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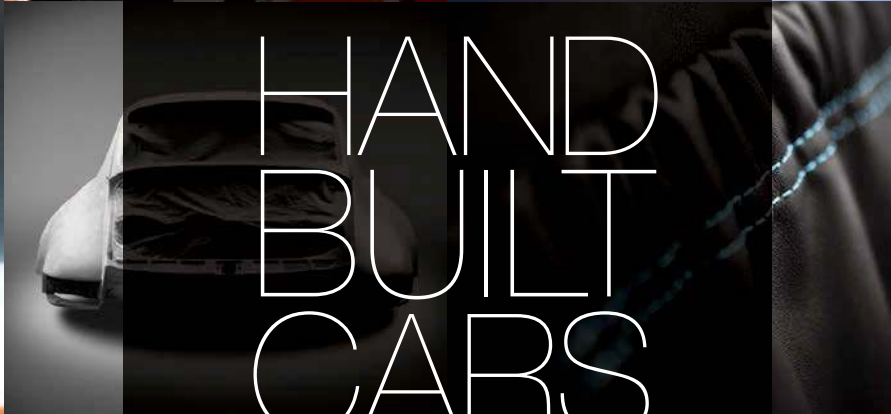
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CENTRE OF ATTRACTION



When asked to describe a Porsche, it won't take long for most people to reference an engine located at the back end of the car they've got an

image of in their mind's eye. Chances are, they're thinking about a 911, and though the Boxster has become a giant in the sports car world since its launch in the mid-1990s, those less familiar with our favourite manufacturer's output don't realise just how pivotal (pun intended) mid-engined models have been in securing the brand's survival, let alone its unrivalled success at the track.

As far back as Ferry Porsche's first attempt at creating a sports car bearing the family name in 1948, centre-mounted engines have been a key fixture of the company's output. That said, save for the 914's seven years in production from 1969 (and prior to the birth of the Boxster line almost three decades later), most of the Porsche products making use of the hip-swinging layout were track

weapons. Even so, the knowledge gained through developing the various midship sports cars Porsche's motorsport division fielded in a wide range of race and rally competitions over the years has been fed directly into the company's mass production assembly lines, behaviour that continues to the present day and has resulted in industry leading technology being ported directly from race to road.

In this special issue of *GT Porsche*, we've marked the arrival of Porsche's latest flat-six-powered Boxsters and Caymans with a look back at some of the most important mid-engined marvels in the company's back catalogue. Be it a champion of Le Mans or a hero of the public highway, the cars we've focused on have all been instrumental in galvanising Porsche's position as a leading light of engineering excellence. We've even compiled a list of our top twenty Porsches with engines amidships, covering the entire history of the Stuttgart concern's existence to the present day. Pop the kettle on, make a brew, kick back and enjoy!



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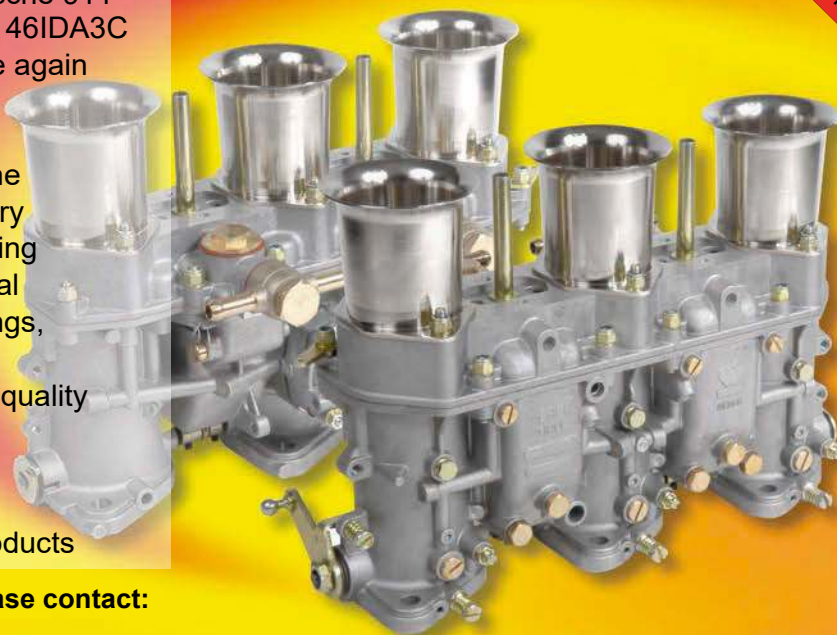
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914 & 718 BOXSTER T

NOT SO MELLOW

The spritely 914 and powerful 718 Boxster T represent the earliest and latest chapters in Porsche's five-decade mid-engine production sports car story...

Words **Robert Smith and Richard Gooding**

Photography **Dan Sherwood**





**SWEET
AS HONEY**

In 1974, Porsche built a string of 914 LE (Limited Edition) models for the North American market to celebrate Porsche's success in Can-Am racing. 1,000 cars are thought to have been produced, half of them in black and yellow 'bumblebee' paintwork. All LEs were based on the two-litre 914 and featured a unique front valance, front and rear anti-roll bars, dual horns, additional gauges and Mahle cast alloy wheels.

When you think about it, there's not a lot of difference between the Porsches you see on the pages before you. Both cars are powered by two-litre, mid-mounted engines and both are rear-wheel drive roadsters. Each cabin features two seats and both cars are yellow. Very yellow. Oh, and they're both models responsible for injecting life-saving monies into Porsche's coffers, a fact that'll surprise non-Porschephiles who tend to assume the 911 has always been the brand's cash cow. Not so, as demonstrated by the Boxster pulling its creator from the brink of bankruptcy by becoming the biggest selling Porsche product of all time, an achievement previously held by the 914, which is all the more impressive when you consider the fact hardly anyone outside North America recognises the model as being from the same stable as the evergreen rear-engined Stuttgart-crested flagship.

The 914 was launched in 1969 as entry-level Porsche against a backdrop of booming 911 sales. The all-new roadster was designed to replace the four-cylinder 912, a 911 derivative powered by a flat-four inherited from the earlier 356. Initially, 912 sales comprehensively outstripped the number of 911s rolling out of dealer showrooms, but after the six-cylinder model found favour with well-heeled sports car enthusiasts both sides of the Atlantic, the 912 was laid to rest, albeit until a brief Stateside revival in 1976 filled the gap left at the

bottom Porsche's product line by the discontinuation of the 914 prior to the launch of its successor, the then controversial, front-engined, water-cooled 924.

There's a theme developing here, isn't there? The 912, 914 and 924 were all models less than appreciated by those who described themselves as Porsche purists. "It's not a proper Porsche!" they cried. "A proper Porsche features a six-cylinder engine. A proper Porsche is propelled by a powerplant fitted to the rear! A proper Porsche is air-cooled!" There's no denying the 911's status as one of the greatest production sports cars ever conceived, but naysayers pouring derision on any Porsche featuring an engine ahead of the rear wheels need only have taken time to visit a race circuit and watch the factory motorsport team annihilate its rivals with a series of advanced centre-engined race cars. Offering improved traction, better acceleration, vastly improved distribution of weight and flick-of-the-wrist steering and handling qualities ("swinging from the hip," as our learned colleague, Neil Furber, puts it), the design helped to score Porsche championship after championship from the 1950s all the way through to the present day. If a mid-engined layout is good enough to win umpteen titles at Le Mans, it's good enough for one of the manufacturer's road cars.

Taking the form of a Targa-topped two-seater with a mid-mounted air-cooled engine, the 914 was radically different to the 911, although it was always destined to



914/6s FEATURED BODIES TRANSPORTED BY ROAD TO PORSCHE'S PLANT AT ZUFFENHAUSEN, WHERE THEY WERE MARRIED TO MORE POWERFUL MECHANICAL UNDERPINNINGS



Above The 914 might have laid the blueprint for the Boxster, but its straight lines mean many people fail to recognise it as a Porsche, though those side stripes probably help!

be – its mixed parentage decreed it. Produced under a gentlemen's agreement between Volkswagen chief, Heinz Nordhoff, and Ferdinand 'Ferry' Porsche, the flat-surfaced 914 was a vehicle sold by both VW and Porsche in period. A mooted replacement for the Beetle-based Karmann Ghia, the car would double up as the new-for-the-time entry-level Porsche. Initially powered by either a 1.7-litre VW four-cylinder engine (shared with the Type 4 saloon) or a two-litre six-cylinder unit borrowed from the base model 911 T, the 914 carried hopes for the sports car success of both manufacturers. All 914/4s – the 4 denoting cylinder count – were wholly built at Karmann's Osnabrück factory, whereas 914/6s had bodies transported by road to Porsche's plant at Zuffenhausen, where they were married to more powerful mechanical underpinnings.

LITTLE WONDER

In Europe, the car was launched as the twin-badged VW-Porsche 914, with the most basic 914/4 delivering just 80bhp, though Bosch electronic fuel injection helped the 900kg roadster sprint from zero to 62mph in thirteen seconds. Admittedly, that's less than impressive by today's standards, but the car's top speed of 110mph was considered to be more than adequate for an entry-level Porsche five decades ago. Indeed, the 914 was an advanced bit of kit, sold complete with disc brakes and a five-speed gearbox. Sales were forecast at 30,000 units per year, but with an asking price considerably higher than the cost of a 912 (a »

consequence of arguments about liability for tooling costs between new VW head honcho, Kurt Lotz, and Porsche), the new model proved to be a hard sell. Indeed, the quantity of cars expected to leave dealer showrooms only reached sales target figures in the summer of 1973. Moreover, Porsche found its 110bhp six-cylinder 914/6 variant was even more difficult to shift. This, despite improved specification and a 0-62mph dash of 9.9 seconds. Even a top speed of 125mph failed to engage the car buying public in large numbers.

It wasn't just performance where differences between the 914/4 and 914/6 were marked. The 914/6 featured a vinyl-trimmed rollover bar, chrome bumpers and 5.5J fifteen-inch wheels (an inch wider than those fitted to the 914/4). Additionally, five-spoke Fuchs alloys could be ordered as a cost option from Porsche main dealers. In the 914/6's cabin, an 8,000rpm rev counter, a 150mph speedometer, an oil temperature gauge and a hand throttle highlighted the additional power on offer from Stuttgart's version of the square-edged roadster.

Criticism was levelled at the 914/4 by those in the motoring press who considered its VW-sourced four-cylinder engine to be vastly underpowered. Such complaint took attention away from the 914's all-new independent rear suspension, a system coupled with a 911-derived front end affording the 914 a handling balance few sports cars of the time could muster. Later, many journalists would concede the location of the 914's engine made it a thoroughly enjoyable car to drive with better handling than the contemporary 911.

Facing page
Mid-mounted flat-four is easily accessed from above the rear



In view of the fact just 3,314 914/6s were sold – a figure drastically below what had been expected – Porsche dropped the six-cylinder car in readiness for the 1973 model year. A new two-litre version with a Type 4-based four-cylinder engine chucking out 100bhp replaced the six-shooter. Performance was close to that of the 914/6, with the new car capable of 0-60mph in ten seconds. A new side-shifting gearbox replaced the tail-shifter of earlier models, much improving the 914 driving experience. The revisions were warmly welcomed by critics, although the ‘baby Porsche’ was still considered to be overpriced when compared to rival offerings from other manufacturers. Meanwhile, VW’s 1.7-litre engine made way for a 1.8-litre lump in readiness for the 914 of 1974. Again, VW used an engine shared with the Type 4 (this time, the updated 412 was called upon to deliver the goods). With 85bhp and twin-choke carburettors, power was up on the outgoing 914/4, but the model range as a whole was seen to be entering old age as 1975 drew near.

Late in the 914’s lifespan, impact bumpers were introduced in order to satisfy updated American safety regulations. Additionally, many cars sold Stateside (particularly those bound for California) found their breathing heavily restricted by anti-smog kits and catalytic converters. This power-sapping equipment left the 1.8-litre 914 with just 76bhp. That’s 4bhp less than the 1.7-litre 914/4 started out with in 1969! The two-litre car was similarly choked, with power registering no greater than 88bhp.

From 1973, water-cooled cars spearheaded a new dawn of automotive technology at VW. Consequently, the 1.8-litre 914 was discontinued for the 1976 model year. Meanwhile, the two-litre 914 carried the beacon for affordable Porsches a little longer until production ended in January 1976. In total, 118,962 914s were produced. The US had the biggest market share, with over eighty percent of the 914’s entire production run sent across The Pond.

At the start of the 914’s life, it was predicted the 914/6



WITH 85BHP AND TWIN-CHOKE CARBURETTORS, POWER WAS UP ON THE OUTGOING 914/4, BUT THE MODEL RANGE WAS SEEN TO BE ENTERING OLD AGE AS 1975 DREW NEAR

Facing page

Two-litres might not sound much by modern Porsche standards, but the 718 Boxster T's punchy turbo engine and nimble handling make it a riot on the road

would total close to a quarter of all cars to roll off the production line at Osnabrück. In reality, only three percent of the factory's output was made up of the six-cylinder sports car, begging the question, "was the 914 a success?". Looking at its technical specification, our answer is in the affirmative. For a start, the car's 46/54 percent front/rear balance means it featured optimised low centre of gravity and supremely quick steering response. More surprisingly, the 914's chassis layout delivers higher G-forces than many production 911s of the same age. Twin luggage compartments make the 914 a practical proposition (thanks to 160 litres of capacity at the front and a whopping 210 litres at the rear) and the car's Targa top makes it a fixed-roof coupé and an open-top roadster at the same time.

BEST LAID PLANS

Today, the 914 offers a fascinating insight into Porsche's thinking when it came to developing the Boxster. Though the earlier car is often found wearing any one of a range of bright colours and styling cues very much of the time it was produced (but now becoming uber-fashionable all over again), it's no longer seen as the poor man's Porsche, though the 914 still offers the cheapest route into air-cooled Porsche ownership... unless you fancy building a tractor, of course! The 914 can deliver just as much fun as a classic 911, too, especially if you learn how to take full advantage of the merits of the mid-engined layout. In fact, many owners have taken great pleasure in converting their 914s to

make use of big-displacement air-cooled 911 engines, allowing for the perfect blend of mid-engine balance and Neunelfer power.

The 914 we've brought our 718 Boxster T to meet retains its original two-litre engine, albeit loaded with uprated airflow equipment, including Weber carburettors, an ASNA sports exhaust and K&N filters. Fuelling upgrades and a Powerspark ignition system also feature, though the four-cylinder unit is about to be removed and rebuilt by the guys at Essex Motorsport Services (EMS), a race car preparation and classic vehicle restoration specialist based in deepest, darkest Ongar. "The car was restored under the watchful eye of a previous owner after it arrived in the UK from Indianapolis in need of urgent attention," explains the custard-coloured classic's current custodian, serial Porsche pilot, Jim Webb. Receipts for the work highlight a variety of rare parts for the build sourced through Design 911, Heritage Parts Centre, Roger Bray, PIE Performance and many American suppliers, with Bilstein B6 yellow (what else?) dampers and Stoddart alignment shims optimising the chassis.

Jim's association with EMS stretches back to remedial work the team carried out on his 550 Spyder replica a few years ago. "They're great guys to work with," he continues. "Not only are they Porsche owners, but they approach every project with the same dedication and attention to detail they would as if preparing a professional race car for action. I bought my 914 last summer, but recognising earlier work to turn the car



Below Boxster T cockpit is kitted out like the cabin of the 991 Carrera T and is one of the best Porsche interiors of recent years





**CONTROL
THE PACE**

Of all its claims to fame, the 914 will always be known for its selection as the very first Formula One safety car. The starring role came at the 1973 Canadian Grand Prix, which suffered various delays because of inclement weather. The 914 was a popular sight on North American television screens in period, too, one of the reasons the model was offered with such a wide range of bright body colours.

EXTRAS ADDED TO OUR RACING YELLOW MACHINE INCLUDE SPORT CHRONO, A BOSE SOUND SYSTEM AND THE NO-COST OPTION OF PORSCHE COMMUNICATION MANAGEMENT (PCM)

from a fire-damaged doer-upper into a fully functional Porsche road racer wasn't completed to my high standard, I handed the car to EMS with an instruction to right a compiled list of wrongs."

The first port of call was a review of car's fluid transfer systems. New fuel pipes, oil lines, pumps, filters and associated fixings were fitted, while a classic 911 master cylinder was added to the braking system, which also benefits from new consumables and hoses. The interior of the car was looking a little shabby, too. Enter Simon Walters at nearby automotive upholstery specialist, Cambridge Concours. Firing up his trusty sewing machine, he created a new carpet set (black with yellow piping) for the car. As you can probably guess, the same twin-tone combination decorates the beautifully trimmed interior of our 718 Boxster T.

In terms of basic design, there's not a lot to separate these cars. Of course, from a technical perspective, the 2019 Porsche is superior to the 1974 car in almost every conceivable way. We're talking a lightweight turbocharged flat-four producing close to 300bhp, water-cooling with thermal management, variable

valve timing, dry-sump lubrication, direct fuel injection, on-board diagnostics, a six-speed manual transmission, Porsche Torque Vectoring (PTV), electronically assisted power steering, Porsche Stability Management (PSM), Porsche Active Suspension Management (PASM), a switchable exhaust, twenty-inch wheels, a tyre pressure monitoring system and four-piston brakes loaded with 330mm rotors. Extras added to our Racing Yellow machine include Sport Chrono, a BOSE sound system and the no-cost option of Porsche Communication Management (PCM). To promote the race car theme, weight-saving fabric pull handles (colour coded, of course) poke out of each door card.

WHEN LESS MEANS MORE

The 718 Boxster T's top speed is 170mph, with a quoted dash to 62mph from rest in just 5.1 seconds. It's not the fastest turbocharged 718 you'll come across (a 2.5-litre GTS, for instance, boasts bigger displacement and feels decidedly quicker), but what you're looking at is a modern Boxster that can be used every day, in all driving conditions. It's plenty fast enough when you »

Facing page
For all their similarities, a step inside each car's cabin makes it impossible to escape the fact five decades separate the two roadsters



want it to be, and offers performance and practicality in equal measure thanks to a luggage compartment at each end. Once again, we find ourselves drawing comparisons with Jim's 914, which makes us wonder why it took Porsche three decades to resurrect the idea of a mid-engined roadster with production of the 986.

"I don't understand it," says Jim, acknowledging the juxtaposition of the 914's eventual big sales success and Porsche's finances being on the skids on more than one occasion following the model's demise. "It's great to see 914s finally being appreciated for the brilliant cars they are," he adds, a nod to renewed interest in the roadster following its fiftieth anniversary celebrations last year, not least Porsche Club GB's excellent 914-50 bash at Brooklands. "This is a fantastic fast-road Porsche and an affordable classic. I own a 996 that I use daily, but there's no reason you couldn't put a 914 to work for commuting, as well as for fun in the sun at weekends. These cars really have been underrated for far too long," he smiles, knowingly.

Today, the 914 offers a fascinating insight into Porsche's thinking when it came to developing the Boxster. Though the earlier car looks very much of the time it was produced – which, in our opinion, is no bad thing – it's no longer seen as the poor man's Porsche. When the Targa top is removed, the air-cooled engine

Below Both Porsches represent excellent value for money in their respective fields (pardon the pun)



is on song and the sun has come out to play, it's easy to see why 914 owners are so passionate about the cars they're lucky enough to be in charge of. And despite the welcome return of naturally aspirated flat-six engines to the 718 model line-up (new Spyder, Cayman GT4 and GTS 4.0 models), the smaller displacement, punchy, turbocharged engines of their predecessors shouldn't be dismissed. Like the 914 before it, the 718 Boxster T is a brilliant car and a fine example of a powerful Porsche you can use every day. Go hit the classifieds! ■



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911 CARRERA 4S BELGIAN LEGEND

First special edition 992 pays tribute to eight-time Le Mans winner

Even beyond the realms of Porsche, Jacky Ickx is one of the greatest sports car drivers to have ever lived, but to the close-knit community of engineers and racers who worked with him in Weissach for the best part of a decade, he's a true icon. To celebrate the Belgian speed merchant's seventy-fifth birthday, not to mention his invaluable contribution to Porsche's success in competitive motorsport during the 1970s and 1980s, the decision was taken to create a limited edition 911 in his honour.

The idea took shape back in 2018 with the arrival of the 992. The resulting Carrera 4S Belgian Legend is the first special variant of the new 911, with the talents of the team at Porsche Exclusive Manufaktur charged with producing a Porsche paying fitting homage to one of the world's true racing greats. Employees of Style Porsche and Belgian importer, D'Ieteren, also played a role in designing Ickx's signature 992.

The car's colour scheme is inspired by his famous racing helmet, which features blue and white details. The shade mixed for the car is bespoke, named 'X Blue', making Belgian Legend the first 992 to receive Porsche's Paint to Sample (PTS) treatment. A badge depicting the Belgian flag and Ickx's signature appears on the B-pillar.

The unique colour scheme has also made its way onto the car's staggered Carrera Classic wheels. Each spoke is offset by a white accent, referencing the white keyline

around the visor on Ickx's helmet. This detail required the use of advanced laser engraving techniques during production.

The cabin is trimmed in black leather with Pebble Grey cross stitching on the dashboard, door panel and rear trim, all of which was painstakingly finished by hand. The 'X' shape of the stitching was another reference to the man this special 992 Carrera 4S has been designed to celebrate.

