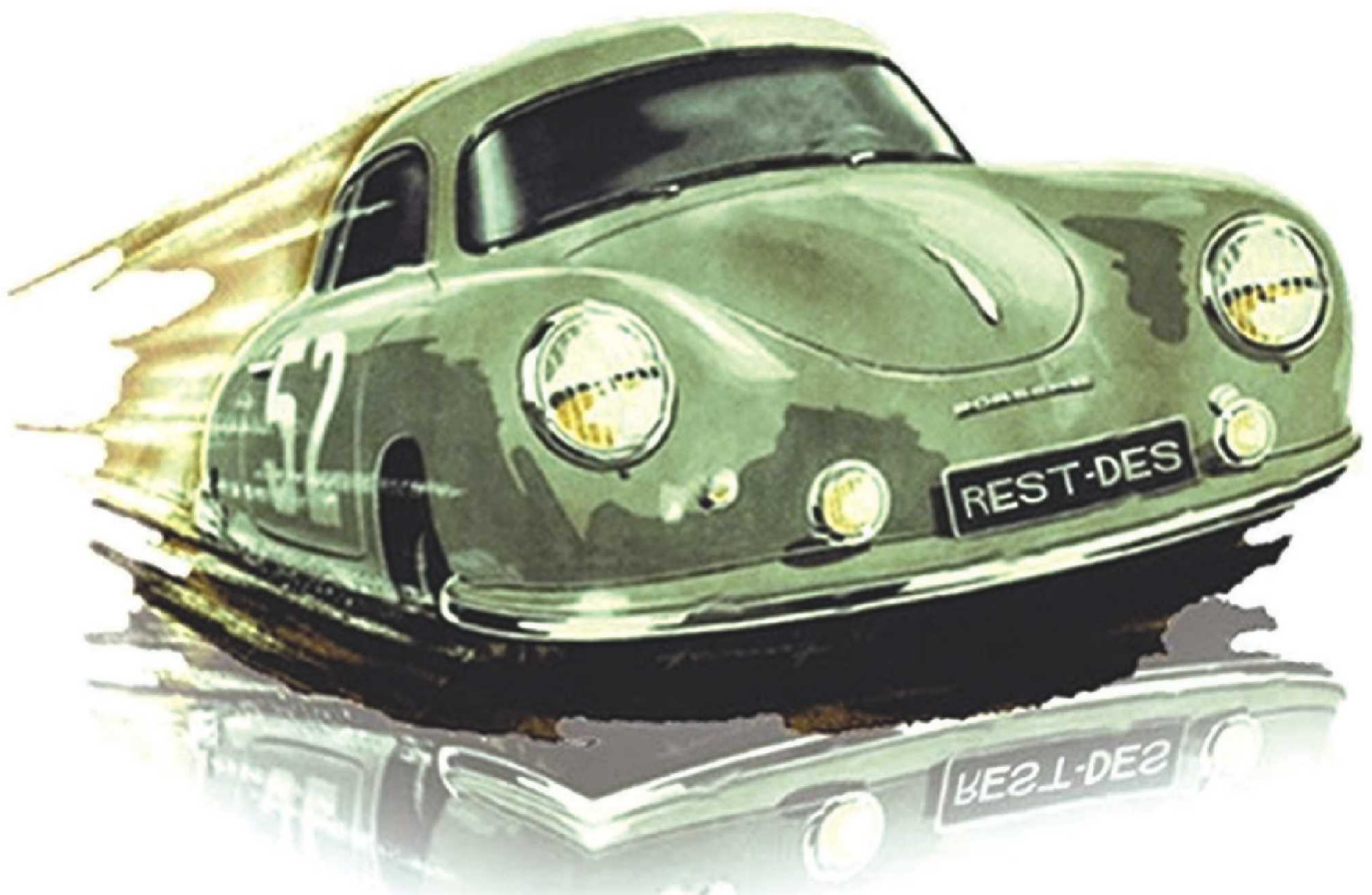
the car. Prior to this, the flexible rubber bushes traditionally found in a semi-trailing arm system caused the trailing arms to swivel rearwards, 'pulling' the wheel backwards relative to the chassis, inducing unstable 'toe-out'. Porsche's patented new passive rear steer system constantly adjusted itself during cornering and made the big front-engined 928 more stable. It was able to corner at quite astonishingly high speeds.

The 928's toe compensating set-up was also a production car first, and it still makes Porsches such as the Cayenne, Macan and Panamera stable today. While the second-generation Mazda RX-7 used a similar system, the 993 was the first 911 to employ a version of the Porsche arrangement. The 'Weissach Axle' also paved the way for the active rear wheel set-ups seen on today's high-performance 991 Turbo and GT3. ◻



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the market place

Dan Bevis

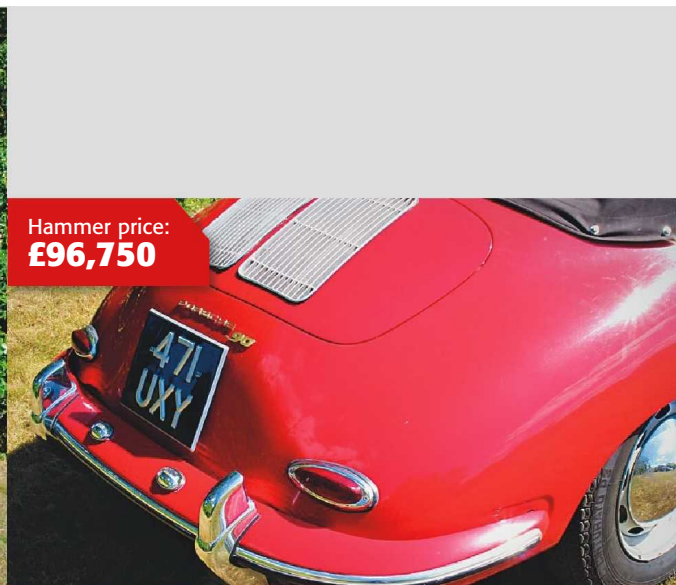
Dan Bevis takes a unique look at the current Porsche market trends...



It represented a whole lot of 911 for just £17,384...

As a refreshingly less insane counterpoint to the frenzied bidding at the NEC, Anglia Car Auctions' early November sale was rather less of a wallet-buster. Just three Porsches on offer this time, but each one with its own merits; first up was a 1998 996. Now, this would probably be few people's ideal specification, being a yellow Tiptronic Carrera 2, but with a full history and just 46,500 on the clock, it represented a whole lot of 911 for just £17,384. Secondly, there was another yellow treat – a 944 Turbo, with a comprehensive history, recent cambelt service and a cover feature last month in some magazine or other; it actually failed to find a buyer, but the estimate of £12.5-15k gives us all hope that tidy Turbos aren't getting silly just yet. And finally, there was a 964 Carrera 4 Cabriolet, in the classic combination of Guards Red with piped grey leather. Tidy, original, always serviced by specialists, this is the car with which to thumb your nose at 964 collectors who are mothballing their investments by just jumping in the thing and driving it all over Europe. Add a few more stories onto those 64k miles. £41,000 doesn't seem unreasonable for such an opportunity.





Hammer price:
£96,750

The evenings are midnight-dark, the trees forlorn and leafless, and the TV spewing endless 'holidays are coming, holidays are coming' sentiment, which can only mean one thing – it's mid-November (at time of writing) and time for the NEC Classic Motor Show. Yes, this gargantuan colossus of an event muscled its way onto the scene every November to hush the complainers lamenting the end of the show season, by battering their sensibilities with a bombastic quantity of intriguing classics. And it's indoors too, which helps. Nice and warm.