IN FIGHTING TRIM

Other unique features include Pebble Grey piping on the eighteen-way electrically adjustable Sports seats and the 911 logo stitched into the headrests, a feature not yet available on standard Carrera 4S models. The seat backs are finished in leather, another unique detail of the Belgian Legend.

Other special design elements include a leather centre armrest embossed with Ickx's autograph, as well as the Belgian Legend identifier on the car's carbon-fibre kick plates. Leaving no stone unturned, Porsche even colour-matched the car's key fob, which includes the six-time Le Mans winner's signature printed on its side.

So, you've watched the new *Bad Boys* movie, you've decided you want a 992 Carrera 4S, you're a big fan of Jacky Ickx. How do you go about securing a 911 Belgian Legend to call your own? Good question. There are only seventy-five units available, all of them through Porsche Belgium. And don't go thinking Ickx's supersonic pace





at the world's most famous race circuits means the Belgian Legend is any quicker or faster than a standard 992 Carrera 4S – there have been no changes to the car's mechanical make-up, though near 450bhp and 391lb-ft torque from a three-litre twin-turbocharged flat-six mated to an eight-speed PDK transmission and four-wheel drive is perfectly adequate, thank you very much. Seriously, if you've yet to experience seat time in one of these cars, then head to your local Official Porsche Centre this instant! The 992 Carrera 4S is nothing short of extraordinary. Porsche really has hit

the nail on the head with this particular 911, delivering supercar performance, amazing refinement, mechanical brilliance, technological prowess and amazing looks in a package that'll take you from rest to 62mph in 3.4 seconds (with Sport Chrono activated). Top speed is 190mph, which even Ickx will acknowledge is excellent news.

SPROUT WINGS

Jacques Bernard Ickx was born on the 1st January 1945 in the Belgian capital of Brussels. In addition to his well documented achievements behind the wheel at Le Mans,

he's also known for his career in Formula One (1966-1979), pitching for Cooper, Ferrari, Brabham, Williams, Lotus, Ensign and Ligier. Additionally, Ickx drove to victory with Allan Moffat at the 1977 Hardie-Ferodo Bathurst 1000 in Australia, becoming the last debutant to win the race until 2011, when Nick Percat matched the same when partnering two-time winner, Garth Tander, in a 600bhp Holden Racing Team Commodore VE II, a car now owned and raced by Zak Brown, Chief Executive Officer of McLaren. Ickx's daughter, Vanina, is also a racing driver, competing at Le Mans in a 911.



911 RSR-19 SCORES DOUBLE PODIUM AT DAYTONA DEBUT

Impressive first 24-hour race for Weissach's dynamic duo

After a strong team effort, the two 911s fielded by the Porsche GT Team finished in second and third place at the end of the recent 24 Hours of Daytona. Porsche, which won the manufacturers' title in the IMSA WeatherTech SportsCar Championship last year, is now second in the points table.

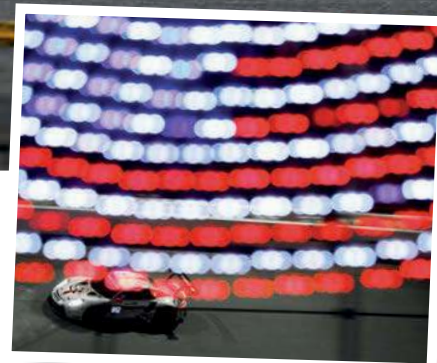
From start to finish, the GT racers from Weissach ran like clockwork at their first 24-hour race. Not a single technical problem hampered the premiere, which saw the two new RSRs take turns at the lead for most of the distance. In a top-class and gripping end phase, after 786 laps, Porsche was just several seconds shy of claiming another victory at the endurance classic.

The two 500bhp cars had already turned heads, qualifying on the first two grid spots in the GTLM class. In the race, Laurens Vanthoor (Belgium), Earl Bamber (New Zealand) and

Mathieu Jaminet (France) followed up on this top performance, claiming second place in the No. 912 vehicle, with the No. 911 sister car driven by Frédéric Makowiecki (France), Nick Tandy (Great Britain) and Matt Campbell (Australia) finishing third. With flawless stints, a perfect strategy and swift pit stops, both crews set the pace at the front. In the final few hours, however, the race developed into pure drama. In bright sunshine, spectators were treated to a spectacular finale characterised by bold overtaking moves. The six Porsche works drivers were rewarded with a double podium for a successful weekend, making the outstanding debut of the 4.2-litre RSR pretty much as good as the team could have hoped for. First place in the GTLM class went to BMW Team RLL.

Porsche customer teams also put in a strong performance – Wright Motorsports (with American drivers, Patrick Long, Ryan Hardwick and Anthony Imperato, as well

as Austrian, Klaus Bachler) made up many positions in the second half of the race, eventually finishing fourth in the GTD class despite sustaining slight damage to the underbody of their No. 16 911 GT3 R. Behind them, Black Swan Racing also put in a spirited chase through the field to take fifth place, with drivers, Sven Müller (Germany), Jeroen Bleekemolen (Netherlands), Timothy Pappas (USA) and Trenton Estep (USA), at the wheel of the No. 54 entry. The polesitters from the Pfaff Motorsports team experienced bad luck. After leading over a long stretch, a driveshaft defect relegated the No. 9 911 shared by Patrick Pilet (France), Dennis Olsen (Norway), Zach Robichon (Canada) and Lars Kern (Germany) far down the field, with the quartet ultimately concluding the 58th Daytona 24-hour race in thirteenth position.





PENSKÉ 917/30 CAN-AM TO STAR AT AMELIA ISLAND

Porsche's mighty 917/30 Can-Am was the perfect car at the wrong time. "At Watkins Glen in July 1973, Mark Donohue's fastest race lap in the 917/30 during the Can-Am Six Hour was almost two seconds faster than the best F1 cars achieved on the same track in the year's US Grand Prix," says Bill Warner, founder and Chairman of the Amelia Island Concours d'Elegance. "The 917/30 remains the most powerful circuit racing car ever built." By 1974, politics and global economics massively disrupted the grammar and conduct of international motorsport, effectively outlawing the 917/30 from further competition use. "The primary goal of the major motorsport sanctioning bodies turned from encouraging high speeds and high performance to limiting speed and power to slow the racers," Warner frowns. The 1973 Can-Am winning 917/30 will form part of the *Cars of Team Penske Sunoco* class at the Amelia Island Concours d'Elegance this March. Visit www.ameliacourts.org



POOR FORTUNE FOR PORSCHE IN MEXICO E-PRIX

More heartache for Lotterer and Jani in all-electric series

BRSCC PORSCHE CHAMPIONSHIP MERGE WITH CALM TROPHY

The excellent BRSCC Porsche Championship will be combining grids with the CALM (Campaign Against Living Miserably) All-Porsche Trophy for 2020's motorsport season and beyond. This amalgamation will allow all drivers from both series to take advantage of superb value two-driver races, bigger grids and meetings held at iconic circuits, both in the UK and in mainland Europe, all while supporting CALM as main title sponsor. The charity supports young men going through difficult times by offering vital frontline services for those suffering from depression, anxiety, suicidal tendencies and other mental health difficulties. The charity was established by 924 motorsport pilot, Ryan Lowry (below), and his fellow racer, Philip Waters. For further information, including a CALM events calendar, visit www.allporsche.co.uk



André Lotterer (Germany) recorded the fastest lap in Super Pole to secure pole position at the fourth race of the ABB FIA Formula E Championship in Mexico City and claim another highlight for Porsche in the fully-electric race series. He scored three points in the drivers' championship. Lotterer didn't, however, enjoy such good fortune in the race itself. After battling with wheelspin at the start, he lost three places after contact with eventual race winner, Mitch Evans (Jaguar Racing, NZ), at the entry to turn one. Further battles caused severe damage to the bodywork of the Porsche 99X Electric, forcing Lotterer, a winner at the 2015 24 Hours of Le Mans, to retire from the race.

GT Porsche guest columnist (and Lotterer's teammate), Neel Jani, finished the race in 14th place in the No.18 Porsche 99X Electric. The Swiss driver had secured 14th position on the grid in qualifying and was able to move up one place in the opening phase, before falling

back after taking a drive-through penalty for a technical rule violation.

As was the case in the first two races of the season in Diriyah (Saudi Arabia), Lotterer was in the top five for Fanboost voting, but was unable to make use of the additional energy. Consequently, Lotterer is in tenth place in the championship's drivers' standings, while Jani is currently in 23rd position. After four races, the TAG Heuer Porsche Formula E Team is ninth in the team standings. The fifth race of the series will take place in Marrakesh at the end of the month.

"That was another tough race for us," remarked Amiel Lindesay, Head of Operations for Porsche Formula E. "André was repeatedly involved in battles that severely damaged the car. A drive-through penalty was imposed on Neel after the safety car period. Of course, we're disappointed with how the race went, but we need to focus on the positive aspects of this weekend. The pole position and the pace of both drivers shows that we are really competitive," he added.



INTRODUCING THE AIMÉ LEON DORE 964 CARRERA 4

Restored 911 combines heritage and style in readiness for New York Fashion Week

Teddy Santis, founder and Creative Director of popular New York fashion label, Aimé Leon Dore (ALD), has collaborated with Porsche in the restoration of a 964 Carrera 4. The unique car is the product of months of primary design research, including Santis' visits to the Porsche Museum and 911 assembly line in Stuttgart. The finished restoration will appear in the ALD runway show at this year's New York Fashion Week and be on display for the public to enjoy at the iconic Jeffrey Deitch gallery in New York.

The centrepiece of the car is a fully custom interior, featuring Schott sunflower leather and Loro Piana houndstooth, the same

materials highlighted in ALD's fall/winter 2020 collection. Rich top-grain leather wraps the dashboard, steering wheel and door panels, while the reverse suede side of the leather covers the headliner and sunroof. The bespoke seats were meticulously restored in the legendary Recaro workshop in Kirchheim, Germany. A Schott leather trunk with Loro Piana accents completes the interior. It holds a bespoke care bag inspired by designs from the famous Porsche Classic product archive.

The vehicle's exterior is painted the same shade of white as the storefront of the ALD flagship store located on Mulberry Street in Manhattan's fashionable SoHo neighbourhood. A rear ducktail pays

homage to the classic design of the 911 Carrera RS 2.7. The Cup 2 wheels are a nod to Porsche in the 1990s, while a graphic Pegasus detail above the front wheel, designed specifically for this project, references sponsor logos applied to historic Porsche race cars. Finally, a custom-designed grille badge sits above the car's powerful air-cooled flat-six engine.

"Working with Porsche on this project has been a dream come true," said Santis. "It's been a deeply humbling experience, not least because this collaboration has resulted in a 964 featuring design elements hugely instrumental in shaping my own outlook and aspirations. This is a true one-of-a-kind 911 and is totally stunning from every angle."



FALKEN DOUBLES UP FOR 2020 N24

Tyre brand, Falken, has confirmed its 2020 motorsport plans, announcing it will run a pair of the latest specification 911 GT3 R cars in both the Nürburgring Endurance Series (formerly known as the VLN) and the Nürburgring 24-hour race. Falken Motorsports race team, run by Schnabl Engineering for the tenth consecutive year, has ordered a new 991.2 chassis to run alongside its 2019 Porsche. Both cars will be identical in specification. The decision to opt for two identical GT3 Rs follows three seasons of running a BMW M6 GT3 alongside a 911. Whilst the BMW scored Falken's first overall victory and was fifth in last year's enduro, Falken's tyre engineers believe competing with two identical cars will improve efficiency. Shakedown will take place in Portimao before the official NES test day in March.

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RED HOT PRODUCT



RUF: THE BOOK

Legendary manufacturer, RUF Automobile, and respected automotive publisher, Waft, have collaborated on a beautifully presented new book charting the German company's rise to become one of the most recognised names in the sports car industry. Covering eighty years of history and thirty-seven models, the book is split into two distinct 30x30cm hardcover volumes.

The first, *Alois and Friends*, concerns itself with the man behind the machines, Alois Ruf Jr. Totalling 360 pages, it documents the tantalising story of the Ruf family, the remarkable origins of the company bearing its name, Alois Jr's lifelong passion for Porsche, his big success stories, his small defeats, his amazing adventures, his vision and a selection of tales never before told. Exclusive photographs and illustrations direct from the Ruf family archive are joined by previously unseen images capturing the RUF workshop in full swing, from its inception in 1939 as a general service garage

to its current status as a world-renowned hub of performance engineering excellence.

The second volume, *Yellowbird and Friends*, comprises 228 pages and details every RUF car to date. An essay about each vehicle is accompanied by official facts and figures, including technical specification and performance statistics, with special focus on the iconic CTR 'Yellowbird', as well as lesser known RUF products, including the 997-based eRuf all-electric prototype, the 730bhp RT 12 R and the 600bhp twin-turbocharged Dakar SUV, built in 2009 and based on the Cayenne.

Each of this extraordinary set's volumes are colour-coded, embossed with the official RUF logo and stored in a commemorative luxury slipcase. Limited to 911 copies, the Limited Edition set's protective box features a glow-in-the-dark RUF headlamp halo. For those who enjoy super-exclusivity, however, the Personalised Limited Edition set is restricted to 356

copies and comes shipped in a slipcase hand-covered in genuine RUF seat fabric, with the company's famous logo stitched in bright yellow thread. Furthermore, your name will also be stitched into the slipcase's textile covering, adding extra personalisation for discerning RUF and Porsche fans keen to own a unique example of this brilliant two-part collection.

Waft is a multiple award-winning independent publisher focused on producing books concerned with first-class automotive design and wider car culture. Operated by motoring journalist, Bart Lenaerts, and photographer, Lies De Mol, the Belgium-based company's awe-inspiring output – including the RUF set featured here, as well as other Porsche-themed tomes – is available to order direct from the Waft online store.

Price Limited Edition €280, Personalised Limited Edition €550
waft.be or call +32 (0) 474 45 28 41

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▼ DIAMONDBRITE WINTER CAR CARE KIT

Long recognised at purveyors of first-rate paint and fabric protection systems, Maidstone-based detailing specialist, Diamondbrite, has added a fantastic money-saving bundle of winter car care essentials to its

product range. Comprising One-Shot highly concentrated screenwash (100ml), Rainscreen non-stick glass protection (100ml), silicon-free Ultra Glass Cleaner (500ml), environmentally safe Screenwash De-Icer (500ml), Ruby Red pH-neutral non-acidic wheel cleaner (500ml), a microfibre cloth and an ice scraper, the complete collection comes packed inside a smart Diamondbrite-branded drawstring bag. This useful kit's contents have been rigorously tested and present a brilliantly affordable solution to winning the battle against road fallout during the current cold snap.

Price £29.75

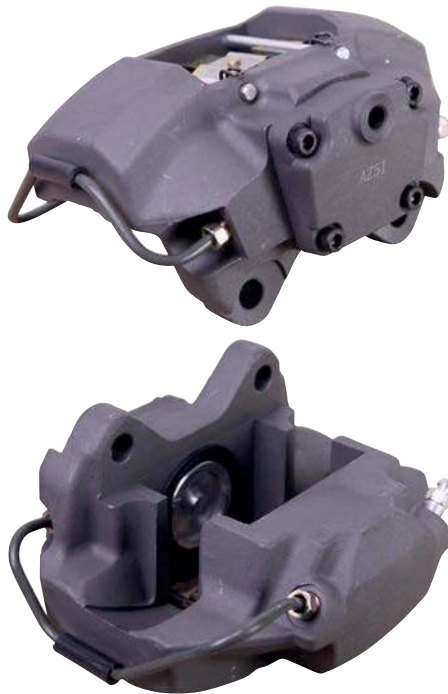
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▼ JENVEY DYNAMICS SF THROTTLE BODY KITS FOR CLASSIC 911/CARRERA 3.2/964

British throttle body manufacturer, Jenvey Dynamics, has released details of its new range of products for classic 911s, including 3.6 and 3.8-litre 964s, as well as the earlier Carrera 3.2. The three-stud 964 kit includes inlet manifolds, six SF throttle bodies, linkage kit, fuel rails, fuel rail mounts and a set of airhorns measuring 90mm in length. A parallel 45mm throttle body and a tapered option are available to choose from. The two-stud Carrera 3.2 kit includes the same, as does Jenvey's twin-stud small-port kit for early two-litre and three-litre 911s. From a trusted brand with a proven track record in motorsport, each of Jenvey's fuel injection and induction offerings is ideal for fast-road, track or rally applications.

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MID-ENGINE MARVELS

Spanning the very first to the very latest Porsche products, we present the brand's top twenty midship masterpieces...

Words **Dan Furr** Photography **Chris Wallbank, Dan Sherwood, Porsche, Petersen Auto Museum**

When Porsche needed a new entry-level model to replace the big-selling 912 in 1969, it released the 914, a car quite unlike any other Porsche before it. Not only did the new arrival possess styling completely different to what people expected from the Stuttgart brand, the two-seater roadster featured a mid-mounted engine. Used to great effect by the Porsche Motorsport team at the track, this was the first time a powerplant had been fitted amidships in one of the marque's series production cars.

As you'll discover across the following pages, however, a centre-mounted engine was a feature of Porsche products from the very beginning. It's a format that's proved seriously valuable to the brand, both in terms of success at the circuit and for the continued survival of the company through huge mass production product sales, not least the aforementioned 914 and the later Boxster, a big hitter launched in 1996 as the 986 and responsible for kick-starting a process of state-of-the-art manufacturing and huge income generation securing Porsche's enviable status as the world's most profitable car maker.

Thanks to the firm's healthy balance sheet, a wide range of exciting midship designs have left the sketchbooks of Porsche Style and made their way into production in recent years.

The impact these cars have had on Porsche's wider manufacturing output and the automotive world in general shouldn't be underestimated – whether they're experimental prototype racers demonstrating brand new technology, or road cars inheriting advanced performance and construction qualities developed in motorsport environments, each car has struck a difficult balance of unbridled performance, extraordinarily handling and good looks in unparalleled fashion.

NEXT GENERATION

With the recently launched 718 Spyder and Cayman CT4 offerings, not to mention the just-released Boxster-Cayman CTS 4.0 pairing, it's safe to say midship marvels continue to prove themselves a vitally important part of Porsche's product portfolio. With this in mind, we've compiled our list of the top twenty most important mid-engined Porsches from the company's illustrious back catalogue. Kick back and enjoy a hip-swinging journey through time...

Right 356 No.1 is kept at the Porsche Museum in Stuttgart, though was regularly used by Ferry Porsche during his lifetime

Bottom Ferdinand Porsche Sr showing a model of 356 No.1 to his grandchildren, Ferdinand 'Butzi' Porsche (designer of the 911) and Ferdinand Piëch, who would go on to become head of the Volkswagen Group



THE IMPACT THESE CARS HAVE HAD ON PORSCHE'S WIDER MANUFACTURING OUTPUT AND THE AUTOMOTIVE WORLD IN GENERAL SHOULDN'T BE UNDERESTIMATED



356 No.1

The very first Porsche sports car was powered by a centrally-placed air-cooled flat-four...

During the years leading up to the outbreak of the second world war, Dr Ferdinand Porsche's design studio was commissioned by the German government to assemble three bespoke race cars for the 1939 Berlin to Rome road rally. Based on the KdF-Wagen (Beetle), the Type 64's body was to be hand-formed in aluminium by the Reutter coachbuilding company, but just as the first of the three builds was completed, conflict put paid to the project.

Dr Porsche's son, Ferry, recognised the value in quietly continuing to develop the two outstanding Type 64s as a testbed for

Porsche's first official sports car, which arrived in the form of 356 No.1 in 1948. Sadly, only one Type 64 (chassis 38/41) survived the war in tact, but it was soon made famous during its appearance at the launch of Ferry's first build, when the two cars were presented alongside one another, signalling the start of what is currently more than seven decades of world-leading sports car engineering and unparalleled motorsport success.

Contrary to the configuration of the production 356, Ferry's prototype featured a mid-mounted flat-four. The body was an original design, but like the Type 64, most of the car's underpinnings were derived

from the earlier Beetle (designed by Ferdinand Porsche Sr). 356 No.1 featured an aluminium shell (styled by designer, Erwin Komenda, in early 1948). Wrapped around a tubular chassis and registered with license plate K45 286, the finished car hit the road in June 1948 and was regularly used as Ferry's personal ride until his death in 1998.

"This is Porsche's origins story and it starts with a mid-engined sports car," says Marcus Gorig, Classic Car Specialist at RM Sotheby's auction house. "Without the Type 64, you have no 356, and without the 356 you have no 911. 356 No.1 is a vitally important vehicle." See it for yourself by visiting the Porsche Museum in Stuttgart.



550 SPYDER

A hardcore racing machine inextricably linked with a Hollywood legend and heralding the beginning of Porsche's dominance of motor racing...

Just three years after 356 No.1 debuted, Porsche made its first showing at Le Mans and won the 1.1-litre class with the 356 SL Coupe. From that moment to the present day, the brand has been a force to be reckoned with at the track, with early dominance of sports car racing demonstrated by the 550 Spyder, built between 1953 and 1956.