Naturally there's an auction, with Silverstone Auctions bringing the noise courtesy of a star-studded line-up of pretty machines to peruse and perhaps purchase; prices tend to be robust at this venue, it's the nature of its high-profile status and the ever-excitable crowds in the room, and there were plenty of Porsches to consider this year. Fancy a 911 Flachbau? There were three to choose from: the first was a 930 Turbo SE in Minerva Blue, showing a mere 33k miles and sporting the optional LSD and heated seats – £159,000 was the price for that one. Selling for similar money (£166,500) was another 930 Turbo SE, this time in Silver Metallic, with 34k on the clock. Boasting racy Can-Can Red leather and rare Recaro Ideal C seats it had a lovely specification, and interestingly was first registered to Porsche GB on the iconic 911 HUL number plate – the first example delivered to the UK, used as an official press car. And the, ahem, 'bargain' of the three was the Guards Red 930 Turbo SE – with only 12,800 miles under its fat Pirellis. It was built for the US market under the Special Wishes program, but the order was cancelled and it was converted to RHD for the UK market. Options included the LSD, heated seats and CD player with extra amp. Hammer price? £143,750.

If you prefer your 930s a little more unhinged, DP Motorsport's creation should be just the ticket; developed with the sole aim of being as fast as a road-legal 930 can be, it's got 600hp and weighs just 1,100kg, meaning 0-62mph in under three seconds and 200mph+. Crazy, huh? It's got RSR spoilers and lightweight bumpers and doesn't really look like a 930 any more – it sold for £87,400.

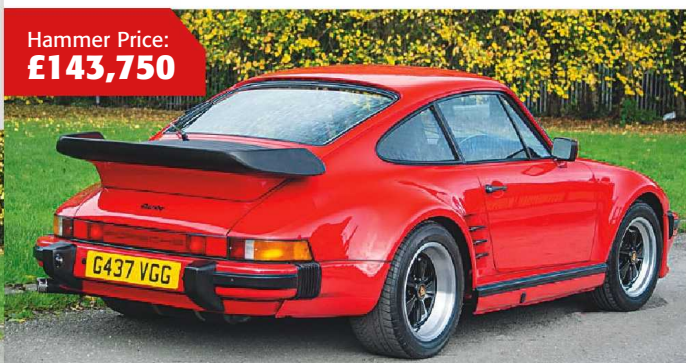
Since we're on the subject of 930s, a Martini-striped 1977 example caught our eye as it glistened under the lights – the last 3.0-litre car



Hammer Price:
£166,500



*It was owned by Jamiroquai
frontman Jay Kay...*



Hammer Price:
£143,750

**Hammer Price:
£147,200**



supplied to Europe, it's had been the subject of a full restoration by Porsche Centre Glasgow with official Porsche Classic parts used throughout. It sold for £147,200, which seems remarkably good value given that the restoration cost about £120,000!

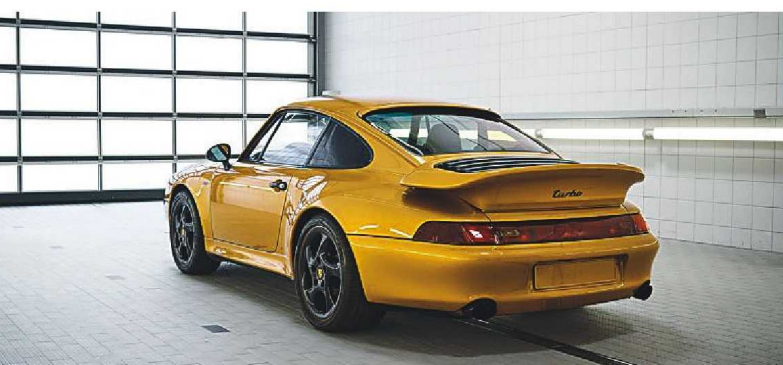
Bringing things into the modern era, how does a 997 GT3 RS take your fancy? This 2010 car was first supplied to a buyer in Malaysia, then spent time in Hong Kong before being registered in the UK; it's got *all* the options and just 1,400 miles on its dials, it sold for £161,000. More art piece than road car, which may seem a shame for such a driver-focused machine, but you can't deny its collectability.

At the opposite end of the testosterone scale was the 1961 356 B 'Super 90', which lived its first quarter-century in California before coming to the UK and has supposedly only covered 22,000 miles – £96,750 is the price for this sort of originality. And finally, we bring you the 2015 911 Targa 4S... Which may seem unremarkable in this company, but it was owned by *Jamiroquai* frontman Jay Kay and you know how keen an eye he has for decent motors. According to the catalogue it's covered '11,600 incident-free miles', which is amusingly open to interpretation, but you can't argue with a selling price of £79,875.

**Hammer Price:
£79,875**



**Hammer Price:
€2,7m**



Making a lot of headlines recently was Porsche Classic's own restomod superstar, 'Project Gold'. Taking a square aim at myriad outfits independent of Porsche that do this kind of thing, the marque opted to play them at their own game by creating a brand new interpretation of the 993 Turbo S. Over the course of eighteen months, the 993 was rebuilt using over 6,500 Porsche Classic parts. On completion, it was auctioned at the Porsche Experience

Centre Atlanta as part of the RM Sotheby's 'Porsche 70th Anniversary Auction'. Some 37 quick-fire bids flew in over the course of a frantic ten minutes, with Project Gold selling for €2,743,500. All net proceeds went directly to the not-for-profit Ferry Porsche Foundation, which supports projects at the brand's international sites as well as work in the fields of education, research, sport, culture, and social affairs.

BUYING GUIDE: 996 GT3 RS

There are few water-cooled 911s as visceral and iconic as the original 996 GT3 RS. The car which spawned it, the 996 GT3, was launched in 1999, and featured a keen focus on weight-saving to give the car a road-racer edge: almost all of the sound deadening was junked, as were the rear seats, sunroof, air-con and stereo (although the latter two could be added back in as a no-cost option). The engine is what really helped it stand out from the more mainstream 996s, as it was based on the competition 962/GT1 unit, the so-called Mezger engine – named for its designer, Hans Mezger. It used the old air-cooled dry-sump crankcase, and for this reason it also had a manual transmission derived from the air-cooled era, which had interchangeable ratios for serious track-addict owners. The GT3 also got bigger brakes, uprated suspension, lightweight wheels, and downforce generating front and rear spoilers. Significantly, it was possible to tick the no-cost Clubsport option box, which replaced the electric leather seats with fixed buckets, added a six-point harness and half-rollcage, swapped in a single-mass flywheel, and brought in a fire extinguisher system and battery master switch. And it was this race-focused approach that ultimately led to the GT3 RS...

Launched in 2003, the 'RS' stood for 'RennSport' ('racing sport'), and this acted as a clear statement of intent. What it essentially represented was the next logical step from the Clubsport-optional GT3; it came with a polycarbonate rear window, carbon

fibre bonnet and wings, and the option of PCCB brakes. It also had a slightly reworked engine – the Mezger unit's cylinder heads had reshaped ports, carried out for homologation purposes, and while Porsche claimed an identical 381bhp to the stock GT3, the reality was somewhere north of 400bhp. Suspension was similarly racy; you could adjust the top-mounts to 911 Cup race-car settings, while the dampers were stiffer and the springs progressive-wound instead of linear. The control arms were also adjustable. A larger rear wing created more downforce, and there were ram-air scoops on the engine lid. The best part, however, was the graphics package: slathered over Carrera white, you could have bright red or light blue stickers to match your colour-coded lightweight wheels, just to make sure that everybody knew you were serious.

Indeed, these were recognised as very serious cars in their day, with a 190mph top speed and a 0-62mph time of 4.2 seconds, along with near-unrivalled handling prowess on track. Today? There are two kinds of 996 GT3 RS owners: those who have bought them to keep safe and accumulate value, and those who are willing and able to blow well over £100k on a hilarious fast-road and track toy that they aren't afraid to enjoy by using it to the full. As values climb, it becomes arguably more of a risk to use these cars as intended – but you only live once, right?



PRICE GUIDE:

Project: n/a

Usable: £130,000

Excellent: £190,000



BUYING TIPS:

- 996s are often tiptoed around thanks to the infamous IMS issue, but thankfully the GT3 and RS don't suffer from this because it has the Mezger engine. These engines can have their own issues though, with oil leaks not being uncommon; the baffles can come loose in the catalytic converters too, which triggers the engine light on the dash.
- Body-wise, crash damage is the main thing you're looking for – these are hardcore cars that get driven hard (aside from those mothballed in collections, of course), so make sure everything lines up. Rust is also something to look out for, as they didn't have any underbody protection – winter use in the UK can really harm these cars unless they've been Waxoyled or similar.
- Rollcages are creaky at times, but you might just have to live with that – most of them do it!
- See if you can get a gauge of what sort of driver the seller is... The gearboxes don't respond well to harsh and unsympathetic use, particularly when cold. Don't be surprised if the car's history features at least one gearbox rebuild – and if it hasn't had one, budget for it in the not-too-distant future.
- The suspension setup is excellent, but given the age of these cars it's easily possible that it'll feel a bit worn now. The diagonal suspension arms will create a knocking sound as they wear, and the 'coffin' bushes tend to split – they've been deleted as replacement parts, so the answer is to fit solid aluminium items instead of these.
- If the car you're looking at has spent most of its time holed-up in a garage rather than out and about being used, you may well find that the starter motor is knackered.
- Check when the clutch was last changed. It's unusual to get 20,000 miles from one in road use, significantly less than that with heavy track use.



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Porsche 911 997 turbo 3.6
Cobalt blue with grey leather
64,000 Miles (06 - 2006).....£53,000



Porsche 911 997 turbo 3.6 Tip
Basalt black with black leather
52,000 Miles (56 - 2006)..... £50,000



Porsche 911 997 C4 "GTS" 3.8 pdk
White with black leather
46,000 Miles (12 - 2012).....£63,000



Porsche 911 997 "2S" 3.8 Gen2 Pdk
Basalt black with black leather
44,000 Miles (09 - 2009).....£53,000



Porsche 911 997 "2S" 3.8 Gen2 Pdk
Atlas grey with black leather
45,000 Miles (59 - 2009).....£44,000



Porsche 911 997 "2S" 3.8 Gen2 Pdk
Basalt black with red leather
33,000 Miles (59 - 2009) £44,000



Porsche 911 997 "2S" 3.8 Gen2 Pdk
Atlas grey with black leather
64,000 Miles (58 - 2008).....£38,000



Porsche 911 997 "4S" 3.8 Tip cab
Slate grey with black leather
56,000 Miles (08 - 2008).....£36,000



Porsche 911 997 "4S" 3.8
Meteor grey with black leather
47,000 Miles (57 - 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
Basalt black with black leather
43,000 Miles (07 - 2007).....£34,000



Porsche 911 997 "4S" 3.8
Meteor grey with black leather
73,000 Miles (08 - 2008).....£33,000



Porsche 911 (997) "2S" 3.8
Meteor grey with black leather
48,000 Miles (07 - 2007).....£32,000



Porsche 911 997 "2S" 3.8
Basalt black with black leather
62,000 Miles (57 - 2007).....£32,000



Porsche 911 997 "4S" 3.8 Tip
Basalt black with black leather
57,000 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)..... £32,000



Porsche 911 (997) "2S" 3.8 Tip
Meteor grey with black leather
65,000 Miles (57 - 2007).....£32,000



porsche 911 997 "2s" 3.8
Meteor grey with grey leather
61,000 Miles (08 - 2008).....£33,000



Porsche 911 997 "2S" 3.8
GT Silver with black leather
62,000 Miles (07 - 2007)..... £32,000



Porsche 911 997 "2S" 3.8
Basalt black with black leather
48,000 Miles (07 - 2007).....£32,000



Porsche 911 997 "4S" 3.8
Meteor grey with black leather
63,000 Miles (07 - 2007).....£32,000



Porsche 911 997 "2S" 3.8
Silver with black leather
59,000 Miles (57 - 2008).....£32,000



Porsche 911 997 "2S" 3.8 Tip
Silver with black leather
53,000 Miles (07 - 2007)..... £32,000



Porsche 911 997 "4S" 3.8
Silver with black leather
52,000 Miles (06 - 2006).....£32,000



Porsche 911 997 "4S" Cab 3.8 Tip
Lapis blue with grey leather
68,000 Miles (06 - 2006).....£32,000



Porsche 911 997 "2S" 3.8 Cab
Silver with ocean blue leather
36,000 Miles (05 - 2005)..... £32,000



Porsche 911 997 "4S" 3.8 Tip
Cobalt blue with ocean blue leather
65,000 Miles (07 - 2007)..... £32,000



Porsche 911 997 "4S" 3.8
Basalt black with black leather
65,000 Miles (06 - 2006)..... £32,000



Porsche 911 997 "4S" 3.8 Tip
Silver with ocean blue leather
51,000 Miles (56 - 2006)..... £31,000



Porsche 911 997 "4S" 3.8
Basalt black with black leather
63,000 Miles (56 - 2006)..... £31,000



Porsche 911 997 "4S" Cab Tip
Silver with black leather
66,000 Miles (56 - 2006)..... £30,000



Porsche 911 997 "4S" 3.8
Seal grey with black leather
75,000 Miles (06 - 2006)..... £28,000

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Ken Urquhart

A former employee of the legendary JW Automotive Engineering, Ken Urquhart worked on Porsche 917s during that magical year of 1970...

Story: Wilhelm Lutjeharms Photography: Kian Eriksen, Ken Urquhart

"You should meet Ken, he worked on Porsche 917s". That is something you may hear at an event like Rennsport Reunion, Goodwood Festival of Speed, Le Mans Classic, or any number of gatherings held every year in Europe and the USA. But, when you are based in Cape Town, South Africa, you don't expect to hear that

from a fellow Porsche enthusiast...

There was no way I'd pass up the chance to meet Ken Urquhart. Needless to say, a few weeks later I sat down with him to listen to his anecdotes from the late 1960s, and 1970, when he worked at JW Automotive, which was known for the successes of the Ford GT40s in the



"On the first day, the mechanics drove the 917s to the track"



late 1960s, as well as managing four 917s during the 24 Hours of Le Mans in 1970. Like many enthusiasts, I've watched videos from that era, and read stories about (and interviews conducted with) drivers and team managers at the time, but now I'd have the opportunity to speak to someone who had been a part of that history, oh, and who happened to have met Steve McQueen. Surprisingly, Ken's career took an unusual path before he laid his hands on Porsche 917s:

"I studied to be a dental technologist, but the work I did on (six-time South African F1 championship winner) Dave Charlton's F1 cars in the late 1960s opened a few doors for me. Remember, in those days it was a very, very, amateur sport.

"In 1969, David Piper brought a Porsche 917 to South Africa for the 9-hour endurance race at Kyalami. That was the first time I assisted on the car.

"I always had a great affinity for model aeroplanes and gliders. It was through pursuing the hobby that I met Rory Byrne (the celebrated South African F1 designer), who became a good friend of mine. Then, I did an apprenticeship under the tutelage of Dave Charlton's brother. Through these contacts I eventually took a job at JW Automotive Engineering (JW) and moved to the UK.

"In January of 1970, I went over to the UK as my friend had organised my a job at JW, located in Maidenhead, west of London. Lola was just around the corner from there and Frank Williams had his team headquarters located down the road.

"When I arrived at the factory, I wasn't sure where I would be needed. Porsche had delivered numerous 917s and the first thing that became evident was that JW wanted to run 17-inch wheels at the rear of the cars, instead of the factory-fitted 15-inchers. This meant I had to enlarge their bodywork to suit the modification. To my surprise, there was nobody else



there who could do it (back then, fibreglass work was usually sent to a company called Specialised Mouldings).