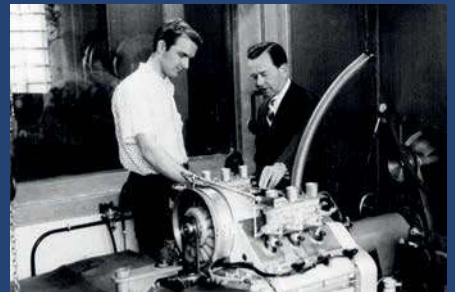
Powered by the 'Fuhrmann' 1.5-litre air-cooled flat-four (featuring double overhead camshafts, Solex carburettors and a twin ignition system), the 108bhp 550 Spyder was unveiled at the Paris Auto Show in 1953. Designed first and foremost as a race car,

the sleek sports machine's mid-engined layout allowed for optimised weight distribution, a low ride height and nimble handling, as demonstrated by immediate success at the 1953 Nürburgring Eifel Race and class wins at the same year's 24 Hours of Le Mans and the Carrera Panamericana. Arguably more impressive was the model's star turn at the following season's Mille Miglia, when works driver, Hans Herrmann, who reasoned he didn't have the stopping power to halt his 550 before reaching a stretch of railroad ahead, flew under the lowered barrier, narrowly missing devastating impact with a train before going on to achieve a sixth place finish. The

550 is also notable for Porsche's pioneering adoption of race car body sponsor graphics.

The 550A of 1956 featured a lighter chassis, encouraging further success, including an important win at the year's Targa Florio open road race. Due to the amount of 550 replicas in existence, however, you'd be forgiven for thinking the model was produced in high volume, but only ninety original cars were built. One of them, chassis 550-0055 (nicknamed *Little Bastard*), belonged to Hollywood icon, James Dean, who perished when his car crashed en route to a race. Today, even a 550 in poor condition is considered one of the most valuable cars on the planet.





718 RSK

More evolution than revolution, this powerful Porsche proved its worth in a variety of motorsport disciplines...

Essentially a development of the 550A and built between the end of the older model's production and 1962, the 142bhp 718 RSK made its racing debut at the 1957 24 Hours of Le Mans, but failed to finish due to suffering accident damage. It wasn't the best start for Porsche's next generation of race car, which bounced back at Sarthe in 1958, finishing first in class and third overall with 550 hero, Hans Herrmann, sharing driving duties with Formula One ace, Jean Behra.

Unlike the 550, the 718 underwent a series of regular changes during its time on the assembly line, with both single-

seater and twin-occupant versions of the car used in a variety of motorsport disciplines, including F1 following a switch in series regulations promoting the use of 1.5-litre engines in 1961. Porsche entered a trio of cars into the championship, with Herrmann and teammates, Jo Bonnier and Dan Gurney, taking care of driving duties. Gurney showed the most promise, bringing home three podium finishes (second place in Reims, Monza and Watkins Glen) and finishing the season in fourth place, though his personal best with Porsche would have to wait until the arrival of the 908 in 1962, when he scored the manufacturer's only victory in the series as a constructor.

The 718 also proved handy in hill climb competitions, its mid-engined, hip-swinging layout helping to bag both 1958 and 1959 European Hill Climb Championships, as well as the 1959 Targa Florio. Privateers loved the RSK, too, with Le Mans winner, Masten Gregory, driving a 718/4 RS Spyder to a class win at Le Mans in 1961, four years before he'd take top honours in France with the Ferrari 250 LM.

A special GTR coupe was developed from the 1961-spec 718. Originally equipped with a flat-four, it was designed to be able to accommodate an eight-cylinder engine producing in excess of 200bhp. Bonnier used the car to win the 1963 Targa Florio.

904 CARRERA GTS

An identity crisis didn't stop this two-litre, mid-engined GT from proving competition sports cars could be as beautiful as they were powerful...



Porsche liked generating trouble for Porsche. Not only did the French manufacturer cause the 901 to be reborn as the 911 following model launch, the brand's claim on three-digit automotive nomenclature featuring a zero in the middle forced Porsche to switch the name of its 904 race car to Carrera GTS.

With only a single F1 race win to its name, the Stuttgart squad decided to concentrate its efforts on sports car racing when the 1962 season drew to a close. The 904 was readied for the 1964 season's GT-class competitions with a mid-engined layout passed down from the 718 RSK. A new, two-litre, four-cam flat-four was bolted into the beautiful new racing machine, which also made use of a five-speed gearbox. The mechanicals were supported by a complex chassis and a lightweight fibreglass body. The dash to 60mph was despatched in less than six seconds. Top speed was 160mph.

With its advanced coilover suspension, the 904 won the 1964 Targa Florio, but the Carrera GTS was also a fixture of the private collections of lucky well-heeled investors thanks to homologation rules determining 100 cars be built for street use. Bridging the gap between road and race, a customer-owned 904 was driven to France for the 1964 12 Hours of Reims, before it went on to achieve a class win without the assistance of any spare parts or mechanical work, thereby proving the amazing reliability and engineering of Porsche's output.

Victories at many of the world's most famous race tracks (and in punishing endurance races) followed, as did surprisingly good performances in rallying, including those in and around the Swiss Alps. Even so, the 904's time in production was short lived, despite customer demand being much higher than the required quota of cars dictated by homologation rules. Carrera GTS assembly ended in 1965.





906 CARRERA 6

A reaction to Enzo's efforts, more cylinders and less weight made this gull-winged masterpiece of aerodynamic design a formidable attacker of asphalt...

The flat-four had served Porsche well in sportscar racing, but in 1966, the 906 arrived with a six-cylinder engine to cause trouble at the track. Not only was the car quicker through more power, newly appointed Porsche Motorsport director, Ferdinand Piëch, ensured the 904's successor was significantly lighter in its construction. More fibreglass was used, resulting in a built weight of just 580kg.

Eye-catching thanks to the adoption of 'Cullwing' doors and an even more aerodynamically poised nose than the 904, the 906 made its debut at the 1966 24 Hours of Daytona, where it finished sixth overall and bagged a class win. A fourth place finish and another class win were achieved at the same year's 12 Hours of Sebring, while a customer-owned 906 achieved overall victory at the 1966 Targa Florio, a familiar Porsche stomping ground.

The release of the film, *Ford vs Ferrari* (or *Le Mans '66*, depending on where you're reading this article), focuses on the battle between the Blue Oval and the Prancing

Horse for dominance of Le Mans, but what the movie doesn't tell you is that the 906 crossed the finish line in fourth, fifth, sixth and seventh place behind the three GT40s at Sarthe in 1966, comprehensively beating all of Ferrari's four-wheelers.

Piëch's bold approach saw much more wind tunnel testing take place at Porsche than ever before, a reaction to Ferrari's 206 Dino comprehensively outperforming the outgoing 904. Consequently, the 906's ability to glide through air came much easier than previously built Stuttgart-crested race cars. The development work helped to draw 170mph from a flat-six lifted from the 911 road car programme (and subsequently modified with strengthened internals to ensure rock solid reliability during prolonged periods of high output operation). As per 904 production, homologation rules dictated a short-run series of road-legal 906s were assembled.

The model was only in production during 1966, but it left a deep impact on the motorsport world and can be directly traced as a forefather of the devastating 917.



910 CARRERA 10

One of the rarest Porsches ever built, this mean, lean, hill-climbing machine is also one of the most important...

Visitors to the National Exhibition Centre Classic Car Show in November will have been lucky enough to witness Porsche Club

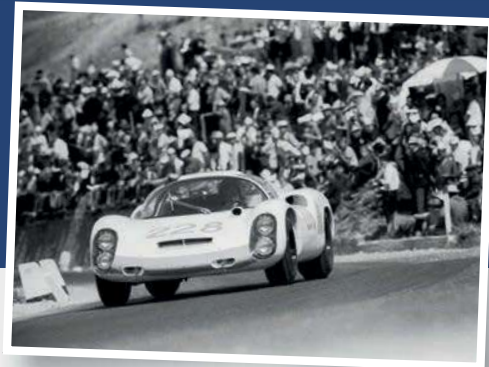
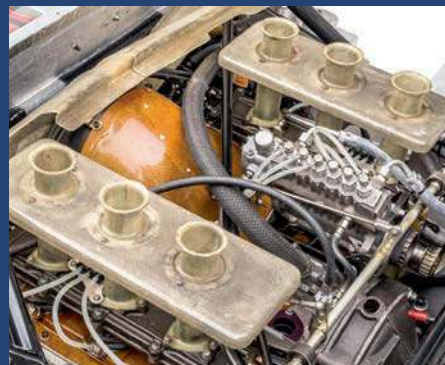
GB's fantastic display honouring the work of the late Ferdinand Piëch. Among the extraordinary exhibits on the club's show stand (view a selection of photos by visiting bit.ly/issuesgtp and ordering a copy of January's issue of *GT Porsche*) was a 910, one of only twenty-nine examples produced during a short production run split across 1966 and 1967.

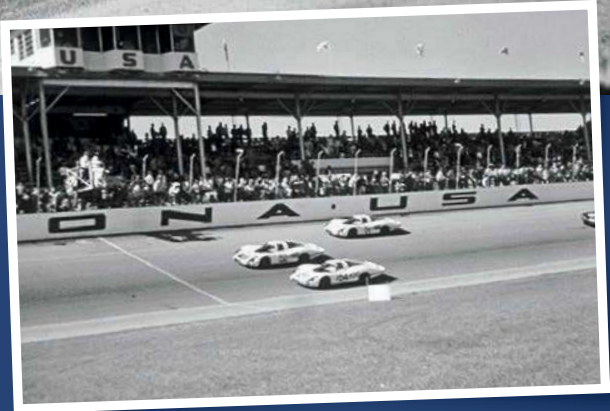
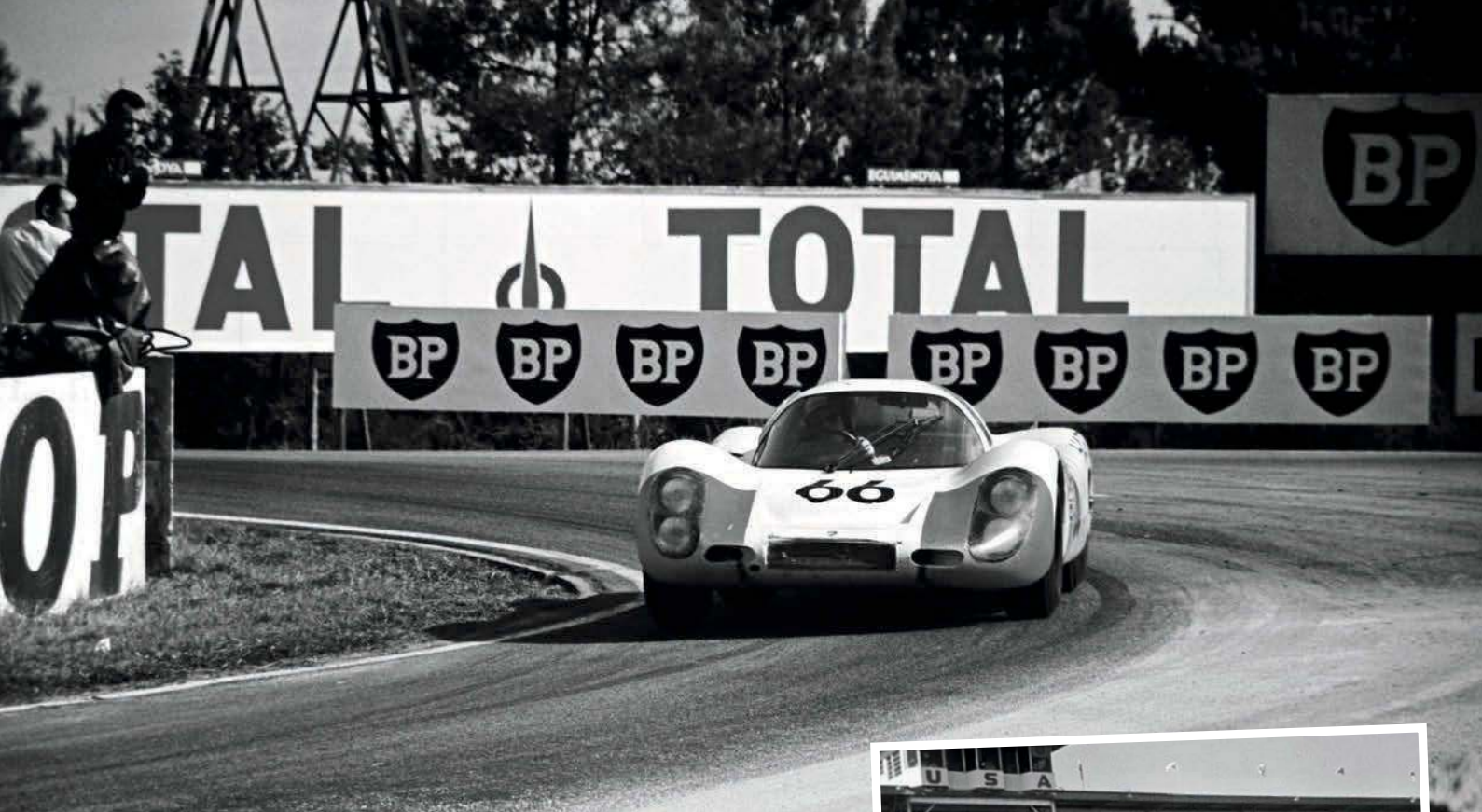
Officially recognised by factory designation 906/10, the 910 was an answer to questions Piëch was asking about the 906's viability as an all-conquering race car. The outgoing model featured five-stud fifteen-inch wheels (as opposed to Formula One-spec thirteen-inch centre-locks), costing valuable time to swap in the pits. Piëch also saw opportunities to shave weight off the 906's already impressive 580kg – titanium tubework, a smaller

fuel tank and ditching all but the most necessary bodywork components saw the 910 tip scales at an amazing 450kg.

Initially designed to take on hill climbs with either a highly sophisticated flat-six or the Type 771 flat-eight, the 910's basic chassis was the 906's space frame with extra rigidity around the engine bay, but the biggest upgrade came in the form of F1 suspension, which helped the extremely agile and stupendously quick car to win the European Hill Climb Championship three years in a row. In 1967, a sextet of works 910s contested the 1000km of Nürburgring. Piëch was determined for Porsche to win the competition, fielding both six and eight-cylinder cars. Two of the three bigger-engined 910s, however, suffered mechanical failure, the remaining car finishing in fourth place. Thankfully, the six-cylinder 910s took all podium places.

The 910 might not be the most famous racing Porsche, but it's genetically significant to the manufacturer's racing DNA. Only twenty-eight examples were built.





907

Introduced at Le Mans in 1967, the 910's successor heralded a new era of Porsche prototypes...

With a super-determined Ferdinand Piëch at the helm of Porsche's motorsport division, technological advancements came thick and fast. The 907 prototype built between 1967 and 1968 is proof, if proof were needed, of his drive to succeed. Making use of a development of the 910's 220bhp two-litre flat-six, the 907 could achieve straight-line speed of 190mph. At the 1967 24 Hours of Le Mans, the car finished fifth, only usurped by the bigger-engined race cars fielded by arch enemies, Ford and Ferrari.

As Bob Dylan once sang, however, the times they are a-changin', and nowhere was this clearer in motorsport than at Le Mans. Ford and Ferrari were told in no uncertain terms that V8 and V12 prototypes were banned for 1968, leading Porsche to hedge their bets on an overall win and the World Sportscar Championship to boot. Enzo withdrew from Le Mans altogether, and Piëch's programme entered a new era

of professionalism. At the 1968 24 Hours of Daytona, for example, Porsche entered four cars supported by a claimed twenty mechanics and engineers. Needless to say, Porsche took a 1-2-3 victory, despite losing one of its entries through a puncture.

The 907's driving position was moved to the right (as opposed to traditional placement on the left) in response to driver feedback suggesting the switch would be advantageous at most race circuits, which

ran clockwise. A 'longtail' body helped to promote better aerodynamics, though cabin temperatures rose massively through new oil transfer pipework running through the cockpit, a feature which saw many 907 drivers don NASA-designed protective vests to aid cooling in toasty conditions.

The 907 finished first and second at the 1968 12 Hours of Sebring and, for the third year in a row, Porsche won the Targa Florio endurance road race. This achievement was considered a brilliant example of the 907's advanced performance in action, when lead driver, Vic Elford, lost a huge eighteen minutes of the race due to tyre failure on the first lap. Nevertheless, with assistance from teammate, Umberto Maglioli, Elford's potent Porsche went on to beat the previously held lap record by a whole minute, ending the race with an astonishing three-minute lead. The win was considered so remarkable, the poster Porsche designer, Erich Strenger, produced to mark the occasion featured only Elford's smiling, relieved face at race end, with no depiction of the winning car included.



908

Mixed fortunes marred this mid-engined prototype's release into the wild, though it soon found its place playing in support of the mighty 917...



Continuing a lineage of Porsche prototypes beginning with the 906, the 908 was introduced in 1968 in response to FIA rule changes limiting engine displacement to three litres, a move in keeping with the period's F1 regulations. Porsche, therefore, designed the 908 to fully exploit the changes by fitting its new car with a flat-eight boasting the maximum cubic capacity permitted. Producing 350bhp, it was less potent than F1 units, but with full power delivered at 8,400rpm and originally designed as a coupe, the 908 was perfect for endurance racing contests.

An arguably uglier brute than the prototypes it inherited its racing genes from, the 908 started life by winning the 1968 1000km of Nürburgring, but overall victory at Le Mans would continue to evade Zuffenhausen when the 908 failed to beat Ford's GT40, despite the longtailed Porsche

being quicker in qualifying than Henry's hooners. Perhaps more embarrassing for Porsche, a 907 entered by the Squadra Tartaruga customer team finished in second place, ahead of the 908. Adding insult to injury, one of the three works cars retired through mechanical failure and, thanks to an avoidable technical error, Vic Elford's 908 was disqualified from the race.

From 1969 until its demise in 1971, the 908 ran mostly as a Spyder, though a coupe was campaigned by the works team at the 1969 24 Hours of Le Mans, finishing second in a close-fought race ending with the GT40 once again ruling the roost. The megapowerful 917 was soon Porsche's preferred prototype, but the lightweight 908 was far better suited to slow circuits. Porsche ended up running the two cars alongside one another to ensure dominance of the International Championship of Makes from 1969 through to 1971. Afterwards, all efforts turned to developing the 911 as a race car.





914

Bold, boxy, brash, but loads of fun, the 914 remains a reasonably priced route to air-cooled Porsche ownership...

Mid-mounted engines had clearly been a colossal success for Porsche at the track, but not since 356 No.1 back in 1948 had a traditional road car from the Stuttgart brand featured its powerplant ahead of the rear wheels. All that was about to change with the arrival of the 914 in 1969.

The Porsche-that-doesn't-look-like-a Porsche was introduced as a replacement for the entry-level 912, a four-cylinder offering that *very much* looked like a Porsche. In fact, the curvaceous 912 shared most of its body parts with the same-age 911. In contrast, the 914 looked as though it'd been designed with a set square. In part, the radical look of the mid-engined air-cooled classic is down to its joint parentage with VW – the Wolfsburg brand needed a top-of-the-line sports car, while Porsche needed a substitute for the 912, which had disappeared from North American main dealer showrooms. The solution was to produce a four-cylinder 914 badged as a VW and a six-cylinder version wearing a

Porsche crest. The bulk of the Targa-topped car's design was carried out in-house in Stuttgart by stylist, Heinrich Klie.

Quickly recognising identical-looking cars being marketed by two separate brands might confuse customers, Ferdinand Piëch insisted the 914 was sold exclusively as a Porsche in North America, regardless of the powerplant the model was packing. Development became more confused when incoming VW chief, Kurt Lotz, refused to acknowledge a verbal agreement between the brands regarding division of costs for 914 development. Subsequently, the 914/6's intended sale price spiralled northward, placing the car unappetisingly close to the cost of a base model 911. Nevertheless, the 914 was well received, though two-litre flat-six versions, unsurprisingly, made up a small percentage of the total number produced. In fact, only 3,351 units are reported to have been built before discontinuation in 1972.

Four-cylinder 914s originally featured a VW 1.7-litre Type 4 flat-four producing 80bhp. Engine displacement soon

increased to 1.8-litres, before topping out at two-litres by model end in 1976. Unexpectedly, the combined sales of all 914 variants (118,978 produced) made it Porsche's most successful production car.

In motorsport, the 914 was homologated as the 914/6 GT. Wide wheel arches, increased track and a strengthened chassis delivered extra grip, while the two-litre engine was comprehensively redeveloped. The GT finished sixth in the 1970 24 Hours of Le Mans and took all three top spots at the 1970 Nürburgring Marathon de la Route.



917

The model kick-starting Porsche's record nineteen overall wins at Le Mans before evolving into the most powerful race car ever built...

This year marks the fiftieth anniversary of Porsche's first overall win at Le Mans, a feat achieved with its monstrous 917 prototype. Despite its well documented success at Sarthe, however, the car's first outings were less than successful, with test driver, Brian Redman, claiming worrying instability. Investigation concluded the car's longtail body was failing to prevent lift on high-speed straights – the 917 was the fastest car ever built to tackle Le Mans, meaning much of Porsche's testing was completely new territory for the team.

The twelve-cylinder model's race debut was at the 1969 1000km of Spa, though Redman and Jo Siffert chose to compete with the 908, going on to win the race. At the 1000km of Nürburgring three weeks



later, all factory drivers opted to drive the aging 908 over the 917. Brit, David Piper, was drafted in as one of the drivers brave enough to pilot the new Porsche, which finished behind all six of the works 908s.