"I used to build and repair fibreglass bodies and also raced Formula Vee in 1968 and 1969. That all contributed to my experience of working with glass fibre making me the man for the job.

"The bodywork was really thin on those 917s. So much so that after a race like Daytona in the USA, where bits of gravel basically ate through the bodywork, you could put your hand straight through it. Suffice to say I did numerous repairs. We also incorporated carbon fibre in the rear to reduce the amount of fluttering. Back then carbon-fibre sheets weren't available, only loose fibres that looked like straws. We would use a mixture of glass and carbon fibre with the resin."

Ken points to pictures of the 917s that participated at Daytona: "For this race the 917 had an additional window above the windscreen. That was installed because drivers couldn't see up the embankment through the standard windscreen."

Plus there is one important change Ken made to the roof panel of the 917: "The drivers also complained that the cockpits were getting too hot, so I designed and moulded the duct on the roof panel that allowed the warm air to escape.

"Around February or March of that year, Steve McQueen visited the factory. We had his 908, which he would race at the end of March in the 12-Hour Sebring endurance race. This car also had to be adapted to accommodate the fitment of a camera, which would be used for filming race footage. Back then, the camera could only run for around 17 minutes before the film spool was completely finished!

"I recall that he was walking with the aid of crutches at the time, because he had suffered a broken leg during a motorcycle accident. He was really a friendly and approachable guy and, like us, a true motor racing enthusiast."

After packing up and moving to Le Mans a week before the race, Ken experienced one of the hardest, but memorable, seven days of his career.

"Our workshop was 15 miles away from the track. This was where all the important work was done because the pits at Le Mans were very cramped.





The mechanics were accustomed to driving the Ford GT40s on the road to and from the track and, during the first day of the test weekend, they did the same with the 917s! The villagers loved to see these race cars being threaded through the narrow streets. However, when the cars arrived at the track the Porsche engineers almost had heart attacks," Ken laughs. "From then on, we had to load the cars on a transporter to ferry them to and from the track. Needless to say, we also had to load and unload the tyres on, and from, the truck.

"We used to work behind our hotel, where there was a small garage. Just look at it: it's more reminiscent of a scene photographed shortly after World War II, than anything like today's modern setup at Le Mans. This was it – and that is probably me lying underneath that car's left rear wheel arch," Ken says, with a smile.

"After Le Mans, they asked me if I wanted to stay on to assist with the movie shoot, but I knew I'd mostly see the inside of the garage and I was young and wanted to travel. It had been a fascinating 6 months, but it was time to move on.

"Make no mistake, the week of Le Mans is a tough one. However, to watch the start of the race and see the 917s flying past after all the hard work you had done, was really an exceptional moment. After all, I would say just the spectacle of Le Mans, especially at night, is really unique. But times have changed, back then the entire race team was controlled by a few guys sitting along the pit wall.

Between his dentist work, and motorsport exploits, Ken was a busy man during those years. He shows me some of his memorabilia, which includes an original 917 titanium bolt, his orange Gulf work overalls, black and white photographs of the drivers, as well as press releases and details of the various races from the period.

For Ken, it might have been only a brief few years followed by less than a year working on 917s, but he has a variety of extraordinary memories to show for it o



THANKS:

Special thanks to @PorscheGirlCT for making this interview possible



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

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2008 997 Carrera S

 @MGW_AutoVeloce



Rob Richardson

1978 911 SC

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2007 Cayman



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1978 911 SC

Last month I headed over to the NEC Classic Motor Show for some winter "Porsche-spiration" for the SC. Actually, that sounds a bit sweaty, I mean "Porsche inspiration". It was the 34th year of the show and it was massive: stretched out over seven halls and a million square feet with 3,000 vehicles on display there was plenty to see, and over the three days it was open over 71,000 people did. As always Porsche was well represented with Porsche Classic having the most impressive stand in the place; a fine way to close out the marque's 70th birthday celebrations. It featured a line-up of Restoring 986 Boxsters in classic liveries and 20 restored classics from a 1970 914 to a 2003 Boxster, all painted in

matching 918 Spyder 'Liquid Metal' silver. It made for a quite a sight and the quality of the restorations was mind-blowing.

Talking of mind-blowing restorations, Steve Norton of Cape International (01527 521633) was showcasing his first CapeSport 911s build. After 25 years as the benchmark in Austin Healey restorations he's applying the same obsession to quality, materials and workmanship into Porsches. The shell on display was razor sharp in its presentation with every shut line and piece of trim perfect and beautifully finished. The light grey colour is refreshing choice as well; in a world full of 'Steve McQueen' Slate Grey it makes a nice change and really suits the early car. We're looking forward

to watching this one come together and having a go!

Gmünd Cars also had a couple of 911s that stopped me in my tracks. The first was a Cobra Green 1972 911S upgraded to S/T spec with some lovely period touches; I'm a big fan of the wide Minilite rear wheels and Fuchs on the front. I like its motorsport history (Fuchs couldn't supply wheels wide enough at the time so Minilites were used) and its function over form approach, I'm tempted to do this on my SC. The second was a 1988 3.0 RS homage in black with orange bumpers and decals. The car itself features a carbon roof and bonnet as well as other lightweight touches but it was the overall stance and purposeful look of it that really struck

me. It just looked "right", exactly as a 911 should in my eyes, I loved the orange accents on the black car – it's got me thinking about my own black SC. You know I've complained before about it being boring in plain black...

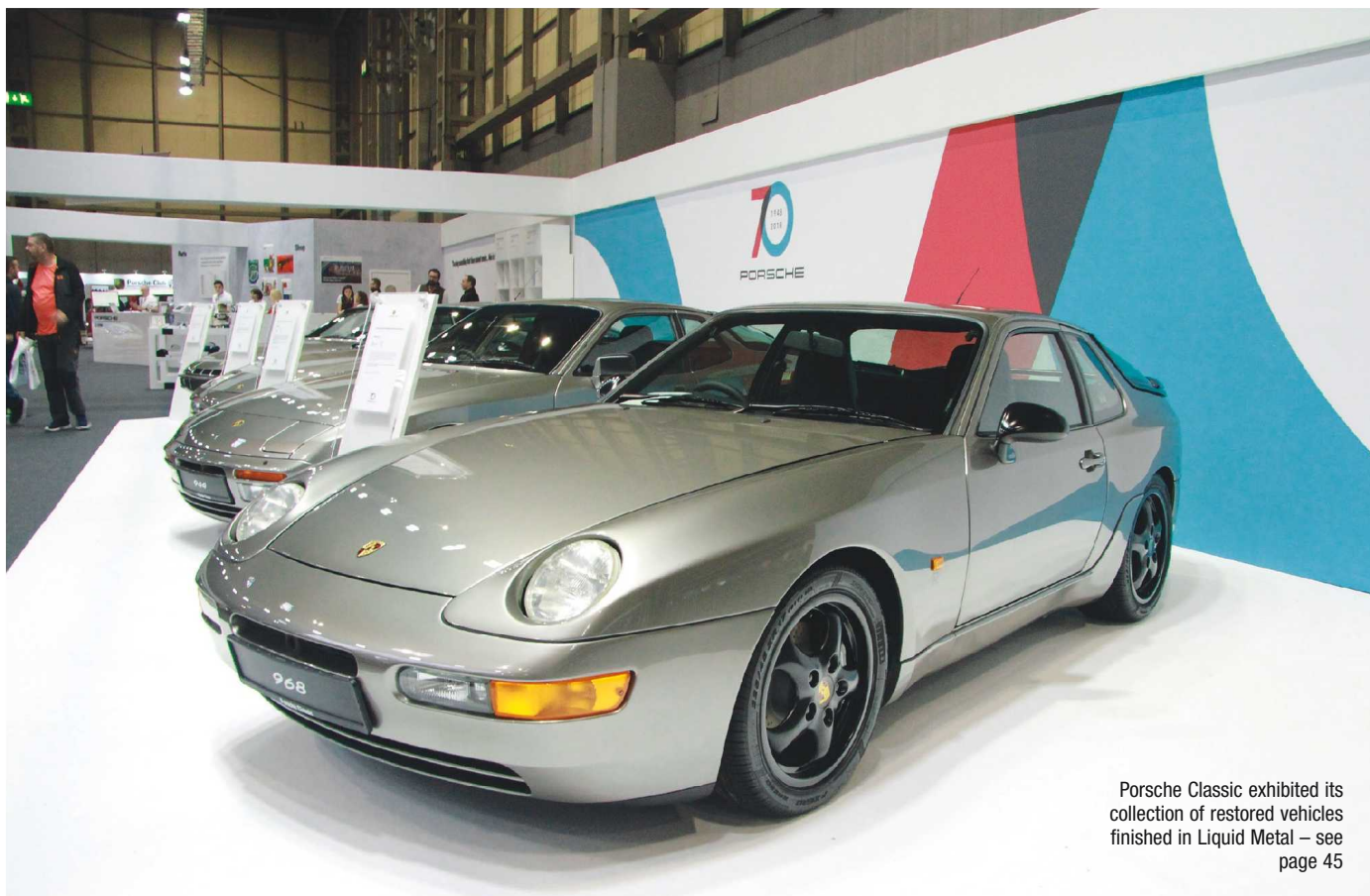
The absolute star of the show, and still one of my all-time favourite Porsches, was the genuinely breathtaking and steeped in history 1964 Porsche 904 GTS on the Porsche Club GB stand. It's the Ex-Scuderia Filipinetti, Herbie Muller and Andre Knorr car that's competed in everything from the ADAC 1,000 Kilometres race at the Nürburgring and 24-hours of Le Mans in 1964, to hillclimbs and rallies, and was even competed in the 1986 Targa Florio piloted by Walter Röhrl and Dieter Glemser. After a period in





The Restoracing 986 Boxsters
will compete again in 2019...





Porsche Classic exhibited its collection of restored vehicles finished in Liquid Metal – see page 45



the Porsche Museum in Stuttgart it appeared back in competition at the 2012 Le Mans Classic. It's currently powered by a 2.0 flat-six but also has the original Porsche Type 587/3 four-cam flat-four engine with it, so it can compete in either configuration. What a car and what a history.

The NEC Classic continues to be a great event and a welcome automotive warm-up winter starts to bite. Having spent the day there, and having walked what felt like miles, these were my picks of the show – they've left me with some great ideas for my SC as I get stuck into my ever-growing list of winter car projects.

Rob Richardson



Cape International was showing its first 911 build...

Rob Richardson
911 SC

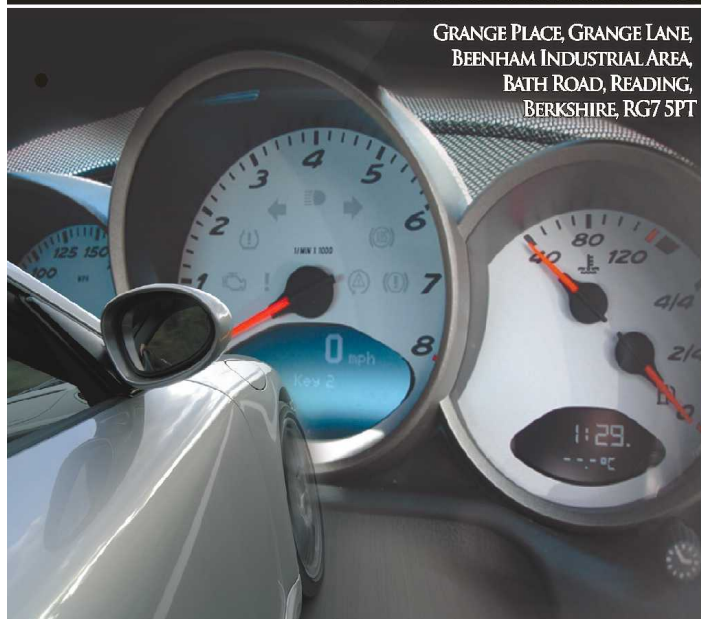
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2004 996 40 JAHRE

What lies beneath?
The problem with modern cars is the unseen evils that lurk, in older cars

they're every apparent. I'm not sure if that's a good thing? If you're not already getting a sense of it from my melodramatic opening, the 996 has cost me some money recently. Small blessing, the telltale signs started to surface about the same time that the car was due in for a service, so it was booked in with Northway Porsche in Reading.

The dramas. I had a noise from the engine area, but nothing to send me into panic mode, it sounded like something ancillary rather than in the engine. There was also a noise and some vibration from the front right of the car, I suspect that started when I clocked a pot hole on a small road in the Highlands. When I dropped the car in I flagged these points, and went for my coffee. I got the first call shortly after I'd sat down. The noise from the engine area was the air-con, it had lost most of its gas, a suspected a leak from the condensers, and the compressor was labouring slightly. As suspected the 996 was going to need a new wheel bearing. The exhausts were both starting to leak, I knew when I bought the car that those were on borrowed time. The clutch was also noted as being on the heavy side, I always fail to notice that as modern cars always seem very light compared to the cable operated SC! I took a moment and then said to proceed.

A little while later the phone rang again, it was far too soon for the work to be done so I knew that it wasn't going to make me smile. There was an amount of corrosion on the hub and I was told that, from experience taking it apart to replace the bearing would likely mean it would break – the usual tricks (heat etc) had been tried but nothing worked – and I would be left needing a new hub carrier. Given the availability of the parts and my needing the car back that day, plus it would be better go split the costs, I said to leave the bearing and do the service, including new





oil in the gearbox, replace the clutch and rear main seal (RMS), which was beginning to weep oil.

I may as well cover off the part that most of you are thinking, the IMS bearing – as soon as I mentioned the clutch two friends asked if I was getting the IMS done, I did not. I had always thought that I would replace the bearing when the clutch was done. Replacing the IMS bearing is a very contentious point and you should do your own research, but, based on numerous factors I decided to leave it – time will tell whether I have made the right call...

When I collected the car I booked in 'phase two' of the work, for the other side of payday. The biggest pain was having to run the clutch in and not being able to give the car full beans for a while. Given the problem with the wheel bearing I used the SC as my daily and when I did needed the 40 Jahre I switched the A/C off entirely and pottered along – only having 3,000rpm to play with reminded me of my early driving days, with few horsepowers I was having to plan overtakes very, very carefully!

Before I'd even run the clutch in the car was back with Northway

for the second round of work. This time I went the entire day until a call came, this time to tell me the car was ready. Some good news, the bill for this phase was a lot less than I'd expected, they hadn't needed to replace the A/C condensers, just the seals and crossover pipe. That's the sort of news I can get onboard with.

The exhaust boxes still need to be replaced, but I can fit those myself in the spring, it will save the new ones from the worst of the winter! Having gone through all of that it is great to have the car back on fine song and knowing that it's mostly sorted for now, and besides, I was

sure that I'd read to budget a of couple thousand pounds per year to run a Porsche, so I already had for the first year! I'll leave it there and get back to clutching at straws...

Matt Biggs

Matt Biggs
2004 996 40 Jahre

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2005 987 BOXSTER

I think I've mentioned a few times now that keeping the roof of the Boxster looking good was an uphill struggle. As you can see from these pictures my off-street parking is far from ideal with bushes and tress dropping sap and god knows what else over the car on a daily basis. On top of this there is the obvious issue with bird guano and a rogue neighbourhood cat which likes to treat the 987's roof as a personal sun bed, leaving its hair matted into the fabric and muddy paw prints seemingly over every panel as it climbs up and down.