With modifications made, the 917 was the quickest car in practice for the 1969 24 Hours of Le Mans, but disaster struck when John Woolfe's privately owned 917 crashed, killing him instantly. The remaining 917s

suffered mechanical failure, leaving the 908 driven by Hans Herrmann to take the fight to the Jacky Ickx-commanded Ford GT40.

Serious development work took place in time for Le Mans in 1970, which saw Herrmann and Richard Attwood (below) use the no.23 Salzburg 917 to secure the manufacturer's first overall victory in Sarthe. The Martini Racing team's 917 finished second. The floodgates were open – the 917 took the same honours at Le Mans in 1971, with the model setting top speed, overall distance travelled, fastest qualifying lap, and fastest in-race lap records.

In 1972, Porsche developed the 917 for Can-Am racing. The resulting 917/30 was the most powerful sports car ever built, developing output of up to 1,580bhp.



Only fifty-nine 917s were built between 1969 and 1971. 917-001 is stored in the Porsche Museum and was recently treated to a thorough restoration by Porsche Classic.





956/962

An endurance racing icon with an extraordinarily long career and a huge number of Le Mans wins under its colourful belt...

Following a decade spent developing the 911 into the world's most successful race car, a new era brought new challenges in the form of the FIA's Group C sports prototype rule book for the World Sportscar Championship. Under the watchful eye of Porsche Motorsport chief, Norbert Singer, the 956 was brought in as a replacement for the 936, which won at Le Mans in 1976, 1977 and 1981.

Featuring an aluminium monocoque and a mid-mounted turbocharged flat-six developing close to 650bhp (power managed through a dual-clutch five-speed transmission), the 956 clearly shared much

in common with the Porsche prototypes of yore, but where the newer sports car excelled was in its aerodynamic design, allowing all three works 956s to take podium places at the 1982 24 Hours of Le Mans. In fact, so successful was the 956's aero, it locked out nine of the top ten places at Le Mans in 1983, the same year the Nürburgring Nordschleife lap record was set by Stefan Bellof, who used the potent Porsche to complete the gruelling circuit in a time of just 6m 11.3s.

Seven of the top ten finishers at Le Mans in 1984 drove a 956, a car used as an early testbed for Porsche's now celebrated PDK transmission system, as well as for the

Porsche P01 F1 engine used by McLaren. Victory came Porsche's way in France again in 1985, with both first and second place occupied by the 956 and six of the following eight places taken by a mix of 956s and Porsche's newer prototype, the 962, which was a direct development of the older car and built to adhere to new IMSA GTP safety regulations, chiefly concerning the position of a driver's feet, which in the case of the 956, were situated ahead of the front axle centreline.

A twin-turbocharged three-litre flat-six propelled the 962 to multiple world championships, as well as a welcome trio of Le Mans wins in 1986, 1987 and 1994.

986 BOXSTER

The brand-saving roadster combining elements of 356 Speedster, 550 Spyder, 718 RSK and 914, whilst marking a new era of Porsche production...

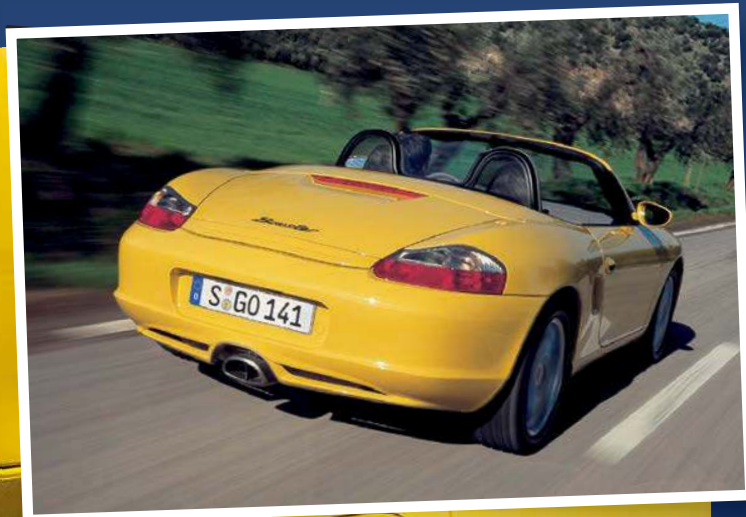


The 914 may have been viewed as something of a 'Marmite' car by Porsche purists in period, but there's no getting away from the model's huge sales success. When new emissions legislation in Europe called time on air-cooled engines, and when Porsche was facing serious challenges to its dominance of the sports car sector (as well as its coffers) in the early 1990s, big thinking and big changes were required to ensure survival of the brand.

Taking the 914 as its blueprint (but leaving the Targa top behind), the 986 Boxster not only replicated the two-seater, mid-engine, rear-wheel drive layout of the square-edged roadster, it also mirrored the older car's rocket to the top of Porsche sales charts, taking over from the 944 as the most successful Porsche product of all time.

Controversially, the 986 shared many components with the then-unreleased 996. This exercise in bin-borrowing was

deemed essential to keep the development costs of both new Porsches at the absolute minimum. It worked – the Boxster was instantly recognised as an addition to a list of the manufacturer's lifesaving models, but this streamlining of production can't be credited entirely to factory bosses in Stuttgart. In 1992, Porsche enlisted the help of engineers at Toyota in a bid to make revolutionary changes to the German marque's antiquated manufacturing processes. The Japanese firm's Just-in-Time (JIT) production methods amount to saving warehouse space, ditching unnecessary cost-carrying and improving overall efficiency, which means organising the delivery of component parts to an technician's individual workstation just before each item is required for installation. The impact of this influence was immediate, enabling Porsche to be brought back from the brink of bankruptcy and the 986 to become a major success story.



Porsche's self-imposed exile from Le Mans is widely believed to have been a move to allow sister company, Audi, to compete for top honours without challenge from an 'in house' brand.



911 GT1

Sharing very little with the road car it takes its name from, this phenomenal Porsche marked the manufacturer's withdrawal from Le Mans for six years...

The Super Touring era of the BTCC and DTM had become one of the world's biggest motorsport draws by the mid-1990s, with many of the globe's major manufacturers throwing giant budgets into teams preparing race cars that looked just like the vehicles fans of the sport had parked on their driveways. Even F1 teams and drivers were making the switch to touring cars. Unfortunately, sports car racing was proving far less popular, which is why a reboot with new GT1 class regulations was massively welcomed by the teams and drivers who had stayed loyal to the discipline during its less buoyant years.

Traditionally, GT1 cars were heavily modified versions of their respective manufacturer's road cars in order to comply with homologation regulations, which is why nobody raised an eyebrow when Porsche announced plans to develop a 911 GT1 for 1996. What followed, however, angered and amazed in equal measure – the new Porsche may have borrowed front and back lights from the 993, but that's

where similarities ended. Indeed, the rear of the car was based around the 962's rump and featured a mid-mounted, water-cooled, twin-turbo flat-six generating close to 600bhp, totally at odds with the 993's layout and air-cooled mechanical make-up.

The stage was set when the GT1 registered a top speed of 205mph on the Mulsanne Straight during qualifying for the 1996 24 Hours of Le Mans. The works GT1s finished the race in second and third place, before returning in 1997 with a front end previewing what was to come on the 996-generation 911 road car. New aero made the GT1 Evo faster, but despite leading for much of the race, the works cars retired through mechanical failure.

For 1998, a new 911 GT1 (labelled GT1-98) was launched in response to the threat from Mercedes and its CLK GTR/LM. The Porsche struggled against the beastly Benz all season, but at Le Mans, reliability problems hampered the three-pointed star, trouble serving to hand the win to Porsche, which took both first and second place in a record-breaking sixteenth title win.



CARRERA GT

You don't have to be a brand loyalist to recognise the impact this carbon-bodied colossus has had, not only on Porsche products, but the wider motoring arena...

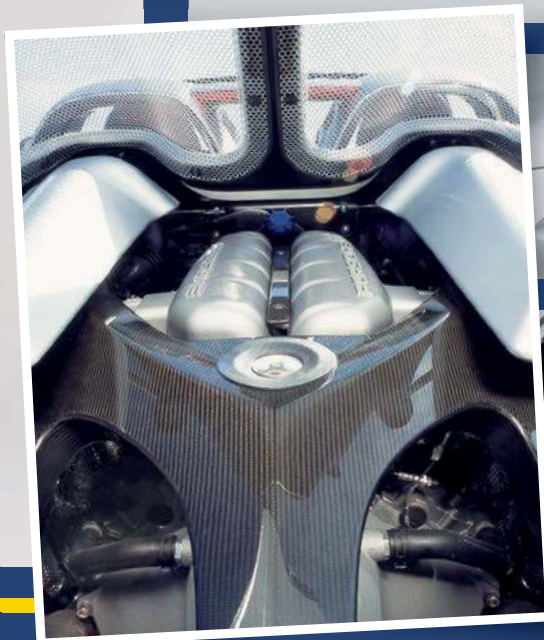
This issue of *GT Porsche* (yes, the very one you're holding in your hands or reading on your iThingy right now) features a history of Carrera GT design and development (turn to page 76), with focus on the model's roots, which can be traced back to an abandoned Le Mans project and the development of an engine originally destined for use in Formula One – the Carrera GT production car was intended to make use of a turbocharged flat-six, but ended up being powered by a 5.7-litre naturally aspirated V10 based on a unit developed by Porsche for the Footwork Arrows F1 team in 1992. The ten-cylinder,

double overhead cammer didn't see active service in motorsport, even when revisited for the creation of a new Le Mans prototype, but after interest in a Carrera GT concept exhibited at the 2000 Paris Motor Show yielded much in the way of positive press, the design study entered development for production with the V10 at its core.

The Paris car was equipped with a 5.5-litre version of the engine, but the eventual production Carrera GT produced close to 600bhp from the larger displacement powerplant, accelerating to 60mph from rest in 3.5 seconds and reaching a top speed of 205mph. That's race-winning performance from a dedicated road car,

an indication of how serious Porsche was about adopting the most advanced technology at its disposal during Carrera GT assembly. A pure carbon-fibre monocoque led the way, helping to achieve a kerb weight of just 1,380kg. The engine featured Nikasil coated bores and forged titanium connecting rods, while fifteen-inch carbon-ceramic composite brake discs were added to bring the lightweight roadster's blistering pace to a sudden halt. A six-speed manual gearbox with a twin-plate ceramic dry clutch sent power to the rear wheels.

The Carrera GT is widely regarded as one of the greatest sports cars of all time and continues to inspire Porsche products.





RS SPYDER

A lesser-known Porsche race car outside North America, but one which put the Stuttgart brand back on the endurance racing map thanks to multiple title wins...

As anyone familiar with the Sunoco-liveried Porsche race cars of yesteryear will know, our favourite brand and performance suspension specialist, Penske, have proved valuable allies in a host of racing environments. Perhaps less known is the teaming up of these automotive giants for the creation of the RS Spyder (Type 9R6), built to compete in the LMP2 class at Le Mans in the mid-2000s.

Designed in-house at Porsche with chassis development input from Penske, the car makes use of a carbon-fibre monocoque carrying a mid-mounted 3.4-litre naturally aspirated V8 linked to an electro-pneumatic semi-automatic six-speed sequential transmission controlled by paddle shifters. Both engine and gearbox were clean sheet designs.

Weighing just 825kg, the low slung twin-seater developed almost 480bhp on launch in 2005, when it made its racing debut in the round of the American Le Mans Series (ALS) at Laguna Seca. Convincingly winning

its class, the RS Spyder went on to win the ALS LMP2 Championship in 2006, 2007 and 2008, by which time engine output had tipped the 500bhp mark. Class honours were achieved at Le Mans in 2008 and 2009, as well as in other famous endurance racing competitions, including 1000km events held at Nürburgring, Silverstone, Spa, Monza and Catalunya in 2008, and at Spa again in 2009.

The RS Spyder's overall win at the 12 Hours of Sebring in 2008 was important in re-establishing Porsche as a major player in endurance racing competitions following the brand's retiring of its LMP programme

at the end of the 1998 season. Drivers, Timo Bernhard, Romain Dumas and Emmanuel Collard, secured the win, which took place on the twentieth anniversary of Porsche's previous overall victory at the same event. Success continued with Porsche winning the ALS LMP2 manufacturer's championship at season end by the narrowest of margins – a single point separated Porsche and second-place Acura, the label Honda gives its performance cars in the USA. 2011's LMP2 rule changes called time on the RS Spyder's eligibility to race, but the advanced racer helped to inform development of the later 918 Spyder road car.





987 CAYMAN

If bang for your buck is high on the agenda, consider the purchase of a Cayman before you shell out for that 911 you've spotted...

Revealed alongside the then new 997 at the 2004 Paris Motor Show, the 987 looked fantastic and was a big hit with buyers, yet the void between Boxster and 911 ownership remained painfully wide. After two years of intense development work, the Cayman S bridged the gap. Unveiled at the highly anticipated 2006 Frankfurt Motor Show, the cool coupe was based on the 3.2-litre Boxster S, but featured a 3.4-litre flat-six wearing 997 cylinder heads. The new model was every bit a 'baby 911', and did its best to prove as much by delivering a 0-60mph dash in a smidge over five seconds.

If anybody needed further convincing of the new model's performance credentials, Porsche brand ambassador and two-time WRC winner, Walter Röhrl, put minds at rest by using a Cayman S to lap the Nürburgring four seconds quicker than he was able to complete the same task from within the confines of a standard 911. Admittedly, his 987 was fitted with nineteen-inch wheels, made use of Porsche

Active Suspension Management (PASM) and was equipped with Porsche Ceramic Composite Brakes (PCCB), but, according to the manufacturer's promotional literature, even in stock specification, the Cayman S can finish the same time trial little more than five seconds slower than the Carrera.

The lesser powered, non-S Cayman was launched in summer 2006. Featuring a 2.7-litre engine boasting better fuel efficiency, the new arrival was just as practical as its higher-powered sibling, with the common 987 Cayman design including a hatchback enabling easy access to luggage space. A six-speed manual gearbox was the default option for the Cayman S, while the non-S made use of a five-speed manual transmission. A Tiptronic 'box with five cogs was available as a cost option.

A facelifted version of the Cayman arrived as model production was coming to a close in 2009. The 2.7-litre engine was enlarged to 2.9-litres (adding close to 20bhp), while the Cayman S gained direct injection and a boost by 25bhp. Tiptronic S was replaced by a seven-speed PDK transmission system.



918 SPYDER PHEV

Combining the best of Porsche's contemporary road and race programmes in a supercar package destined to influence the manufacturer's all-electric future...



Unveiled as a design study at the 2010 Geneva Motor Show, the 918 Spyder delivered a knockout blow to the assembled crowds and rival sports car makers. A modern-day Carrera GT super-sportscar with not one, but three hearts, its V8 engine delivered 500bhp, boosted by front and rear axle-mounted electric motors cranking out an extra 218bhp. A supercar in every sense of the word, the 0-62mph dash was dismissed in just 3.2 seconds, yet Porsche's mean machine was green, too, emitting just 70g/km of CO₂ and claimed fuel consumption of three litres per sixty-two miles, amounting to an eye-popping 94mpg!

The high-revving, naturally aspirated, eight-cylinder engine was derived from the near 500bhp RS Spyder LMP2 unit, which had proved a Stateside success at the track. The circuit was one place the 918 also conquered, lapping the Nürburgring Nordschleife in six minutes and fifty-seven

seconds, faster than even the Carrera GT.

The Carrera GT comparison was hard to ignore, what with Porsche's new superstar being born from the same mould and adopting technologies first pioneered on the V10-powered roadster – just like the GT, the 918 used a carbon-fibre reinforced plastic (CFRP) monocoque, the load-bearing structure including the front suspension supports, engine frame and rear axle. The newcomer's lines paid homage to its predecessor's looks, too, but were altogether more voluptuous.

Powerfully elegant, the CFRP body gave little clue as to what was wrapped up inside. Like a ballet dancing beluga whale, it was the perfect coming together of elegance and energy. Production ended in June 2015, after all 918 units had been built. A supercar with a Jekyll and Hyde personality, the 918 was as clean as it was quick. Porsche's second plug-in model, its engineering fed directly into the Cayenne and Panamera S E-Hybrid programmes.



919 HYBRID

The prototype taking Porsche's Le Mans winning tally to nineteen, before smashing the Nordschleife lap time and setting the scene for the team's adventures in Formula E...

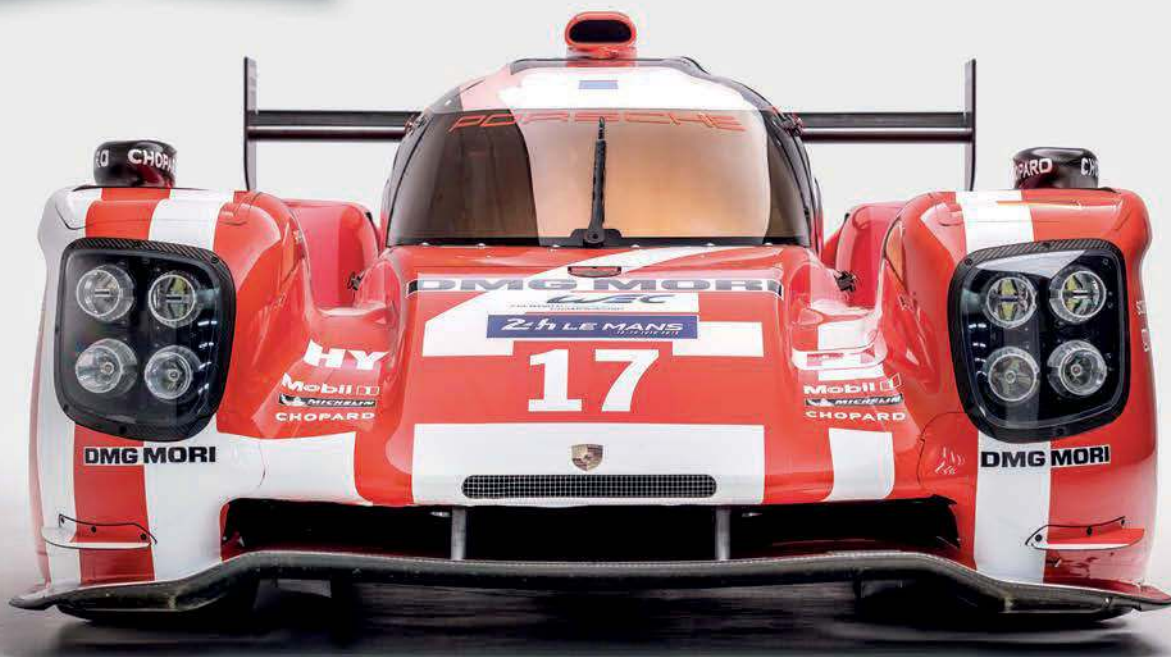
Porsche's first all-new prototype since the RS Spyder, not to mention the first to compete at Le Mans since the 911 GT1, the 919 Hybrid LMPI was produced between 2014 and 2017. More than 2,000 hours were spent testing the car's sleek aerodynamic body and chassis (carbon-fibre with a honeycomb aluminium core) in wind tunnels, while the beating heart of the new race car was a centre-mounted two-litre V4 fed by a single Garrett turbocharger and designed to operate at 9,000rpm. A duo of energy-

recovery hybrid systems bolstered the V4's abilities — an electric generator at the rear recovered thermal energy from exhaust gases, while a motor on the front axle converted kinetic energy to electrical energy during braking. Under acceleration, the same unit operated as a single electric motor, powering the front wheels while combustion took care of what was happening at the rear, effectively making the car four-wheel drive and allowing up to 1,000bhp of lap crushing power.

A technological showpiece unlike anything Porsche had produced previously, the 919 Hybrid went through many changes during its racing life, with the car

undergoing a complete redesign in time for the 2015 season, which saw the securing of first and second place finishes for Porsche at Le Mans. With significant performance and weight-saving modifications, the same win was achieved in 2016, before even more changes (only thirty percent of the 2016 design was carried over to 2017's 919 Hybrid) saw the lightweight prototype bag Sarthe's top spot a year later.

Along the way, the 919 Hybrid racked up three WEC constructors and three WEC drivers championships. Following the model's exit from racing, an unrestricted evolution of the carbon-bodied beast set a new Nordschleife lap record of 5m 19.546s.





718 GT4

A welcome return of naturally aspirated flat-six engines to the Boxster-Cayman line-up and the introduction of an exciting new single-make race series...

In the tradition of the iconic CT road cars delivered by Porsche Motorsport, the pure character of the new 718 Spyder and 718 Cayman GT4 is designed to appeal to sports car enthusiasts who delight in an undiluted driving experience, appreciate a high level of dynamic agility and an intimate relationship with the road. The perfectly balanced mid-engine chassis of the new models offers all of this and much more.

For the first time, the 718 Spyder and 718 Cayman GT4 share the same technical base. This includes a newly developed, four-litre, six-cylinder naturally aspirated

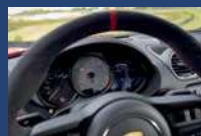
engine paired with a six-speed manual transmission. The boxer engine generates 414bhp in both models. Whilst the Cayman represents Porsche's entry-level GT4 street car boasting a breadth of ability suited to track work, the Spyder lends itself (in the most part) to road-based driving thrills. Both models rely on highly efficient aerodynamics, a thoroughbred CT chassis and powerful brakes.