I figured a good solution, apart

from moving house or investing in a larger dog to chase the cat away (our Miniature Dachshund is smaller than the cat and is therefore less intimidating than she thinks she is...), would be to get a good quality car cover. I don't use the car everyday so, as long as I was disciplined in fitting it every time the car was parked it seemed a sound plan.

Long term supporter of *GT Porsche*, Car Cover Shop (www.carcovershop.co.uk), was my first port of call. I told head honcho Mark Wibberley my dilemma and he suggested a solution straight away:

"Our Protector-4 in Medium would

be perfect," Mark said. "It's a brilliant fit for the 987 – it's what I have on my own 986 Boxster."

I was sold. The firm's Protector-4 range are breathable (usable inside or out) and highly water resistant, with a soft fleecy inner lining ensuring your paintwork won't be scratched. Importantly for me they can be applied to wet cars and won't create condensation, allowing your paint to breathe. These are recommended for convertibles like the Boxster as they also allow any moisture retained in the fabric of the hood to breathe-out, preventing the creation of a warm, moist

environment for green algae to grow. The durable heavy gauge four-layer fabric is securely hemmed, the cover features strong elasticated ends and an underbody clip-in strap to minimise the chance of it flapping around in the wind. Furthermore reinforced eyelets are a part of the design for the use of a cable lock to discourage theft (available separately at £10.00). Best of all the bird mess, tree debris such as sap and twigs, dust and UV damage to paintwork – fading external plastics and rubbers – would be kept off the car.

There are seven sizes available (catering for cars from small sports





and city to the largest luxury saloons) with prices ranging from £112.00 to £135.00. Mark recommend the Medium size for my Boxster, at £115.00 this comes in a neat fabric carry bag (see right) and has a 13 month guarantee. Car Cover Shop keep the Protector-4 range in stock so delivery was rapid.

The quality of the cover is genuinely impressive, the welded and double-stitched seams look extremely durable and the fit, as Mark suggested, is absolutely perfect to the point where I don't always use the belly straps - it's so snug. I have the sturdy steel lockable cable wrapped in vinyl still to try, it guards against high winds and vandals.

So far the cover has proved invaluable, protecting the car against all the evil elements like heavy rain and wind. It has also meant that every time I take the car out it's now looking its best - incentive enough for me to be religious in fitting the

cover every time I return home. Should the cover get dirty it can be washed in the same way that you wash your car, which will return it to its former glory - that's a damn sight easier than cleaning your car every few days which is what I seemed to end up doing.

The only downside of all this is that the neighbour's cat, the one that uses the car as a sun lounger, hasn't been seen for a while - I imagine it's off looking for another car on which to relax...

Simon Jackson

Simon Jackson
987 Boxster
 @retro_jackson



Simon wanted to protect the Boxster - Car Cover Shop came to the rescue...

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OCTOBER 2018

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NOVEMBER 2018

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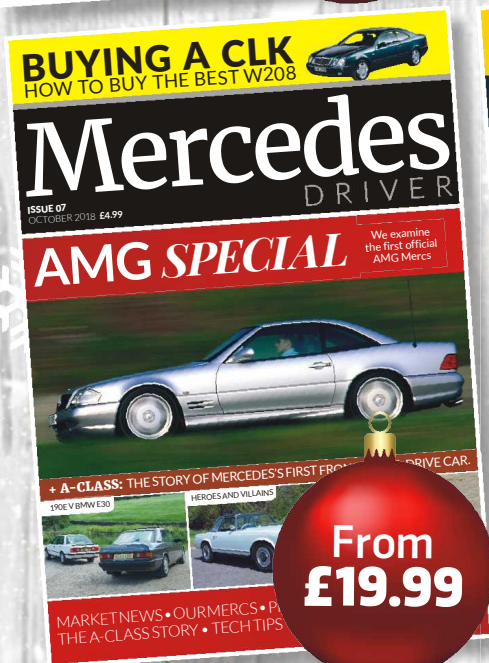
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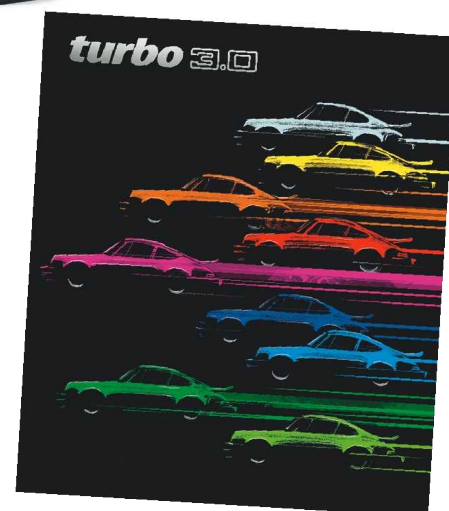
TURBO 3.0 BOOK

How much? From \$395.00

Where from? www.parabolicapress.com/turbo30

This book entitled Turbo 3.0 covers in detail the development, production and history behind the 3.0-litre 911 Turbo built between 1975 and 1977. At 536 pages the hardback publication is a really weighty tome (5kgs!) with a foreword by Jürgen Barth. It contains a staggering 1,508 photos, 754 of which have never before been published. A result of careful research and intensive study of the Porsche archives, the book contains production data on all 2,819 3.0-litre Turbo cars produced.

The English language version of the book is available in two individually numbered editions; the 'Limited Edition' (ISBN: 978-0-9962682-4-0), and 'Publisher's Edition' (ISBN: 978-0-9962682-6-4). The first is limited to 2,500 numbered copies and comes with a Lime Green linen cover and protective slipcase priced at \$395.00. The Publisher's Edition comes with a Continental Orange linen cover and protective clamshell box together with a 20-page supplement, archive materials, press photos, contact sheets, price lists, race results, a series of 35mm slides and a USB card containing period film clips. The Publisher's Edition is limited to just 300 numbered and signed copies is priced at \$595.00.



PORSCHE DOG LEAD & COLLAR

How much? From £42.00

Where from? www.porsche.com

'Porsche Pets' is a new section on the Driver's Selection website. The Dog Collar (£42.00) you see above is made from a robust grey webbed material and is embossed with the Porsche logo on its metal buckle. It is available in three sizes (small, medium and large). The official article number for this item is: WAP 030 600 OK XXX.

The matching Dog Lead (£52.00) is made from the same material and also features an embossed logo on its metal plate – it also comes in three sizes. The official article number for this item is: WAP 030 600 OK XXX.



1:4 FLAT-SIX ENGINE

How much? £139.00

Where from? www.design911.co.uk

This 1:4 scale flat-six engine model is available from Design 911. The construction kit allows you to build an accurate version of Porsche's famous motor complete with cams activated by belt, spark plugs which 'fire' via simulated LEDs, a spinning cooling fan and a working distributor. The transparent casing allows you to view inside the engine, while an electronic sound module simulates a genuine boxer engine sound.



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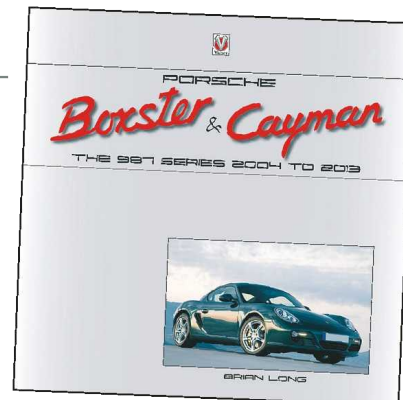
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987 BOXSTER & CAYMAN BOOK

How much? £40.00

Where from? www.fast2shop.com

Providing the definitive history of the 987 generation of Boxster and Cayman (2005 to 2012), this hardback publication is packed with information and illustrations sourced from the Porsche archives. It is available from Fast2Shop.com now with free UK shipping.



ITG PROFILTER FOR 997

How much? £148.80

Where from? www.itgairfilters.com

ITG has expanded its range of ProFilters to include both generations of the 997. Fitting the 3.6- (GT2, RS, Turbo) and 3.8-litre (GT3, RS, Turbo, S) cars built from 2006 onwards, the filters promise factory levels of fit, with improved dynamics and finish.

Said to improve performance and filtration, they are easy to fit as they perfectly mimic the inner dimensions of the air-boxes of specific models of car, meaning they can normally be installed within minutes with basic tools.

In 997 fitment, the filter's strength comes from a stunning stainless steel framework. Drivers are said to

often experience a slight increase in both power and torque, not to mention a subtly enhanced induction noise.



HERITAGE BUSHES

How much? £TBC

Where from? www.powerflex.co.uk

Powerflex has unveiled a new Heritage Collection, part of the range of models initially covered includes the Porsche 911. The new bushes bring new-age materials to practical, performance classics while retaining original looks – they aim to provide with modern day handling, performance and feedback. Available only in a dark grey colour so as not to draw too much attention when compared with the firm's usual yellow and purple offerings, they are so new their pricing is yet to be confirmed.



1:14 MAISTO REMOTE CONTROL 918 SPYDER

How much? £54.99

Where from? www.racingmodels.com

This 1:14 scale remote control 918 Spyder comes with a tri-channel transmitter meaning up to three people can race their Maisto cars against each other without any channel interference. The 918 can be started, stopped, steered and have its head and tail lights controlled from the handset. It requires six AA and two AAA batteries. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to GT Porsche readers.



www.thewheelrestorer.co.uk



www.924srr27L.co.uk



BURAGO 1:32 911 GT2 MODEL KIT

How much? £19.99

Where from? www.racingmodels.com

This highly detailed diecast kit of the 911 GT2 contains everything needed to complete the model, with most pieces being able to fit together by hand. A detailed 1:32 scale model, it boasts an excellent finish with authentic details throughout.

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CLUBSPORT HOLDALL

How much? £695.00

Where from? www.paul-stephens.com

The new Clubsport Holdall by Paul Stephens has been designed as the perfect overnight bag for Porsche enthusiasts, its style matches that of Paul Stephens AutoArt cars. With a capacity of 50-litres, its dimensions have been carefully considered – 560cm (L) x 320cm (H) x 280cm (W) – to offer enough space for a weekend away, or to store a race suit and a change of clothes.

Designed in England and handmade in Italy, the Clubsport Holdall is available to all, meaning it is not exclusive to AutoArt customers. It comes finished in a stunning bespoke houndstooth fabric, the style of which is synonymous with classic 911s – a black leather shoulder strap and luggage label complete the piece.



PORSCHE ICE SCRAPERS

How much? From £7.00

Where from? www.porsche.com

Here are two bits of essential winter kit that are new to the Porsche Driver's Selection shop. The Ice Scraper with waterproof, lined glove, protects your hand from the cold while the rest clears your screen of ice and snow. The official article number for this item is: 95B 044 006 and it is priced at £7.00.

Secondly comes the Ice Scraper with Telescopic Arm priced at £20.00. It has an integrated snow shovel with rubber edging which helps to remove even large volumes of snow from your vehicle. With the extendible telescopic arm, it can clear hard-to-reach areas. The official article number for this item is: 95B 044 005.



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PORSCHE FORZA ELITE CONTROLLER BUNDLE

How much? £304.66

Where from? www.porsche.com

This Forza Elite Xbox controller is the world's first game controller with real Alcantara, its design has been inspired by the material and colours of the 991 GT2 RS – which happens to feature on the cover of the racing simulation game *Forza Motorsport 7*.

Compared to a standard Xbox controller there are numerous functional advantages; new impulse triggers transmit vibrations directly to the user's fingertips, there are reworked analogue sticks and a new Digi-Pad for maximum precision, additional paddles also feature on the underside of the controller.

The controller bundle includes download codes for *Forza Motorsport 7 – Ultimate Edition* and a 12 month Xbox Live Gold Membership, 1:43 scale GT2 RS Weissach Package, and a GT2 RS cap. The Porsche article number for this item is: WAX 070 000 01.



1:43 911 GT3 TOURING PACKAGE

How much? £43.93

Where from? www.porsche.com

Limited to 1,911 pieces this special 1:43 scale 991 GT3 Touring Package model is new from the Porsche Driver's Selection. It is available in Miami Blue (article number: WAP 020 163 0J), or Lava Orange (article number: WAP 020 164 0J) colours.



MEN'S CREST T-SHIRT

How much? £42.00

Where from? www.porsche.com

This sporty men's short-sleeved Porsche t-shirt features a simple and timeless design. It boasts a large Porsche Crest depicted on it in a matt effect tonal print. It is made from 100% cotton and comes only in Black. The official Porsche article number for this item is: WAP 821 XXX OK.

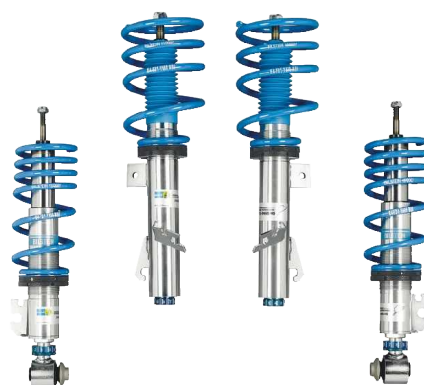


997 COILOVER KIT

How much? From £2,185.00

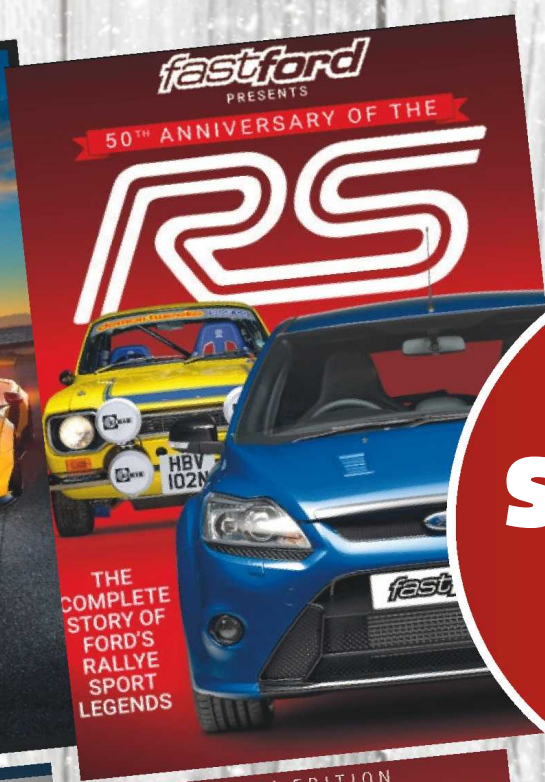
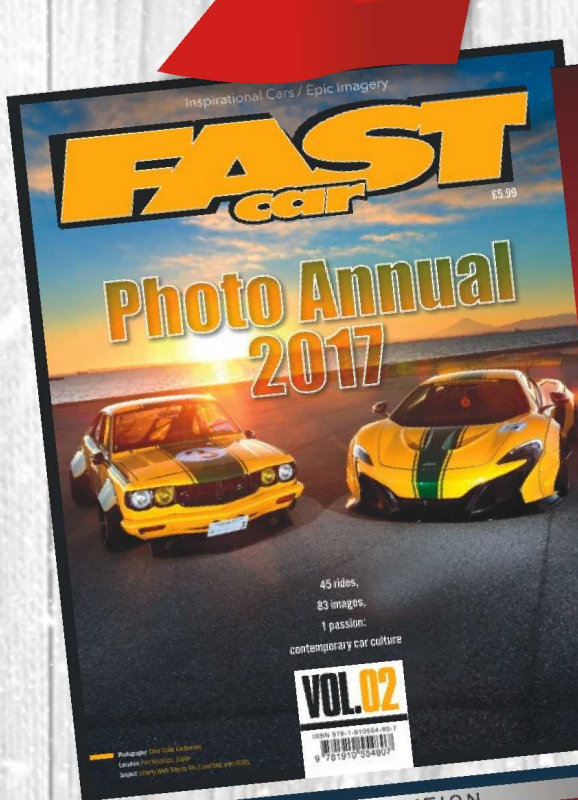
Where from? www.bilstein.com

Bilstein's B16 coilover kit for the 997 is suitable for cars fitted with both PASM and standard dampers. With Triple-C Zinc coating for weather resistance, nine way adjustable damping and height adjustment varying between 15-35mm, this high-end coilover solution is designed to offer the best of both worlds for those looking to hone their car's chassis setup while also retaining a decent level of ride quality.