At the heart of both cars is the aforementioned four-litre lump. It's an engine based on the same turbocharged unit powering the current 911 Carrera model series. The 718's new beating heart delivers

35bhp over the previous CT4, and in the case of the third-gen Spyder, an impressive hike of 44bhp. The engine produces a decent 310lb-ft torque between 5,000 and 6,800rpm. Porsche claims the new models can hit 62mph from a standing start in 4.4 seconds, with a top speed of 187mph and a redline of 8,000rpm.

Piezo injectors are used for direct fuel injection for the first time in a high-revving engine. They split each injection process into up to five individual injections. This supports a complete – and, therefore, emissions friendly – combustion process.

A less hardcore version of the GT4 pairing is the recently announced Boxster/Cayman GTS 4.0. We'll publish our review of these cars in the next issue of *GT Porsche* (take advantage of a discounted subscription deal at bit.ly/subscribeptp). What we haven't yet sampled is the new 718 Cayman GT4 Clubsport: a 425bhp, composite-bodied track attacker designed for a new single-make race series attracting interest from around the globe. The future for Porsche's mid-engined marvels looks brilliantly bright!





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TIM HARVEY

Challenging successful Porsche factory drivers doesn't mean you need to enter Carrera Cup or compete at Le Mans...

There's an old saying that goes something along the lines of 'you can have more fun driving a slow car fast than if you were driving a fast car at the same

pace'. For the record, I'd like to place the blame for my next endeavour squarely on the shoulders of Porsche factory driver, Nick Tandy. He raved to me about how much fun he had with mates late last year, when he built and raced a Ford Ka at Brands Hatch in the EnduroKa series. Oh, did I mention he won?! Subsequent conversations with him about the experience have resulted in me entering the same competition, though I won't be building a car. I've entrusted this task to Lawrence Davey, team owner at LDR Performance Tuning in East Sussex. He's a regular EnduroKa entrant and used to race against Nick in Ministox. There's healthy competition between the two!

Another reason for taking part is the opportunity it presents to race with my son, Jamie, for the first time. It's something we've talked about for years, mostly on our 'Dad and lad' trips to NASCAR races, which we've done three times, heading to Daytona, Indianapolis and Charlotte. Jamie is a real petrolhead and, of course, he's followed my racing exploits throughout, but with a job in the city, he enjoys racing simply for the fun of it. I should point out, when he was much younger, we used to go karting together, but he didn't pursue motorsport full-time, which is just as well, because he's forged a successful career in business, allowing the racing to become an enjoyable weekend pursuit.

A good friend of Jamie's, David, will complete our driving squad, despite the fact he lives and works in Dubai. That's dedication for you! David owns several Porsches, including a stunning 991.2 GT3 RS, which I've been fortunate enough to drive on the Yas Marina GP circuit in Abu Dhabi. I must say, the line-up of cars at the weekday track evenings in that part of the world is enough to blow your mind. The speculators market doesn't really exist in the Middle East, the benefit being owners not shy about using rare Porsches at the track or for everyday use.

Ultimately, EnduroKa will just be a bit of fun for us all, but I can't wait to lock horns with Nick, who I last raced against in Carrera Cup when he was a young upstart and I was the established pacesetter. I often think Nick deserves far more praise and admiration than he receives for his remarkable career, which includes winning the 2015 24 Hours of Le Mans outright, as well as numerous International GT victories around the world. His humble motorsport beginnings and down-to-earth demeanour bely a steely determination and exceptional talent. His team, JTR, also won the 2019 Carrera Cup title with Dan Harper at the wheel, and will be running Nick's Ka against us!

In other news, I've just shaken down a stunning RPM Technik-built 991.1 GT3 RS with full Manthey Racing specification. It's close to the ultimate track weapon and built to the customer's exacting requirements. The car's specification includes KW coilover suspension, magnesium wheels with Michelin Pilot Sport Cup 2 tyres (with Track Connect), Carrera Cup inner arches, increased rear wing angle, MR rear diffuser, Surface Transforms carbon brakes, full roll cage, Carrera Cup seats, full track geometry, Racelogic datalogging functionality and trackday preparation. I must say, the RPM Technik team has built a sensational car.

My own GT3 has been in winter hibernation, but will shortly be coming out to play in time for spring. I know people say you should use these cars all year round, but I simply can't see the point. The roads are so bad during winter, you really can't start to use the car's performance. Besides, I'd rather not run up miles on wet, salty roads, when I have the luxury of other cars at my disposal. To be honest, I do most of my winter driving in my van! I'm having a new JCR exhaust fitted to the GT3, which will save a stack of weight and will sound better, but remaining acceptable for circuit noise limits. I've got two track days booked for March, which I'm very much looking forward to. As I write this article, Storm Dennis is approaching, but roll on better weather – absence makes the heart grow fonder and I miss my GT3 fix! ■



Tim Harvey is best-known for being 1992 British Touring Car Champion and for being crowned Carrera Cup GB victor in 2008 and 2010. He's contested the 24 Hours of Le Mans four times, competed in British GT and currently serves as a presenter for ITV4's extensive BTCC coverage. He's also a driving consultant and brand ambassador for independent Porsche specialist, RPM Technik.

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The screenshot shows the Elephant Racing website's Suspension Builder tool. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is the Elephant Racing logo and the text "Advanced Suspension Systems For Porsche Cars Design & Development". To the right, it says "Fast Shipping Worldwide" and "Sales & Support +1.408.297.2789". A secondary navigation bar lists model years: 911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356, Merchandise, and Search. The main content area is titled "Suspension Builder" and includes "ONLINE TOOLS" for Suspension Navigator and Suspension Builder. The interface is divided into three steps: 1. Select Year & Model (Year: 2004, Model: 996/997/986/987), 2. Select Your Package (Street Performance 2), and 3. Review & Approve (Add, update, or remove parts using the tables below). There are two tables of suspension parts: "Front" and "Rear". A yellow "Add To Cart" button is visible. A "PACKAGE CHARACTERISTICS" box shows "RIDE COMFORT" at 41 and "PERFORMANCE" at 63.



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SIR CHRIS HOY

Switching from two wheels to four has presented its challenges, though familiarity with the 911 has helped along the way...

Filming has just finished on my new MotorTrend show, *Dream Jobs with Chris Hoy*, where I travel the world discovering the thrills, sacrifices and commitment involved in landing – and excelling in – the greatest jobs in the racing world. In each episode, I attempt to master the techniques needed to succeed before participating in the most fiercely fought competitions each discipline has to offer.

To triumph in each field, I had to learn completely different skill sets in a limited timeframe. Along the way, I was helped by incredible mentors in the worlds of rallycross, monster trucks, Formula E, drifting, Gymkhana GRiD and circuit racing, including time behind the wheel of the 911 GT2 RS Clubsport at historic Spa-Francorchamps, as outlined in the October issue of *GT Porsche*.

For most of the motorsport adventures I enjoyed while making the programme, I had zero previous experience of what I was up against. I felt like the character, Sam Beckett, from the hit '80s television show, *Quantum Leap*, forever finding myself in charge of wildly different vehicles and wondering how I got there. When it came to racing Porsches, however, I was able to call upon previous experience, not only in the wider scope of circuit racing, but also through time spent in the driving seat of my own 911.

My love affair with Porsche began in 1982, when I was six years old and the recipient of a Scalextric kit themed around Porsche at Le Mans. I was fascinated by my Stuttgart-crested slot cars and even more in awe of full-scale rear-engined sports machines when I was old enough to fully appreciate them. In all the years I loved Porsches, however, I didn't ever get around to buying one until recently becoming the owner of a 991 GT3 RS loaded with the weight-saving Weissach package. I immediately wondered why it took me so long to realise my dream. What a car!

I learned the ropes of a Porsche race car by jumping in the hot seat of a 991 GT3 Cup at Silverstone last year, joining the official practice session ahead of the official one-make Mobil 1 Supercup championship, an

undercard to Formula One. The GT3 Cup is the car aspiring Porsche drivers use to cut their teeth before trying their hand in an RSR, but while the Cup's 485bhp is less than the output of the GT3 RS road car, don't be fooled into thinking the competition machine is slow. It's a razor-sharp Porsche, offering precision braking and balance far more in tune with circuit life than the street-spec 911 it's based on. There's no ABS and no traction control, meaning it's entirely down to the driver to manage the way the weight at the rear shifts during slowing and cornering. Driving one of these cars is utterly thrilling, but takes a lot of work to get right.

I qualified well, just 2.7 seconds off pole. The experience of competing alongside so many of the world's best drivers in front of F1 fans at Silverstone was brilliant, but there were bigger tests to come. Just a few weeks later, I was competing in the aforementioned GT2 RS Clubsport in Belgium. Adding extra pressure, I was going to be in command of the 700bhp monster on its racing debut. Participating in the event (acting as a precursor for a new GT2 series, which Porsche, Audi and other manufacturers will compete in) was a dream come true, and there's nothing quite like the surge of straight-line pace the Clubsport delivers when its turbos kick in. Of course, GT3 race cars are amazing, but they're so reliant on aero, the keen amateur feels like they're constantly driving on a knife's edge. This is no problem for professionals, but for enthusiastic rookies like me, the GT2's ability to make up time on fast straights with extra power means the Clubsport is the Porsche to run with for the Gentlemen driver.

I'm keen to take my 911 road car to the track when I can. In my experience, trackdays not only help to unlock the performance potential many enthusiasts don't realise their cars have, but they serve to make Porsche owners better drivers, understanding the limits of their chosen chariots. And if you want to see how I fared in the 911 GT2 RS Clubsport, be sure to visit the MotorTrend website and view my exciting new TV show on demand.



Sir Chris Hoy MBE is a professional track cyclist who represented Great Britain at the Olympics and World Championships, as well as Scotland at the Commonwealth Games. His eleven world championship titles and seven Olympic medals (six gold, one silver) make him the most successful Olympic cyclist of all time. He's also a keen racing driver, competing in endurance motorsport, including Le Mans and the 24 Hours of Silverstone, where he finished second overall in 2019. *Dream Jobs with Chris Hoy* is available to stream on Discovery's new automotive channel, MotorTrend.

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Useful contacts - if you are looking for somewhere to get your car serviced, repaired or insured. There is even a section where you can read about our racing antics and general news.

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CRAIG CULLINGWORTH

A successful business in the automotive trade requires honesty and openness with your customer base...

The approach I've always taken in business is to ensure complete customer satisfaction at all times. At the end of the day, unsatisfied customers can lead to no business whatsoever, which is why completing every Project Customs job to the highest standard is of paramount importance to myself and my team, whether we're working on a Ferrari, McLaren or Porsche. My advice to anyone thinking about becoming a service provider in the automotive industry, whether it's the kind of work we do, car sales or a pursuit focused on engineering solutions, is to make sure you finish each job as close to the set timeframe as possible. Your work can be brilliant, but if you consistently struggle to complete work on time, you'll find your customers are just as frustrated as if you'd under-delivered with the quality of the finished job you're charging for.

Key to success on this front is knowing how to quote accurately. Admittedly, much of this comes down to experience, but also by having a realistic idea about how long each task you're asked to do will take. I'm always straight with Project Customs clients – if a customer walks into the workshop and tells me we have a week to restore a show car so that it can head out the door and win some awards, I have no problem explaining unrealistic expectations are at play. Not pandering to these demands ensures customers understand timescales are to be appreciated from both our side and theirs. In my experience, this honesty, which provokes discussion leading to the establishing of a realistic project timeline, results in a far better and longer lasting relationship between all parties. Everyone knows where they stand. This is the ideal scenario. I don't want my team or the car's owner to feel let down if things were to go avoidably wrong.

This honest approach also leads to forging a customer base of people you consider friends, rather than them simply being clients. It's not unusual for owners of cars we've worked on to pop by for a cuppa and a chat while we're toiling away. I like to think this highlights how approachable and

friendly we are as a team. It's what every business owner should aspire to, but it's not something the body shop trade always gets right, especially in the premium marque sector – the more we talk to industry folk about how we operate, the more I hear opinion amounting to us over-delivering on the customer experience. My response is usually to point out that at Project Customs, the relationship between the team and clients feels personal because, to us, that's what it is. It feels friendly because that's what we are. It's an enjoyable experience because everybody gets what they want out of the work. I couldn't be happier!

Of course, I don't want to make it sound as though everything is rosy in the world of automotive bodywork. There's a lot of hard graft behind the scenes to ensure happy customers, and as anyone running a business will know, there are always challenges to be met head-on. That said, I truly believe being open and honest with customers and staff about schedules of work and any unforeseen problems we encounter along the way plays a massive part in meeting our deadlines and achieving high client retention. It means goals can be adjusted by having an executable strategy available at all times. And at the end of the day, our reputation as a first-class provider of high end automotive bodywork repairs has been achieved by delivering top quality work on time, every time.



Craig Cullingworth is Managing Director of Project Customs, a premium marque bodywork specialist based in Leeds. In addition to a strong portfolio of Porsche projects, Craig and his team are the only approved McLaren bodywork experts in Yorkshire and The Humber.

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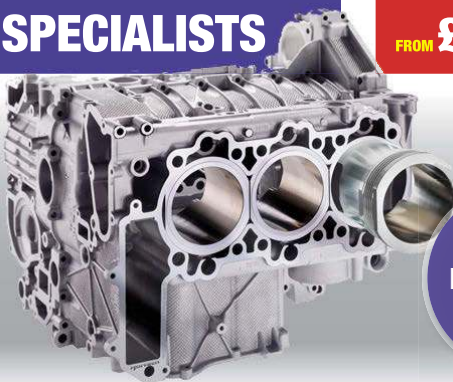


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FIVE MINUTES WITH **LEE JONES**

This month, we take time out to chat with the Managing Director of independent Porsche service and sales centre, Cotswold Porsche Specialists.

When was the business established?

Cotswold Porsche Specialists began trading as a limited company in 2012 after many years I spent enjoying Porsche ownership. We focus on three key areas, namely, servicing, sales and spares. For servicing, we have a well-equipped workshop co-located with our generous spares inventory, meaning we can carry out repairs to most models in quick and cost-effective fashion. Whether your Porsche is in need of small trim replacement or a complete engine swap, we can help.

What led to your love of the marque?

I'm a chartered engineer and read electronic engineering at university, so I've always had an engineering mindset. Porsche seems to appeal to engineers, largely because of the way its cars are designed and the quality of materials used. Fast-forward to the present day and I'm in possession of a 964, a 996 with

Aerokit styling, a 986 Boxster and a trio of 944s, including an S2, a Turbo and a Turbo SE. All my cars are Guards Red.

By choice or accident?

I'm obsessed with red Porsches. When I chatted to my SE's previous owner over the telephone, he told me the car featured a pure red leather interior. I agreed to buy the car there and then, without even seeing it!

Which models does your company serve?

Our warehouse contains used spares for most Porsche sports cars. If we haven't got the part you're after, we can normally source it new. Additionally, we fully dismantle vehicles, which reduces the labour overhead on each part supplied, thereby providing better value for money for our customers. All parts on the shelf have been carefully removed, tested and are ready for immediate use.

How many sales cars do you keep in stock at any one time?

We normally carry a small selection of Porsches, consisting of several newer models and a couple of older vehicles. These cars have all been thoroughly inspected by ourselves and come with a no quibble warranty. Right now, highlights in our sales showroom include a 993 Carrera Cabriolet, a 986 Boxster S Anniversary Edition and a 981 Cayman GT4. Photos and detailed descriptions of all our sales cars can be found on the Cotswold Porsche Specialists website.

What's your favourite Porsche?

The 996 Gen II GT3 is among my favourite Porsche sports cars, but if we're talking 'money no object', then I'd have to choose the Carrera GT. For a bargain buy, I recommend a first-gen Boxster. I've owned mine for nearly a decade and I absolutely love it. I also have a soft spot for the 924 Turbo. I'd go as far as saying it's hard to find a Porsche with as much character as a 924 Turbo. As far as air-cooled cars are concerned, the list is too long, though my 964 is a part of the Jones family. I can't see myself ever parting with the car.

Can we follow your adventures online?

GT Porsche readers are invited to find out more about Cotswold Porsche Specialists by visiting cotswoldporschespecialists.co.uk or by following us on Facebook.

Thanks for your time, Lee. It's appreciated! ■



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MAKING A MOVE

In this month's coaching article, Porsche Driving Consultant, Neil Furber, discusses overtaking techniques and the hazards of passing moving vehicles...

We all overtake, but there are different opinions about what makes for appropriate overtaking behaviour. The act of passing another moving vehicle is one of the most dangerous aspects of driving, whether it's a necessity (pulling out to pass a cyclist) or through choice (passing a vehicle travelling slower than your own car). Regardless of the reasons for the move, the most important thing is to ensure overtaking is performed safely.

Years ago, the road network was simpler and much quieter. Back then, overtaking was fundamental to making significant difference to the duration of essential journeys. These days, hopping past a car tends to yield only a few moments of free air before you're stuck behind another vehicle, hit a village

speed limit or a frustrating queue of traffic. In truth, on the average commute, there's little gain to be had by overtaking on anything but the very quietest of roads, where that one dawdler or farm vehicle happens to be up ahead.

Sometimes, though, the temptation is just too great – the freedom of free air can be a constant draw, especially if driving one of the more recent high-powered Porsches. Despite all that adrenaline, however, the heightened use of fuel and extra wear-and-tear is usually wasted, as demonstrated when the slower vehicle trundles up to your car's rear bumper at the next set of traffic lights! Needless to say, not only was overtaking unnecessary, the manoeuvre introduced the element of risk to your journey. And so, we arrive at the nub of the matter.



DRIVING FORCE

Neil Furber is *GT Porsche's* resident driving expert. With a background as a mechanical engineer in Formula One, he brings a unique technical insight to driver coaching. Splitting his time between the French Alps and the UK, Neil coaches drivers through his brand, Drive 7Tenths (drive7tenths.com) and is also a Porsche Driving Consultant at Porsche Experience Centre Silverstone. Have a question about coaching? Email him at enquiries@drive7tenths.com.

IS IT WORTH THE RISK?

Often, I'm stunned by the overtaking I see on the public road. Before a corner, in a 30mph zone or just badly executed, many of these manoeuvres seem unplanned and rushed. We covered an introduction to vision and planning in the February issue of *GT Porsche* (order your copy at bit.ly/issuesgtp). The core skills discussed in the article apply to overtaking, just as they do for cornering and general driving: effective vision, gather information, consider possibilities (Visual Link Cascade), prioritise and create a plan of action.

The most important advice I can give you when it comes to overtaking is *take your time*. Take your time to pause before starting the move. Take your time to have a proper look up the road ahead before committing to the throttle pedal. Take your time to move ahead of the vehicle you've passed. Rash decisions, poor planning and rapid pulling in/out fail to allow sufficient opportunity to evaluate and perform an overtake safely. In some cases, taking time will mean you'll miss a potential opportunity to pass, but then, clearly, the move was dubious at best!



SAFETY FIRST!

There are many situations where it's physically possible to overtake a slower vehicle within the length of visible clear road and the specific performance of your Porsche. That's not to say this is a safe place or way of doing it. With this in mind, we'll dig into some of the unexpected hazards often overlooked, differentiating between good and bad overtaking techniques.

The two most common poor overtaking techniques can be identified as a move starting too close behind the vehicle in front and what I refer to as 'the windup'. The first of these two examples makes many overtakes possible where, if using proper technique, a safe overtake isn't viable. This is only achieved by getting right up behind the vehicle in front so that, as soon as you pull out and accelerate, you're alongside the slower moving vehicle almost immediately. Although the latter half of this overtake may be okay, the earlier close-following position and immediate progress has the potential for serious consequences. What if the driver of the car in front stomps on the brakes whilst you're in close proximity to its back end? Is the position of your Porsche perceived



as aggressive or intimidating, even if you don't mean any ill? Could this lead to erratic driving? What if there's debris in the road ahead of the lead car? If its driver suddenly steers to avoid contact, have you got room to move laterally as your overtaking move begins? We'll cover ways to safeguard against much of this over the following pages.

As for 'the windup', if you've grown up with low-powered cars or your classic Porsche has period performance, this is an approach you may well be familiar with. Put simply,

'the windup' is planning for a straight you know or *expect* and timing acceleration well in advance in a bid to approach the back of the vehicle in front at a specific time. Then, you arrive at the critical go/no-go decision. You must either commit to the overtake or drop your speed. Although this can be done safely enough, the main problem is the lack of time for a proper assessment of the road ahead before committing to the move — significant closing speed when overtaking can have disastrous consequences.

HIDDEN HAZARDS

In many cases, drivers will overtake based on a quick look up the road ahead and a subsequent split-second decision. Often, the move takes place from a very close following position. Most of time, the overtake is completed successfully, but it doesn't take much for it to become fatal. The most significant risk — and if you remember nothing else from this article, then please remember this — is the presence of an oncoming car approaching significantly faster than you'd expect.

It may be foolish to judge a situation purely by your own driving. Don't assume other road users are adhering to rules of the road. If, for example, there's a 911 GT3 RS heading the other way at breakneck speed and temporarily obscured by a bend or crest at the other end of your overtake, will you have finished the move in total safety before the oncoming car appears? Although its driver's behaviour may not be appropriate, they may well stay in their lane under full control through the corner, before happening upon two cars side-by-side on the next straight. Do you wish to be the one looking straight at the GT3? In this instance, a head-on collision could have a closing speed of over 150mph. Furthermore, when overtaking,



you'll be on the other side of the road. It sounds obvious, but it's drivers in joining side roads you need to watch out for. They may look one way for 'normal' traffic, deem it's clear and pull out, immediately finding themselves nose-to-nose with you! And let's not forget the potential for potholes, debris or a cyclist masked by the vehicle in front.

With good technique, you have a chance to look for these obstacles before you find yourself pulling alongside a slower driver who may need to steer around them. Also, it's vital to check mirrors in order to ensure another vehicle isn't in the process of overtaking your Porsche while you're preparing to pull out.

GOOD TECHNIQUE

- Close the gap, but leave sensible following distance
- Ensure the most appropriate gear for the move is selected
- When the road ahead looks clear, move laterally and completely into the other lane
- Pause and have a good look ahead — tuck back in if not suitable
- Accelerate promptly when committing to overtake
- Don't rush to pull back in — avoid cutting-up the other driver

GOOD TECHNIQUE

Since safety is paramount, there's a little more to good overtaking technique than simply pulling out and hitting the gas. It's useful to think of an overtake in stages. Rather than hanging onto the tail of the car in front while chasing any and every option, you can start your plan for overtaking by considering where the next opportunity to perform the move might be. If you can 'read' the road ahead to be sure of a suitable place to pass, or if you already know there's a good straight coming up, you can begin the process. In most cases, if you have a safe following distance (minimum of a two-second gap), you'll need to close on the car in front to gain ground. There is, however, a balance: you'll gain on ease of overtake, yet increase risk of collision should the car in front brake heavily without warning. A minimum of a single-second gap for a short period of time just before an overtake is reasonable. You can always drop back again if the opportunity to pass proves not to be suitable. Wait for the next indications of a straight coming up.

If your car makes use of a manual

gearbox, or if you shift using the manual overrides available with PDK or Tiptronic S transmissions, it's important to pre-select the most appropriate gear. You may not need the lowest possible gear for the road speed you're travelling at if you're in charge of a torquey engine — it's nice to have enough revs left to complete the manoeuvre without shifting gears halfway through. Generally, you'll want to select second or third gear, but not in all cases. From behind the car in front, you'll be able to see enough of the road ahead to gauge if overtaking is likely to be safe. Rather than just accelerating and pulling out, a lateral move at constant speed is best. And before you do, check those mirrors!

As you edge out, you can always backtrack if there's a car approaching or you spot something unsafe. Rather than hide behind the car in front or crane your neck, it's best to move the whole car across for a proper look. If all is okay, you'll be completely in the other lane and this little pause before starting to accelerate will give you time to consider the road ahead.

Is the road long enough, wide enough and suitable for a safe overtake? Remember

that GT3! Are there any junctions, side turnings or field exits which may prove fatal? Is there anything in either lane ahead that may require you or the other driver to change course or speed? Pothole, mud, debris? Are there any areas with potential for a 'hidden' car? Hidden dip or crest? Are there any other things that stand out in this picture? If all is good, it's time to commit to the throttle, make good progress and spend a minimum time alongside the car in front. Side-by-side is not a good place to be, so avoid the temptation to pass slowly, though be mindful of rushing past and shocking a driver who may not have checked their mirrors. Finally, when you're past, a sudden pull-in should be avoided. There's nothing more frustrating than being cut-up for no reason and receiving a series of machine-gun-fire stone chips all over the front of your four-wheeled friend. As a guide, if you're at a higher speed and can see the full width of the car you've overtaken in your rear-view mirror, you're far enough to start moving back to the correct side of the road.



▲ When an opportunity presents itself, close the gap a little.



▲ Move out laterally and pause before acceleration in order to evaluate fully.



▲ If all's clear, commit and accelerate.



▲ Leave plenty of space when moving back - nobody likes stone chips on the front of their car!

OVERTAKING CHECKLIST

- Is there real and worthwhile advantage in the overtake?
- Is there a suitable centreline to allow overtaking?
- Is there a faster car already starting to overtake you?
- Is the straight ahead long enough to accommodate the move if you consider a GT3 travelling flat-out in the opposite direction?
- Is there a hatched area in the middle of the road? This could be a filter lane about to be used by vehicles travelling ahead. It's also the most likely place to experience a puncture thanks to collected debris.
- Can you see everything in the road ahead? Are there hidden dangers? Turnings, crests, dips and the like may hide other cars. Potholes and loose debris could cause issues.

A FINAL THOUGHT FOR CYCLISTS

The highest-value overtaking opportunity you'll encounter regularly is the single cyclist. Often, I'll see drivers happen upon a bicycle and simply steer around it whilst leaving little space, even forcing three-a-breast traffic with an oncoming car! Although general advice is to pass with a good metre or so between bike and car, I advocate committing fully to the other side of the road (completely the other side of the white line). This way, the cyclist has maximum space and I'm less likely to spook them as I pass. If I'm not confident

enough to be that far out, it clearly isn't the right time or place for the manoeuvre. The noise of your engine and the speed with which you pass could surprise a rider, so it's best to slow down, pick your moment (as per the technique outlined earlier in this article) and accelerate tentatively, at least until you've been seen. Of course, horses present an even more extreme situation and extra care must be taken. In some cases, you may find yourself following for significant distance before finding a safe overtaking opportunity.



NEXT MONTH

The secrets of trail braking

ICE, ICE BABY!

Priceless historics landed in the Porsche family's home town for the second GP Ice Race...

Words **Dan Furr** Photography **Nikolaus Faistauer and Porsche**

Ferdinand 'Ferd' Porsche looks confused. "I could never understand why my university friends were never into motorsport as much as I was," he ponders. Being a member of the Porsche family (the great-grandson of the eponymous company's founder and son of Wolfgang Porsche, the youngest son of Ferdinand 'Ferry' Porsche) might have something to do with it, but at least Ferd had his octane-obsessed friend, Vinzenz Greger, to wax lyrical about racing. The pair founded Greger Porsche Classic Cars, specialising in the supply of air-cooled Porsches and vintage Ferraris. It was while taking a skiing holiday in the Austrian town of Zell am See, famous for being home to the Porsche family's private estate, the pair hatched a devilishly masterful plan. "I recall seeing my father's retired 550, complete with spiked tyres used for ice sports," Ferd tells us. "I knew a little about the races hosted here many years ago, but couldn't think why it had been so long since they were last held. Vinzenz and I started by talking to Porsche works drivers, Hans-Joachim Stuck and Richie Lietz, asking what it would take to establish a new ice race and whether people would be interested. We then met Zell am See's mayor, the people from the local tourism authority and the Austrian Motorsport Federation, which is when things really started to come together. Eighteen months later, in early 2019, the first GP Ice Race happened. We didn't expect many people to attend, but were pleasantly surprised when a few thousand turned up!"

Just before we went to press with this issue of *GT Porsche*, the second annual GP Ice Race was held in Zell am See. Once again, the focus was on historic Porsche racing machines.

356 Speedsters, classic 911s, modified 914s and output from RUF hammered around a 600m track atop a thick layer of ice. Many cars towed skiers in a renaissance of the lost art of *skijöring*. Porsche factory driver, Jörg Bergmeister, and Norwegian Olympic ski champion, Aksel Lund Svindal, were among those sliding their way behind priceless sports cars, though not all the action was restricted to Porsche's back catalogue – the new Taycan Turbo S wowed the 16,000-strong crowd with demonstration laps in the hands of experienced racing instructors.

FIRE ON ICE

Many attendees have already billed GP Ice Race as 'Goodwood Festival of Speed on ice'. Certainly, wider interest from the Volkswagen group of companies saw rally cars from Skoda, Audi and VW join the Porsches taking part, cars including new 935s, 991 Speedsters and the occasional 991 GT3 RS. The real stars of the show, however, were the classic Stuttgart-crested speed machines brought to Zell am See from all over Europe. Early two-litre 911s were a particular highlight, cheered on by enthusiastic onlookers, though these colourful machines were somewhat out-applauded when locals competing against them in cars worth a fraction of a classic Porsche's value took to the ice, many of them held together with tank tape and cable ties. The crowd loved every minute!

Away from the specially prepared track, Porsche Classic laid on a static display of valuable historic Porsches, while Porsche Design launched a commemorative GP Ice Race watch. Works driver and occasional *GT Porsche* guest columnist, Neel Jani, was also in attendance, promoting Porsche's Formula E efforts with the 99X. Same time next year, then? ■





WHILE TAKING A SKIING HOLIDAY IN THE AUSTRIAN TOWN OF ZELL AM SEE, THE PAIR HATCHED A DEVILISHLY MASTERFUL PLAN



Top Don't try this at home, kids!

Facing page More than 16,000 attendees turned out to watch cars from Porsche and its sister brands tackle Zell am See's 600m ice track

Left Vinzenz Greger (left) and Ferdi Porsche, the duo responsible for establishing GP Ice Race back in 2019



AWAY FROM THE SPECIALLY PREPARED TRACK, PORSCHE DESIGN LAUNCHED A COMMEMORATIVE GP ICE RACE WATCH

Above Historic Porsche sports cars, including James Turner's Paul Smith-designed two-litre 911, served as the event's big draw

Right Newer Porsche cars were also well represented, with GT3 RS-badged beasts strutting their stuff and the Taycan Turbo S performing demo laps in the hands of pro driver coaches



Right and facing page Porsche brand ambassadors, including Jörg Bergmeister, Richie Lietzand, Hans-Joachim Stuck, and Norwegian Olympic ski champion, Aksel Lund Svindal, wowed the crowds







Above A static display of classics included rare Porsche family-owned vehicles, as well as a 718 RSK, the 953 Group B rally design study and a 911 ST driven by Gérard Larrousse at the 1970 Tour de France Automobile

Far right Unsurprisingly, Wolfgang Porsche was one of the fantastic event's special guests



Right Neel Jani braved the cold to promote Porsche's 2020 Formula E campaign with a static display of the 99X Electric race car



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992 CARRERA

BASIC INSTINCT

The new 911 Carrera is the slowest, least powerful 992 you can buy. Why, then, is it such a brilliant car?

Words **Matt Robinson** Photography **Barry Hayden**





More so than with any other generation of 911, the 992's hierarchy boggles the mind. We've already had the S derivatives, which generate a huge 444bhp and 391lb-ft of torque. Spec one of the Coupes up as a 4S with the Sport Chrono pack and you'll see the dash from rest to 62mph obliterated in 3.4 seconds. Top speed is an impressive 190mph. We've said it once and we'll say it again: that's 996 Turbo pace. From a Carrera S. It's just barmy.

Knowing Porsche has to build the many-storeyed 992 ziggurat from there, with a GTS and then a GT3 and then a GT3 RS and then a Turbo and then a GT2 and then any other specials that might appear in between any of these layers of blistering speed (new 911 R, anyone?), we almost worry for the powers-that-be and the daunting task they have cramming a load of different machines into a vanishingly small incremental performance range hovering around a three-second 0-62mph time and a 200mph top speed. But that's Porsche's problem, not ours. Yet, what if you want to go the other way with your 992? What if you don't need 450-ish-bhp and then some? Where does the (for want of a much better adjective) 'regular' Carrera stand in this era of varying discreet degrees of 911 hyper-performance? We felt it was time to find out.

THE CARRERA IS HARDLY A PAUPER IN THE DYNAMIC EQUIPMENT STAKES

After the 992 Carrera S Coupe, Carrera 4S Coupe, Carrera S Cabriolet and Carrera 4S Cabriolet were launched, Porsche moved its attention to the base-spec Carreras. Again, you can go for a Coupe or a Cabriolet, and then a '2' or a '4', depending on which axles you want driven, but the rear-wheel-drive variant we're sampling here isn't known as the Carrera 2 in official nomenclature, instead being called just Carrera. Indeed, our test car didn't even have 'Carrera' written on its rump - it simply had Porsche lettering in the range-sharing full-width light strip, with a discreet nine-one-one badge displayed beneath it.

Any fear the £82,793 Carrera Coupe would somehow feel like a poor relation is soon dispelled once you see the, um, 'lowliest' 992 in the metal. It remains a stunning car to behold. Without the Sport Design package, the rear number plate is mounted lower in the bumper, but the distinctive look of the current 911's backside is growing on us by the minute. The styling of our loan Carrera was also helped by a couple of oh-so-choice options picked by the Porsche GB team: Aventurine Green metallic paint (£876), the upgrade to Carrera S alloys (20-inch at the front and 21-inch at the rear, making them an inch bigger in diameter in each corner than the standard rims and commanding a price tag of £1,145), privacy glass (£387) and wheel centres featuring the full-colour Porsche crest (£114).

All combined, in an elegant and subdued colour, the simplistic, borderline minimalist shape of the 992 Carrera looks beautiful and truly GT-like, as opposed to the out-and-out sports car the more be-winged and extreme versions of the 911 can be.

Complementing the exterior was a cabin dressed in two-tone Black and Island Green leather (£422) and all the usual excellent Porsche appointments, including like the five-dial (largely) digital instrument cluster, the perfectly sized steering wheel (not a GT Sport item with the rotary mode-select dial and Sport Response button, though), that gorgeous 10.9-inch Porsche Communication Management (PCM) infotainment touchscreen (one of the best systems in the automotive business, this) and the general ergonomic correctness the 911 has always been renowned for. The graceful design and ambience of the 992's interior makes the cockpit of any 991 feel immediately dated, which shows just how quickly things progress, even when it comes to the 911, a car famous for following the same blueprint for almost six decades.

LIGHTING THE WAY

Options on our test car were relatively few – its final ticket came in at £109 shy of ninety-one grand. Now, we realise a five-figure 911 is hardly something to be amazed by, but with the Carrera 4S Coupe starting at almost £100,000, this test Carrera felt like something of a bargain. To round up all the extras, Porsche uprated the LED headlights (with four-point daytime running

lamps) to Porsche Dynamic Light System Plus (PDLS+), including auto high-beam, anti-dazzle dipping and the ability to turn the headlights in line with the steering-angle input. That'll set you back £699. The Porsche crest embossed on the headrests of the front seats commands £161, the standard-fit front and rear Park Assist sensors were augmented by a rear-view camera for £464, the interior and exterior mirrors were self-dimming items with an integrated rain sensor and demand for an additional £387, and then, the two biggest expenses came in the form of Sports seats (with fourteen-way electric adjustment and memory functionality) at £1,599 and a Sports exhaust system attracting a chunky £1,844 premium.

If you're reading through the list and making an extrapolation about the Carrera's reasonably spare chassis tech, you're doing well. There was no rear-axle steering on our 911, no Porsche Torque Vectoring Plus (PTV+) for the driven wheels, no Porsche Ceramic Composite Brakes (PCCB) to enhance the stopping power... and yet, the 992 Carrera is hardly a pauper in the dynamic equipment stakes. Porsche Active Suspension Management (PASM) is standard-fit, as is variable-ratio electric power steering with a steering-pulse generator. The brakes are four-piston aluminium monobloc calipers gripping internally vented and cross-drilled 330mm discs. There's Porsche Stability Management (PSM) traction control with extended brake functions in the ABS, while the mighty 9A2 Evo biturbo engine features dry-sump lubrication with an on-demand fuel



IT'S AS UNADORNED AS THE 911 WILL GET: REAR-WHEEL DRIVE, STANDARD SUSPENSION, STANDARD BRAKES, STANDARD STEERING AND NO PTV+



Above It's amazing to think the Carrera is the entry point to the 992 range, such is the brilliance of the model

pump, direct fuel injection and VarioCam Plus valve timing and lift. Oh, and two gasoline particulate filters, though we'll gloss over that.

Of course, due to the fact there's still no manual 992 (the Carrera coming with the eight-speed PDK dual-clutch transmission), we're not about to claim this is some pared-back, sub-GT3 driver's special, but it's about as unadorned as the 911 will get: rear-wheel drive, standard suspension, standard brakes, standard steering and no PTV+. The engine delivers a fulsome 380bhp with 332lb-ft of torque on demand, deficits of 64bhp and 59lb-ft when comparing to S-badged 992 output. But just look at the on-paper performance! Even with its two-wheel drive configuration and lacking Sport Chrono, the 992 Carrera runs 0-62mph in 4.2 seconds on its way to a top speed of 182mph. More startling is the fact this nifty 911 is ranked well beneath the ten-second marker for a 0-100mph sprint, clocking a tremendous 9.3-second time for such step-off acceleration. Flexibility is no issue, either, because if you're travelling at 50mph and you squeeze the throttle, just 2.6 seconds later you'll be doing 75mph and the Porsche won't have even shifted gear to achieve such an uplift in velocity. If this is what 'slow' means in Stuttgart, we think the bods at Porsche ought to have a look at their German-English dictionary in closer detail before having another crack at deciphering the antonym of 'fast'. »

Facing page
Driving dynamics are sharp, as proved by the workout we gave our test car

MEXICAN MAGIC

The Carrera nameplate was 'lovingly borrowed' by Porsche from the Carrera Panamericana, a road race in Mexico held for five consecutive years from 1950. The Panamera also gets its name from the event, which was cancelled by Mexican officials due to concerns regarding driver and spectator safety — where once the Carrera Panamericana had been aimed at amateur motorsport enthusiasts, by 1954, it had become a highly professional enterprise, attracting some of the world's biggest sports car manufacturers, including Ferrari, Lancia, Mercedes-Benz, Alfa Romeo, and, of course, Porsche, which won the Small Sports Car category with the 550 Spyder in 1953. Famous drivers included Dan Gurney, Hans Herrmann, Karl Kling, Umberto Maglioli, Alberto Ascari, Phil Hill and Juan Manuel Fangio. The race was re-established in 1988, taking in closed stages of public road along some of the original course. Specially prepared classic 911s and Jaguar E-Types are popular entries. The event is noted for playing host to NASCAR-inspired modified muscle cars ineligible for historic racing elsewhere.

BODY LANGUAGE

Following the demise of the 991, all variants of the eighth-generation 911 come with a wide body, previously the reserve of four-wheel drive models and some special editions. The front of the 992 is designed to pay tribute to the appearance of the early 911.



All of the above tots up to a 992 that is, quite simply, marvellous. It feels in no way lacking the sort of monstrous thump a 911 deserves. Yes, if you concentrate really hard, and if you've sampled an S or 4S of the same generation, you might discern the 380bhp Carrera doesn't quite have the same insistent ferocity when it's beyond 5,000rpm and chasing the redline, but we're talking very minimal differences here. Moreover, those differences would most keenly be felt on track, not the public road. Certainly, picking up extra pace from low speed feels every bit as lively and eye-opening here as it does in an S. The sound of the drivetrain, with that Sports exhaust fitted, is just about spot on. It's docile and demure beneath 3,000rpm, sufficiently meaty and hard-edged as the tach needle starts to swing to the right of the dial. The noise generated by the performance pipework becomes heavily redolent of the old naturally aspirated boxer sixes you'd find in 911s of yore, especially when you start pushing the Porsche closer to 7,000rpm. Aided and abetted by the superb eight-speed PDK, which cracks in ratios with an

immediacy that never lets the power delivery relent for even the briefest of moments, this is a properly fast 911. Drivers of older-era Turbos would need to think long and hard about squaring up to a 992 Carrera at the lights, that's for sure.

That said, this isn't a car dominated by the experience of its straight-line pace, nor the wonder of its soundtrack. It's simply a beautiful car to drive in all regards. There's a true dichotomy of character to the Carrera, like we've never sampled on a 911 before – it can play the pseudo-GT very convincingly when it wants to. Burring up and down motorways, the ride comfort is outstanding. Not big-limo smooth, naturally, as highlighted when the 992 reminds you of those 21-inchers covering the UK's craggy road surfaces, but there's a taut composure to the way PASM smooths out big compressions and washboard sections of asphalt. It's an utterly remarkable achievement, even for a phenomenally talented sports car. That it returned 27.4mpg and a motorway best of 35.5mpg is the icing on the Carrera's everyday practicality cake, but



THE 992 CARRERA IS SUCH A MASTERPIECE OF FAST-ROAD DAILY-DRIVING GENIUS, YOU WONDER WHY BOTHER WITH ANY OTHER 992 SCHEDULED TO ARRIVE IN THE FUTURE

Facing page Our test car was kitted out with a number of desirable cost options, but even a boggo 992 Carrera is well-equipped

it has lost none of the frisson of excitement when the mood takes you. The steering is some of the sweetest electrically assisted stuff we've yet encountered, brimming with as much feel as is possible and weighted with impeccable judgment. Though it's much reduced in the 2020s, and though the massive sports tyres provide outrageous traction for the Carrera in pretty much all conditions, you still get that 'corkscrew bob' from the nose of the 911 when you load up its outside rear in tighter corners, a traditional feature reminding you precisely where that flat-six is located. While its one-size-fits-wide body means the 992 Carrera isn't as slender as some of its predecessors, it remains a car that conveys an air of being compact and agile from behind the wheel. You can chuck it about on tighter back lanes with an abandon you just wouldn't get in the hulking form of, say, a Mercedes-AMG GT.