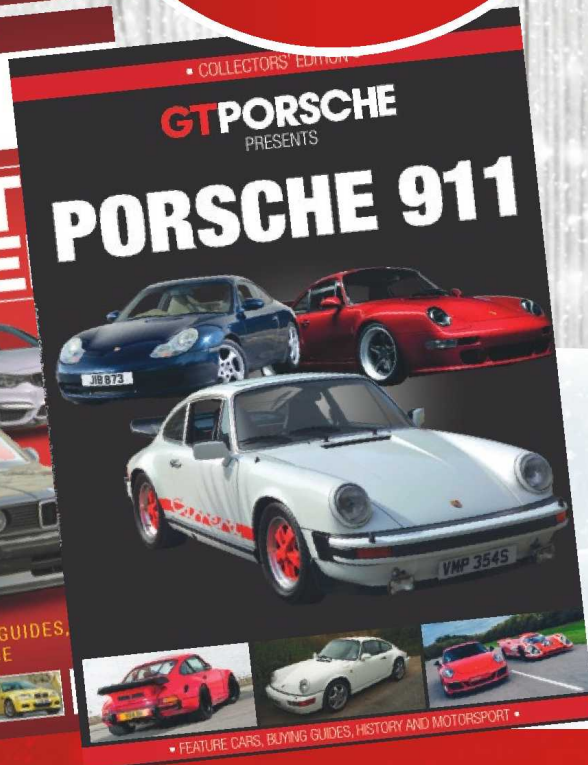
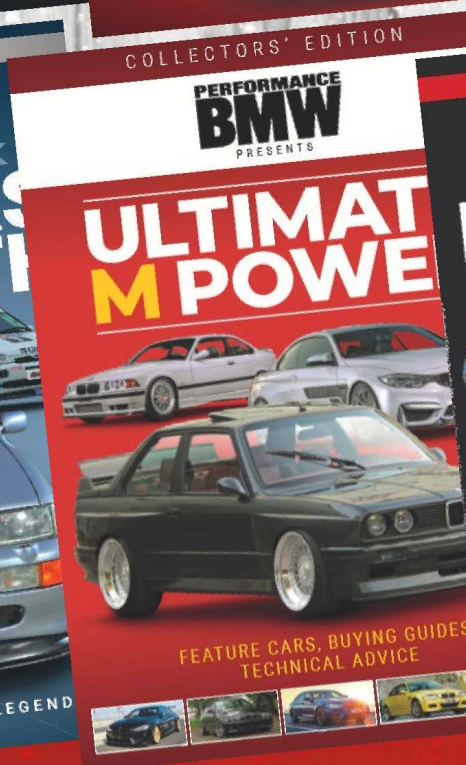
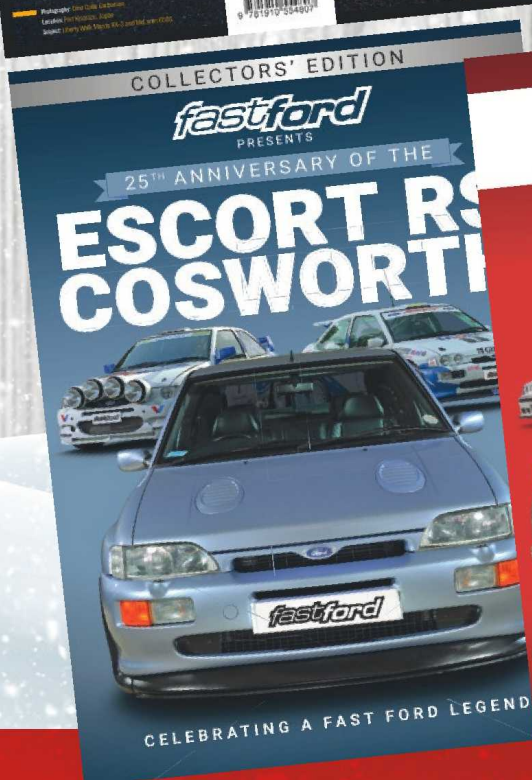


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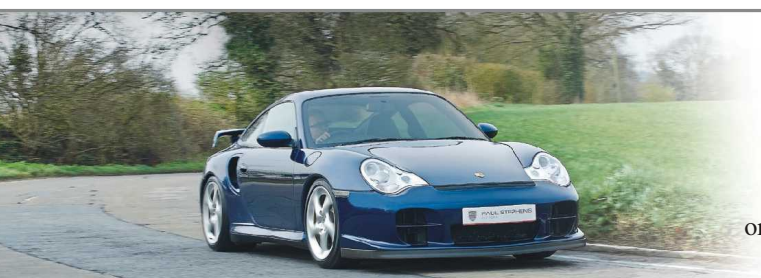
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Promax Motorsport www.promaxmotorsport.com	✓										✓		✓				
PR Services www.prs356.com		✓											✓				
Ramus Porscha www.ramusporscha.com	✓	✓			✓	✓			✓		✓		✓	✓			✓
Regal Autosport www.regalautosport.com	✓		✓			✓	✓	✓			✓		✓	✓		✓	✓
Redline Racing Tel: 01642 751911											✓						
Revolution Porsche www.revolution-porsche.co.uk	✓	✓	✓	✓		✓	✓	✓					✓	✓		✓	✓
RGA Porsche Tel: 0207 7931447		✓	✓			✓	✓						✓	✓		✓	✓
RPM Technik Tel: www.rpmtechnik.co.uk	✓	✓	✓	✓		✓	✓	✓			✓		✓	✓		✓	✓
RPM Specialist Cars www.rpmspecialistcars.co.uk	✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓		✓	✓
RSJ Sports Cars www.rsjsportscars.co.uk													✓				
Roger Bray Restoration Tel: 01404 822005 parts@rogerbrayrestoration.com www.rogerbrayrestoration.com ; Milestone Business Park, London Rd, Whimble, Exeter		✓											✓				
Specialised Car Covers www.carcoversuk.com	✓																
Specialist Cars of Malton www.specialistcarsltd.co.uk	✓	✓	✓		✓	✓	✓			✓	✓	✓	✓	✓			✓
SpeedArt www.speedart.de											✓						
Swissvax UK www.swissvax.co.uk				✓													
Team Parker Racing www.teamparkerracing.com						✓							✓			✓	
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TWG Motorsport Tel: 01733 332911													✓				
The Wheel Restorer Tel: 01978 352980 sales@thewheelrestorer.co.uk Unit F7, Bersham Enterprise Centre, Rhosyllen, Wrexham LL14 4EG																	✓
Yorkshire Classic Porsche www.yorkshireclassicporsche.co.uk	✓	✓	✓	✓			✓	✓		✓		✓	✓				✓



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