COMPLETE PACKAGE

And so, aside from the most exhilarating top-end fireworks from the twin-turbo engine – which you get in the S models – the 992 Carrera is such a complete car, such a masterpiece of fast-road daily-driving genius, you kind of wonder why you'd bother with any other 992 scheduled to arrive in the future. We certainly had every bit as much fun and feelgood joy behind the wheel of the Carrera as we did from an S, and we can't imagine the capital-T-Turbo will change the game that much, aside from offering thoroughly logic-defying pace. Yes, the motorsport-derived models

will, of course, have true driving enthusiasts all in a lather, but a 911 GT3 RS is hardly the sort of 911 that gets used throughout the year, on all sorts of roads and in all climatic conditions, a fact leaving us back at 992 Base Camp. What a car this Carrera is. What a glorious, glorious Porsche. A prestige sports machine that can deliver serene cruising and cultured refinement just as well as it can roar down your favourite 'test road'. The boxer engine plays all the right 911 notes and the chassis jabbars away to you with a constant stream of information and feedback. Porsche, we know you've got a lot more rungs to fill higher up the 992 ladder, but our worry is they may well be entirely surplus to requirements. This 380bhp model is a totally wonderful 911, whatever way you want to cut it.

FAST FACTS

ENGINE	3.0-litre twin-turbo flat-six petrol
TRANSMISSION	Rear-wheel drive, eight-speed PDK
POWER	380bhp at 6,500rpm
TORQUE	332lb-ft at 1,950-5,000rpm
FUEL ECONOMY	28.5mpg
CO2 EMISSIONS	206g/km
TOP SPEED	182mph
0-62MPH	4.2 seconds

Below Range-sharing rear light bar gives the current family of Porsche products a shared identity



EXTREME MACHINE

The Carrera GT enjoys a reputation for being one of the greatest sports cars ever manufactured...

Words **Richard Gooding and Dan Furr** Photography **Various**



Porsche's dominance of racing at Le Mans is known the world over. The manufacturer's cars have lit up the French circuit ever since the 356 SL took class honours at Sarthe in 1951, though only a handful of Stuttgart-crested endurance racing machines have made the transition from race to road. The sleeky 911 GT1 of the mid-1990s is one of the models to make the move from track to tarmac, but the resulting *Straßenversion* (street version) was limited to only a handful of examples to comply with homologation rules.

The race car it was based on scored Porsche its sixteenth overall victory at Le Mans in 1998, but with limited time and equally depressed resources to construct a successor, a factory entry to the following year's race was ruled out. Zuffenhausen's crack team of designers reasoned time between the close of the 1998 season and 2000 would provide enough breathing space to present a thoroughly modern race car for a shiny new millennium. Even so, Porsche President and Chief Executive Officer, Wendelin Wiedeking, needed to be convinced of the worth in investing heavily in the pursuit of a seventeenth Le Mans victory. The man charged with transforming the company's fortunes from the brink of bankruptcy to the money machine it is today recognised Porsche had already bettered Ferrari's number of wins in France by a significant margin. Did the famous German marque really need to prove itself all over again?

AUTOMOTIVE ART

If Porsche was to return to Le Mans, Wiedeking wanted a car shaped in the mould of the ground-breaking 959 – the new Porsche needed to be a technological tour de force showcasing the brand's excellence in engineering. The seeds had already been sown in the early 1990s, when Porsche returned to Formula One after leaving the series following a triumphant few years as engine supplier to the all-conquering Marlboro-sponsored McLaren team (read all about Porsche's Grand Prix adventures by ordering a copy of the November edition of *GT Porsche* at bit.ly/issuesgtp). The Footwork Arrows team's cars made use of the Porsche 3.5-litre V12 Type 3512 powerplant, but problems dogged the engine from the start, frustrating the team's efforts and proving the new partnership to be less than the success fans of both brands hoped for. Behind the scenes, a 3.5-litre V10 was being developed by Porsche factory engineering whizz, Herbert Ampferer, but the unit didn't see active service, resulting in it being shelved when the F1 project was sidelined for the aforementioned 911 GT1 Le Mans campaign.

Following the 911 GT1's retirement, the F1-derived V10 was evaluated for its suitability in a new prototype race car for Porsche's 2000 Le Mans outing. Early plans had considered the build of a car powered by a turbocharged flat-six, but due to concerns regarding the unit's weight and the requirement for extra cooling, redevelopment work began on the V10. The engine's displacement was increased to five-litres and its pneumatic valve springs were removed (LMP air restrictors rendered the parts supplementary to requirements). The prototype LMP2000 (codename 9R3) carrying the revised engine proved staggeringly fast in testing when works drivers, Bob Wollek and Allan McNish, »



were at the wheel, but the project was halted before the finished car could be built. Various rumours surround the LMP2000's demise, chief among them being an instruction to Wiedeking from Volkswagen Group Chairman, Ferdinand Piëch, to cancel further development work in order to avoid the possibility of Porsche embarrassing Audi's new R8-based race car at Sarthe. Consequently, the Stuttgart brand withdrew interest in the race and focused all manpower on the Cayenne SUV project, leaving the R8 driven by Tom Kristensen and his teammates, Frank Biela and Emanuele Pirro, to take the top spot. With Bugatti rumoured to be ready for resurgence with its Veyron project, as well as mega-powered products on the way from Ferrari and the teaming-up of McLaren and Mercedes for the SLR, however, Wiedeking gave the green light to take everything learned in the LMP2000 project and invest resources in a sensational new Porsche. Factory designation, Type 980, was born. It would be presented to the public as the Carrera GT.

Developed at Porsche's famous Weissach engineering facility under research and development chief, Horst Marchant, the project's keystones were quickly billed as class-leading power and technological prowess. As well as blistering speed, the new Porsche was intended to follow the path laid by the 959, providing comfort and ease of use without the fragility and temperamentality often associated with big-name, big-power automotive exotica. Techniques in the construction of lightweight chassis were carried over from the 991 GT1 Le Mans programme, resulting

Above Walter Röhrl providing valuable advice to Porsche engineers working on the Carrera GT design study back in 2000

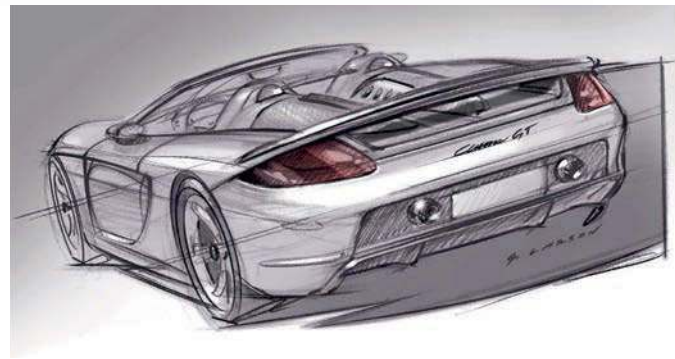
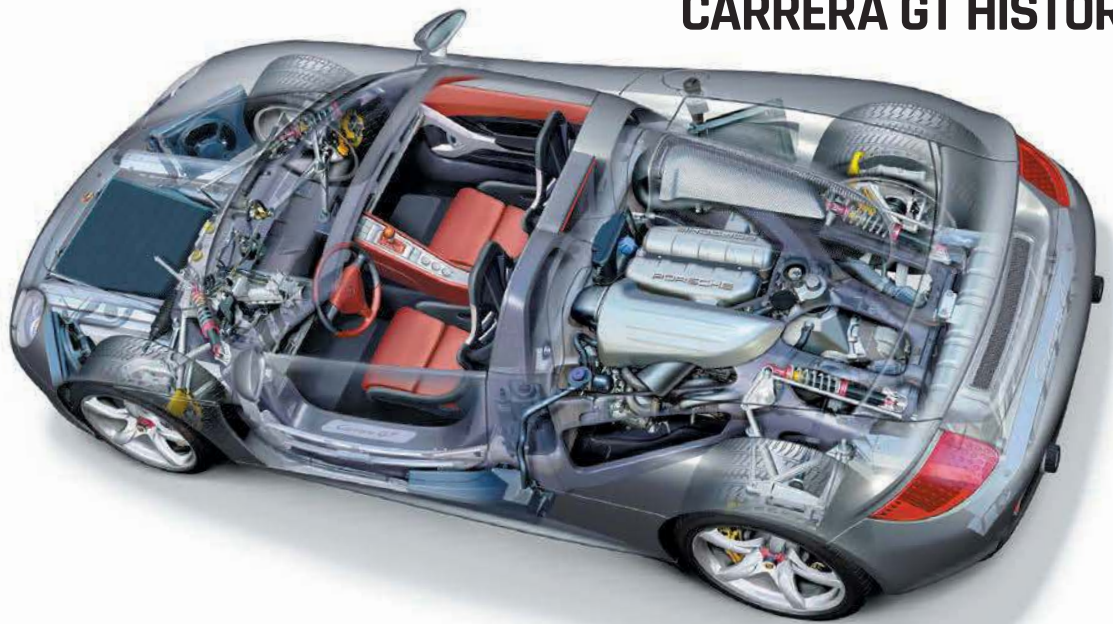
the Carrera GT tipping the scales at just 1,380kg. The first production car with a carbon-fibre reinforced plastic (CFRP) monocoque and drivetrain carrier, it possessed the ultimate in torsional rigidity. Such radical methods of manufacture didn't come without their problems, though – baked by the ATR Composites Group in Italy, CFRP needed to be able to withstand temperatures of 180°C, when, say, a Carrera GT was stuck in motionless traffic on a hot summer's day. Revised resin, multiple cooling fans and isolated exhaust pipework proved to be the solution. More than a thousand CFRP pieces were used to complete the Carrera GT jigsaw.

Saving vital kilograms, a stainless steel crash structure absorbed high impact forces and, thanks to a reinforced windscreen frame, integrated roll bars and a quartet of airbags, the Carrera GT ruthlessly chased worldwide automotive safety standards. Further galvanising the model's credentials as the leading light of Porsche production, the project's engineers also ensured the new roadster achieved the lowest possible centre of gravity, thereby sharpening its handling and driving dynamics.

STATES OF PLAY

Stylist, Grant Larson, penned preliminary concepts during February and March 1999 at Porsche's Californian design studios. At the time, he was also developing the look of the 997-generation 911 (read all about the history of the sixth-gen Neunelfer by visiting bit.ly/issuesgtp and ordering a back issue copy of last month's *GT Porsche*). Wiedeking

Facing page
Advanced methods of design and construction made the Carrera GT a technological trailblazer, just like the 959 before it



and head of Style Porsche, Harm Lagaay, commuted to the United States every fortnight over the course of several months in order to check on Larson's progress. Tony Hatter, designer of the 993 and 911 GTI, refined the Carrera GT's cab-forward lines, with digital modelling deployed to turn the concept into a production-ready design. Subsequently, small-scale and full-size models were produced, with orders then given to produce two show cars. One was made operational for the heroic promotional film starring brand ambassador and two-time World Rally Championship winner, Walter Röhrl, hammering his way around the Nevada desert. The other was a static display piece.

An automotive work of art, the Carrera GT concept was unveiled at Louvre Museum in Paris on 28th September 2000. Röhrl drove the car along the Champs-Élysées for the benefit of the world's media, though, in truth, the Porsche he was in charge of was far from finished, not least because it was loaded with a 5.5-litre version of the V10. Regardless, not even the rain of that autumn evening could dampen the enthusiasm everyone in attendance had for the car. An identical reaction was witnessed at the Paris Motor Show that same month, though the announcement Porsche was about to commence series production would have to wait until 8th January 2002, at the North American International Auto Show, held in Detroit, Michigan.

The covers were pulled from the production car at the Geneva Motor Show in March of the following year. On first inspection, the presented Carrera GT looked the same »



A STAR IS REBORN

Last year, Porsche Classic received a commission from a Carrera GT owner wishing to treat their pride and joy to a full restoration (yes, really). Consequently, the car was stripped down to its individual components, each one checked and refurbished or replaced. Astonishingly, 350 hours were spent sanding and recoating the carbon-fibre bodywork, reducing fade and natural 'yellowing'. Even the car's central tub was refurbished. The finished restoration was coated in Oak Green Metallic, a shade from Porsche's 1970's colour catalogue. In the cockpit, contrasting Oxblood red leather seats with houndstooth inserts reign supreme, while the rear badge, brake calipers, intake covers and magnesium five-spokes were treated to gold paintwork. The polishing of the rims called for an engineering solution as spectacular as those employed when the car was first assembled — because a traditional polish would structurally weaken each wheel, a layer of real silver was applied to the centre-lock rims, followed by a protective coating. The finished build was unveiled to its owner and 100 assembled guests at PEC Atlanta.



as the concept car Röhrl had ferried around the mean streets of France, but an extensive re-engineering process had dictated alteration to almost every measurement. The wheelbase, for example, was increased to 2,730mm to house the radiators and a more practical fuel tank, while technical needs resulted in much larger air scoops. A pair of removable carbon-fibre Targa roof panels (parts which could be stowed in the front luggage compartment) also appeared, though the real eye-opener was the Carrera GT's astonishing Nürburgring Nordschleife lap time of 7:32.44 minutes.

MODERN CLASSIC

Mixing form and function, the car's low-slung style and external scoops looked great, but they also served as valuable performance enhancers. At the front, air was fed to 380mm Porsche Ceramic Composite Brake (PCCB) discs and six-piston calipers, exiting through vents at the trailing edges of the front quarters. Rear wing inlets were designed to control airflow around the awesome anchors and mid-mounted engine, as well as the carbon underfloor and diffuser. A raising rear spoiler provided much-needed downforce at high speed. Racing aero and a drag coefficient of 0.39 determinedly helped the car to achieve ballistic pace. "How ballistic?" we hear you cry. How about Rocket ship ballistic?! The 612bhp Porsche scorched to 62mph in 3.9 seconds (though independent tests have shaved this figure to 3.57 seconds). Top speed was quoted as being 205mph, with aerodynamics delivering downforce of 295lb-ft exerted on the rear axle. A six-speed manual gearbox specially developed for the car – no PDK here – helped with weight distribution, and the driver was able to slot between cogs via a beautiful laminated birchwood gear knob (later offered as a carbon-fibre part) recalling past Porsche motorsport glories. The accompanying Porsche Ceramic Composite Clutch (PCCC) was a nod to the Carrera GT's racing origins, with the small-diameter 169mm clutch plate cut by a water jet at 3,000bar pressure and offering lightweight construction and a long service life.

Suspension derived from the 911 GT1 featured double-wishbone pushrod axles bolted to the car's structural CFRP modules, while five-spoke forged magnesium rims

Above Carrera GT five-spoke centre-locks were forged from magnesium

Below Walter Röhrl testing the finished Carrera GT, once again proving he has one of the best jobs in the world!



CARRERA GT HISTORY

(a production car first) measured 9.5x19-inches at the front, growing to a whopping 12.5x20-inches with outlandish 335/30/20 black circles at the business end of the Carrera GT. The cabin, too, exhibited the super-Porsche's exotic DNA. Carbon elements were exposed on the doors, while a steep 'rising' magnesium-finished centre console played home to switchgear. The composite carbon-Kevlar seats weighed just 10.3kg each and were finished in supple leather. BOSE audio and in-car satellite navigation were offered as standard equipment.

Befitting its race-to-road character, the Carrera GT saw Porsche register seventy patents during the model's four-year gestation. Perhaps more impressively, more than two-hundred engineers transformed the stillborn Le Mans prototype into the new super-Porsche, with all aspects of the build carefully monitored by Technical Project Manager, Michael Hölscher. As you've undoubtedly surmised, the production Carrera GT's heart beat much faster than that of the concept – the show car's dry-sumped 558bhp 5.5-litre V10 had grown to 5,733cc. All 612 ponies were released at 8,000rpm. Maximum torque of 435lb-ft came into play at 5,750rpm. 124mph was reached from rest in just 9.25 seconds, the quarter-mile despatched in 10.97 seconds.

With zero adjustable chassis or launch controls, the €452,400 (£311,000) Porsche was viewed as an almost 'back to basics' supercar. Old-school or not, it was a machine driving enthusiasts were crying out for. Advance orders numbered a thousand, encouraging a projected production run of 1,500 units. Carrera GTs rolled off the production line at Leipzig alongside the Cayenne, with engines shipped over from Zuffenhausen. Three Carrera GTs were built by hand per day, and in typical and longstanding Porsche fashion, buyers were able to request custom interior and exterior finishes toward the end of the model's time on the assembly line. Sadly, sales fell short of Porsche's predictions due to changing airbag regulations in the United States, the Carrera GT's biggest market – the 1,270th and final Carrera GT was completed on 6th May 2006.

Like the 959 before it, the Carrera GT generated huge amounts of media coverage for Porsche. More importantly, it delivered big profit. For all its technical supremacy, this was the one failing of the 959 project. Both cars left a lasting imprint on Porsche thinking, though, with the Carrera GT not just recognised in the present as being as one of the very best mid-engined sports cars ever built, but its advanced technology and extraordinary looks continuing to rank it as one of the greatest sports cars of all time.

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911 TURBO

THE EXTREMIST

With 650bhp and 520lb-ft torque on tap, this carbon-clad 911 Turbo is the former head of Porsche Iceland's attempt to build the ultimate air-cooled classic for tackling his homeland's rural roads...

Words **Robb Pritchard & Dan Furr** Photography **Robb Pritchard**



FROM RACE TO ROAD

Porsche's success in F1 as an engine supplier to McLaren is well known, but were you aware the 750-1,000bhp TTE P01 powerplant fitted to the team's Marlboro-sponsored MP4/2 and MP4/3 cars was installed in a 911 Turbo for testing purposes? The car rode on RUF wheels, featured a deeper 'whale tail' (to allow for a duo of high-flow intercoolers) and a revised front bumper. In 2018, British tuning outfit, Lazante, revealed a custom 911 based on the same design and featuring a genuine Porsche F1 engine from the period.



A glance at the 911 on the pages before you is bound to raise an eyebrow. After all, the appearance of this turbocharged beast will undoubtedly be too aggressive for those who consider themselves marque purists, but under the (quite literally) over-the-top rear wing is a tweaked and tuned powerplant propelling a project Porsche put together by a guy with decades of extreme engineering experience under his belt. Yep, weighing in at a scant 1,030kg, putting out 650bhp and kitted-out with NASCAR componentry, this bewinged behemoth is both stunning and unique. It's also unusual insofar as it was built in Iceland, one of the least hospitable places for a Porsche sports car, where speed humps litter the capital, Reykjavik, and the driving season is barely four months long. Oh, and then there's the seemingly endless number of speed cameras dotted about the interior...

Having said all this, it may come as something of a surprise to learn there's a dedicated army of Porsche enthusiasts in what is recognised as the most sparsely populated country in Europe (just 364,260 Icelanders at last count). Indeed, Jon Einar Eyjolfsson, the creator of the white wonder on the pages before you, spent a decade as Managing Director of Porsche Iceland, though even he acknowledges the sheer cliff faces and rugged terrain of his home country can present a challenge to even the most sophisticated of 911s venturing off the beaten track.

Before assembling the sensational speed machine he's currently in charge of, he enjoyed time behind the wheel of a blown V8 Pontiac. "I used that car to smash Icelandic drag racing records that'd stood for more than ten years," he grins. Clearly, modifying motors comes second nature, but the 911 presented a completely fresh challenge, though one Mrs Eyjolfsson welcomed. "Over a thousand evenings,

myself and my good friend, Vidar Vidarsson, built this car to its current specification. My wife loved having me out of the house for the best part of three years!" Jon laughs.

So what exactly is the air-cooled custom classic we've hotfooted our way north of Blighty to spend time with? Despite the presence of those 964 bumpers, you can dismiss any notion of the car being an example of the 993's predecessor. What you're looking at is, in fact, a genuine 1979 911 Turbo (930) in custom battle dress. "I liked the idea of flipping the backdate craze on its head and forward-dating my old 911," Jon smiles "but, more importantly, I was keen to build an air-cooled classic Porsche different to what everyone else was producing. Furthermore, I needed to be challenged, not only by the process of building the thing, but also by how powerful the finished Porsche would be. It needed to be a street-legal 911 Turbo that would seriously test and further my driving abilities."

BUILDING THE BEAST

The heavily reworked and dry sumped 3.3-litre forced-fed flat-six is loaded with Mahle pistons, ARP fasteners and Web camshafts, while the connecting rods and crankshaft have been subjected to Magnaflux strength testing. A revised valvetrain makes use of CW springs, with fuelling taken care of by RC high-capacity injectors, twin 993 RSR fuel pumps, Aeromotive filters, an aluminium fuel cell and Russell Performance fitting hardware. A duo of Turbonetics T3 hybrid turbochargers provide bags of boost, supported by a plethora of performance airflow equipment, including K&N air filters, a modified 964 intake manifold, bespoke headers wrapped with Thermotec heat protection material, Flowmaster Outlaw racing mufflers, TIAL wastegates, matching blow-off valves and a high-flow intercooler. As Jon explains, he and Vidar made the exhaust manifold





Above Concerns regarding stability indicated Jon would go flying without wings



Facing page No expense has been spared in the creation of this wild 930, which fools everyone into thinking it's a customised 964

pipes themselves. "Normally, when you introduce a bend to a pipe, it reduces diameter, but my mandrel bending tool allowed us to keep uniform measurements when creating the car's equal length exhaust tubes."

The twin plug ignition system benefits from MSD 6AL management and Blaster HVC coils from the same manufacturer. A host of other electrical goodies, including a Blitz boost controller, a J&S Electronics Safeguard knock control system (with optional dual coil driver) and a FAST ECU, have also been added to the mix, with the power they help keep in check transferred to the road via a G50 gearbox prepared by Patrick Motorsports. Joined by a Clutch Master racing clutch, a lightweight single-mass flywheel, thirty-spline hollow driveshafts, Swepco gear oil and bespoke constant velocity joints from RCV Performance (better known for producing indestructible parts for all terrain vehicles), the custom cog swapper ably handles 520lb-ft torque. Of course, when dealing with this kind of output, the rest of the chassis needs to be equally well equipped, which is why Jon's 930 has been treated to Moton Racing dampers, Eibach springs, adjustable anti-roll bars, an Elephant Racing bump steer kit, ERP spring plates and configurable top mounts.

Reining in all that power is a 993 Turbo brake setup supplied by Rennsport Systems. Complemented by »

BIRTHDAY BOOST

2020 marks forty-five years since Porsche unleashed the 930 (911 Turbo) on an unsuspecting automotive world. Four-hundred cars were produced in accordance with FIA Group 4 homologation rules, but such was the popularity of the boosted 911 among motoring enthusiasts, production continued well beyond initial expectations (all of the initial run were built by the end of 1975, followed by the 1,000th 930 being completed on 5th May 1976). The model's turbo technology was applied to the three-litre flat-six used in the Carrera 3.0 and was a variation of the forced induction equipment fitted to the legendary 917/30 Can-Am race car. Porsche badged its new wide-quartered and whale-tailed (changes introduced to provide additional engine heat dissipation, extra downforce and increased grip) creation simply as 'Turbo', though some early builds were labelled 'Turbo Carrera'. The 930 would remain Porsche's flagship model for all of the fourteen years it spent on the Stuttgart assembly line.



a Tilton Racing brake force reduction valve and cooling ducts in the front bumper, the super-stoppers can be seen peeking out from behind the spokes of the car's made-to-order Forgeline ZX3R nineteen-inch staggered rims, boasting twelve inches of girth at the rear. They're wrapped in Michelin Pilot Sport Cup tyres and held into place by lightweight titanium bolts. "I guess I'm a bit of a nerd when it comes to this stuff," Jon grins. "I'd seek the best parts I could find, before searching for the same-specification alternatives if I didn't like the look of the original item." In essence, he's tried to achieve the perfect balance of performance and aesthetics.

WICKED WEAVE

Talking of which, he tells us the hardest part of the build was sorting the body panels, which are all constructed from carbon-fibre, save for the roof, which is steel. "I couldn't find one manufactured from carbon at the time of the build," he sighs. "I guess I could retro-fit one now, but I'm in no rush after discovering how difficult it was to get the rest of the bodywork right. Put it this way, if building a race car, you can just stick the wings on and, after stickers and other livery have been applied, nobody will notice panel gaps. My car was always destined for the road, which is why extra scrutiny was required to ensure more acceptable fit and finish." The exterior took weeks to get right, but while the end result was clearly worth the effort, Jon confirms fitting the carbon-fibre dashboard was another frustratingly time-consuming aspect of the build. "What was supposed to be a simple job ended up being spread out across three days," he frowns. "We winced as we cut carbon, grinding away excess material to fit the dashboard around the professionally welded-in roll cage. We even had to enlist the help of a local prosthetics company to supply the kind of 'perfect finish' glue I wanted to use."

Coated in glistening Glasurit, the cool carbon body components were added to keep weight as low as possible, Jon not wanting the car to tip the scales past 999kg. His determination to dump bulk extends to the appointment of Lexan polycarbonate windows and specially made aluminium door hinges. The cabin was, of course, completely stripped – the standard seats were replaced by OMP HTE buckets and Schroth safety harnesses, while the factory heating system was ditched in favour of a small Webasto windscreen warmer. Rennline pedals and foot rests, an AIM digital datalogger, a meaty Fabcar racing

Above Jon's time spent as Managing Director of Porsche Iceland makes him the ideal brand ambassador in his home country

Below From custom door hinges to carefully selected fuel equipment, vastly reduced weight has been a major project goal

shifter, a crude ventilation tube and an OMP steering wheel with quick-release boss are pretty much all that's populating the interior, which is cocooned inside the aforementioned roll cage.

We should probably mention that wing, eh?! Even Jon thinks it's a bit much, but all the research he carried out during the build pointed to disaster if he was to even slightly lose the rear end, hence the need for a huge amount of additional downforce. The part he ended up fitting is an odd hybrid comprising a GT2-style lower section mated to a Design Carbon Evo II 'banana' upper wing, made to mirror the form of the part seen on Porsche's 1998 GT2 race car. "Truth be told, I'm not a massive fan of the wing, but it's a necessary evil," Jon reasons.

Contrary to what the dominating rear adornment might suggest, this is a refined build. There are no huge, riveted wheel arches, no huge amount of exposed carbon on the exterior, no quirky details the likes you'd find peppering Magnus Walker's Instagram feed. This is simply a heavily modified 930 taken to the absolute extreme of what its creator deemed permissible for an Icelandic road car. At high speed, it absolutely clings to the asphalt, the wide rear rubber being pushed down from above, the custom exhaust spitting flames in excitement. The exhilarating roar of the engine sends shivers down the spine, but is kept in check by those 993 Turbo stoppers calling time on big power with the ability to enact what seems like an immediate halt when required. Back up to speed, the car can be thrown into the tight twists of Iceland's rural roads without fear of repercussion, though we can't say it's a particularly comfortable ride unless your name happens to be Jon Einar Eyjolfsson. "I've bolted the seats to the floor instead of using slider rails. They're completely non-adjustable, installed specifically to cater for my needs. The lack of rails was another effort to cut down on excess bulk. That said, filled with fluids, the car has fallen short of my sub-tonne target by registering 1,080kg."

The finishing touch, of course, is that 911 number plate. "It's totally real!" Jon beams. "The Icelandic vehicle registration office recently relaxed regulations, allowing for the adoption of personalised plates on privately owned cars. As soon as I heard about the change coming into force, I bagged the ultimate Porsche plate," he adds. "A Clutch Master double clutch is next on the list. Pulling away from traffic lights and crawling over speed bumps isn't much fun in this car. You get all or nothing, which is a little hard on the left leg." Proof, if proof be needed, it's not just this Icelandic 911 Turbo's outrageous performance and eye-popping rear end that can be described as extreme!



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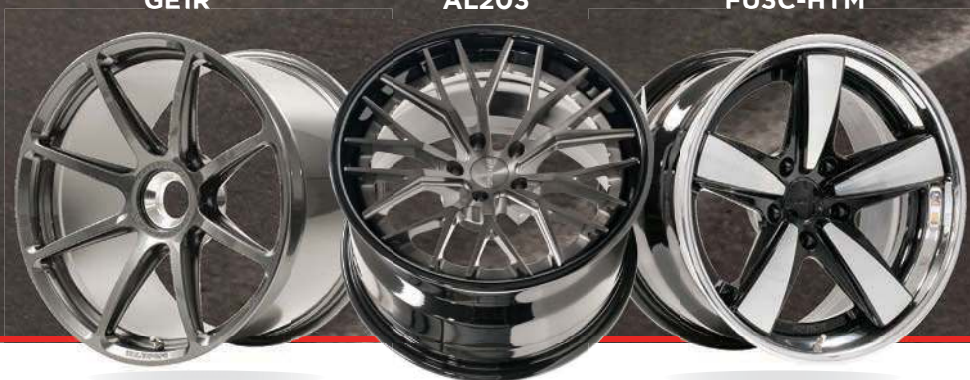
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FROM THE HIP

Modern mid-engined Porsches are a brilliant and more cost-effective alternative to the default position of buying of a 911...

Words **Neil Furber** Photography **Richard Pardon**

WHAT'S IN A NAME?

The Boxster nameplate is a merging of the words *boxer* (the type of engine used in model production) and *roadster*. The Cayman name's translation is less obvious, it being an alternative spelling of *caiman*, a species of alligator inhabiting South America. The Boxster was Porsche's first roadster since the 914, built between 1969 and 1976.

MID-ENGINE MARVELS



Nine-eleven. Nine-one-one. For almost sixty years, these numbers have meant one thing: *the sports car*. The one to have, the one to aspire to. Different generations, however, want different things from their four-wheeled friends. Fortunately, Porsche's modern product portfolio can cater for those who want to enjoy a truly dynamic driving experience coupled with a greater degree of flexibility suited to an active lifestyle. I'm talking about the manufacturer's recent range of mid-engined sports cars. Of course, the 911 will always be Porsche's flagship offering, but there's an argument for the Boxster and Cayman's mid-engined layout delivering the ultimate driving experience – turning corners with a flick of the wrist, that sensation of the car pivoting around the hip.

The cabin of a 911 has always been a great place to spend time. The roominess of a 2+2 and considered acoustics create a more complete ambiance. They add a layer of premium feel, ideal for a sports car that can be used daily. Sometimes, however, less is more: two seats in a more confined cockpit, a touch less refinement to communicate extra excitement. The Boxster and its derivatives offer a more concentrated alternative to the typical Stuttgart sports car experience. Oh, and let's not forget the practicality of two luggage compartments.

THE PERFECT BLEND OF EVERYDAY USABILITY WITH BEST-OF-THE-BUNCH NOISE

You may remember my recent coaching article comparing mid-engined and rear-engined driving dynamics (order a copy of the Autumn issue of *GT Porsche* at bit.ly/issuesgtp). Well, all that talk of low rotational inertia applies here. This is what gives the Boxster and Cayman immediate agility. As soon as you start to turn the wheel, the car reacts. It's as if you need only think about the bend and it happens. If you push the tyres nearer their tiptoes, you'll start to feel about-the-hip rotation synonymous with the mid-engined experience. I'm sure you've also heard people refer to how well balanced the Boxster/Cayman twins are. They offer supreme mid-corner stability, but at the top end of the 'spirited' scale, the tiniest tweak of the throttle pedal produces fabulous directional sensitivity, tightening a cornering line or making the car dance. It's little wonder many accomplished drivers prefer the mid-engined layout to having an engine at the front or back. From behind the wheel, the feeling is simply superb.

Having said all this, if you're sold on the idea of seeing your name printed on the logbook of a modern Boxster or Cayman, you're faced with answering an understandably confusing question: which one?! The 987 generation added the Cayman coupe to the mid-engined line-up. Then, likely inspired by the much-coveted range-topping 987 Cayman R, the third full round of Boxster/Cayman products (981) saw the inclusion of a GTS model to sit between the S and the end-of-era Spyder/GT4 pairing. Although not as focused as the Cayman R, at its launch, the GTS provided,

in my opinion, the perfect blend of everyday usability with best-of-the-bunch noise and tangible improvement on all dynamic aspects of the near-identical twins. With the sports chassis option ticked, the GTS provides the ultimate mix of agility and hip-pivoting, rivalled only by the Spyder, at the expense of a little ground clearance.

Following the line-up's switch to 718 nomenclature, a move to turbocharged four-cylinder engines and, then, the recent return of flat-sixes, we find ourselves with even more models to choose from – the lightweight T and recently announced GTS 4.0 boost the number of core Boxster/Cayman offerings to twelve. On the plus side, choice. On the flip side, choice! Money no object, there are, possibly, far too many models to choose from. If you're in 986 or 987 territory, things are a little simpler, and there are some great cars out there with everything you need to enjoy the mid-engined Porsche experience. If your budget stretches to a used 718, however, it can be tricky to know which car is best suited to your driving style and the environment you intend your prospective Porsche purchase to inhabit.

You may have already formed an opinion regarding the four-cylinder engine in the 718. If not, I'm sure you've heard fellow Porsche enthusiasts talk about the unit's controversial sound. Ignoring this oft-derided feature would be a sidestep too significant for me to get away with, suffice to say, the wider motoring press has only really started gushing about the 718 range following the recent reintroduction of flat-sixes to the Boxster/Cayman line-up. Granted, we were spoiled by the musical masterpieces of the six-cylinder engines fitted to the 981, but if you've researched recent Boxster/Cayman history online, you'll almost certainly have come across negative comments about the turbocharged flat-four from keyboard warriors who haven't actually owned one. In contrast, I've been

fortunate enough to live with many different variants of 981 and the majority of the 982 range, which is why I feel best placed to offer a clearer, more balanced view to help you decide which model to opt for.

Let's begin by addressing the howling, throaty rasp of modern flat-sixes. It's a special noise, though the 3.4-litre 981 GTS and its 3.8-litre Spyder stablemate sound a little better than the 3.4-litre S and entry-level 2.7-litre engines. This is, however, mostly high in the rev range or during committed full-throttle driving with sports exhaust fitted and valves open. It's important to note many owners are delighted with the more subtle flat-six soundtrack of the 2.7 and 3.4 units (and indeed, those of the 986 and 987-generation mid-engined Porsches) fitted with standard exhaust and driven in less aggressive fashion. After all, just because a sports car can be driven flat-out at the limits of grip on a racetrack, it doesn't mean you can't enjoy the precision, dynamic sensations, sounds and driving purity of these cars at normal road speeds during your commute to work or a leisurely weekend outing. This is where the 718 starts to shine. Yes, its force-fed flat-four produces a distinctive noise, but it's a *different* sound to that of the naturally aspirated flat-six, as opposed to one that 'isn't as good'. In fact, during most normal driving conditions, the flat-four is often louder and keeps reminding you it's waiting for a chance to play.

SEISMIC SHIFT

If you fancy a PDK gearbox, the difference in acceleration between the four and six-cylinder engines is less pronounced for kick-down, floor-it driving. Fans of the manual gearbox (or those of us who use PDK's manual mode) will find a huge difference in low and mid-range oomph as the flat-six needs higher revs to develop its



ONCE YOU EXPLORE THE 981-GENERATION OF BOXSTERS AND CAYMANS, EVEN THE MODEL WITH THE LOWEST ENGINE OUTPUT IS MORE THAN CAPABLE OF DELIVERING PLENTY OF SMILES TO THE MILE



Above If you can live without rear seats and aren't hell-bent on the idea of owning a 911, a modern Cayman or Boxster will pack a mighty punch and deliver fantastic handling

power. In contrast, the clever turbocharging strategy used in four-cylinder 718s provides great torque and linear power from around 2000rpm. During normal to 'lightly spirited' driving, this extra torque-induced power is addictive, offering great in-gear flexibility.

If you grew up with a poster of a 911 on your bedroom wall, you're likely to want to scratch that Neunelfer itch sooner or later. That said, once you explore the 981-generation of Boxsters and Caymans, even the model with the lowest engine output is more than capable of delivering plenty of smiles to the mile. Naturally, the same-age 911 offers even more performance, and you'd be right in thinking more power equals more grip, but the Boxster and Cayman provide finesse, a highly polished chassis and that magic hip rotation I keep harping on about. In short, the right modern mid-engined Porsche for your needs will be determined by how you wish to drive and whether or not you want people to hear you coming and going. Certainly, if you've got a 981 GTS running at full chat, the locals will know you're nearby!

Meanwhile, the attractive price point and core features available for first and second-gen Boxsters and Caymans make it fairly easy for you to choose the right car to suit your driving behaviour, though if your budget stretches to a 2.7-litre 981, you'll be the owner of a truly great Porsche, sports

exhaust or not. Take it from me, the 2.7 has plenty of power and, if you're interested in enjoying chassis dynamics rather than simple point-and-squirt straight line performance, you don't need any more poke for the public highway. On the other hand, the 3.4-litre S offers extra features as standard – higher spec cars include the variable damping of Porsche Active Suspension Management (PASM). The extra power and larger sports brakes (easily identified by red brake calipers) are great if you fancy driving in anger at a few track days. For heavier circuit use, the optional yellow-caliper Porsche Ceramic Composite Brakes (PCCB) are excellent, but be mindful of running costs.

Improved ride comfort is a welcome bonus thanks to the reduced unsprung mass of these lightweight brake discs. GTS models squeeze a few extra horsepower out of the 3.4-litre engine and, if you simply can't live without the extra performance or the best uncompromised road car, is an excellent choice. Combining the aforementioned sports chassis and largest factory wheels, you'll get the best agility and on-track performance, but the lower ride height and reduced comfort can be less than perfect if you regularly drive along rough roads and live in an area populated by sleeping policemen. As for the 718, the entry-level two-litre turbo may strike you as too small, but believe me when I say it packs a big punch. Off the line and during mid- »

Facing page Far from being the 911's poor relations, modern mid-engined Porsches are equipped with superb interiors and class-leading chassis equipment



range acceleration, you're already giving the 3.4-litre 981 S a run for its money! Meanwhile, the turbocharged 2.5-litre unit in the 718 S and (first round of) GTS models makes them relative rocket ships. If funds permit, our advice is you stretch for one of these, however, for spirited use on the twisty stuff, the standard two-litre engine is delivers everything you'll need.

Cayman GT4 and Boxster Spyder models (981/982) may currently be too new to be a cost-effective consideration, but it's worth noting there's something very special about these models. The ultimate in track and road performance respectively, those lucky enough to find themselves in possession of either certainly won't be disappointed, but these cars aren't without drawbacks as far as everyday usability is concerned. For example, the GT4's track-focused tyres and the Spyder's manually operated roof – coupled with a lower ride height – are compromises you won't find in an entry-level 2.7-litre 981 Boxster or, indeed, a tidy 986 Boxster or mid-range 987 Cayman.

BOX OF DELIGHTS

You're nearly there. Budget, engine spec, noise and major options are defined, but what about transmission options? The majority of new Porsche purchases come with PDK, however, there's a clear pull for the cog-swapping pleasure offered by a manual if your new mid-engined Porsche will be a weekend plaything – the gearshift feel in manual 981 and 718 models may be the best I've ever had the pleasure to use. On the other hand, PDK's shifting is superb – fast, smooth and flexible. Using manual mode with the buttons (available for 987 and 981 cars) or paddles, you'll have most of the control achievable with manual 'boxes without the faff of pumping the clutch and matching revs. Or, of course, you can just leave the transmission in 'drive' and let PDK do what it does best!

Earlier Tiptronic S gearboxes are also great when operated to their full potential, but PDK radically moved the goalposts. Even so, if the pedal-dance of heel-and-toe and double de-clutching is your thing, only a manual will do.

Above Red calipers signal the presence of sports brakes for hard road driving and light track work

Facing page If you haven't yet experienced the brilliance of a modern mid-engined Porsche, book a test drive as soon as you can

The auto-blip rev match feature in some models is useful if you can't be bothered to master the technique, or as a great demonstrator of 'perfect' shifting if you're learning the ropes, but with the rise of PDK, finding manual gearboxes in the later, more expensive cars is proving more difficult, a trend making a great case for choosing one of the older 986 or 987 models for an arguably purer driving experience. In short, Porsche's older, more analogue cars can be more pleasurable to a driving purist than those promising massive horsepower and ultimate performance.

As for track work, paddles give a great 'race car' feel. The rapid shifts in Sports Plus mode (with Sports Chrono package) and the ability to focus on brake pressure during trail braking is a clear advantage. Conversely, there's little more satisfying than a series of perfect throttle-blipping downshifts using a manual gear lever. It may be a slower method of swapping cogs, but this is real skill delivering enhanced levels of driving enjoyment.

I started this article by considering the special hip-centred dynamic quality of modern mid-engined Porsches as a solid alternative to the iconic and well-established 911. If you're already in charge of a Boxster or Cayman, you may respond with a knowing smile when somebody asks whether your car delivers a better drive than its more famous sibling. In reality, the ideal scenario is to own both a mid-engined Porsche and a 911. Put it this way, I'd love a 911 coupe for everyday use and a Boxster for fun at the weekend, but for the vast majority of us, limited space and finite funds dictate we must choose one or the other. The question, then, is which to shell out for?

If value for money, not to mention a supremely dynamic driving experience, is at the top of your hit list, then it's difficult to ignore the lure of the Boxster and Cayman. The next conundrum concerns the model you should buy. As outlined here, there's a high number of them spread across a comprehensive range spanning more than quarter-century. I don't mind admitting, when asked which Boxster or Cayman interested parties should go for, my answer has been different every time: be it 987 Cayman S, 981 Boxster 2.7, 981 Cayman GTS or 718 Boxster GTS (flat-four), there's no bad car to choose from. What a brilliant problem to have! ■



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986 BOXSTER (1996-2004)

Prices of early Boxsters remain low, making now a good time to buy the Porsche drop-top you always promised yourself

Words **Dan Furr** Photography **Antony Fraser**

Introduced at the back end of 1996, the Boxster range marked a radical change in the direction of Porsche sports car production, as well as a positive boost for the manufacturer's fortunes, which were verging on bankruptcy as the 1990s got underway. Threats to the dominance of European brands in the compact sports car sector were coming thick and fast from The Land of the Rising Sun, with Honda, Toyota and Mazda chief among the invaders, the latter's MX-5 going on to become the best-selling two-seat convertible sports car in history. Porsche's product line was looking dated, not only from an aesthetic perspective, but also technologically – increasingly strict emissions legislation in Europe and North America meant continued production of air-cooled engines was no longer viable.

Ironically, it was a classic Porsche that provided the blueprint for the future of the brand's output. Launched in 1969 as a replacement for the 912, the distinctively styled, square-edged, mid-engined, two-seat, rear-wheel drive 914 roadster looked completely at odds with the sleek, curvaceous lines of the range-topping 911, but the 914's amazing chassis dynamics and cute character scored Porsche almost 120k sales during a seven-year production cycle. A winning formula for the aforementioned Japanese car makers, the mid-engine, rear-wheel drive, two-seat layout had remained absent from Porsche's product line since discontinuation of the 914 in 1976. The Boxster brought it back with a bang.

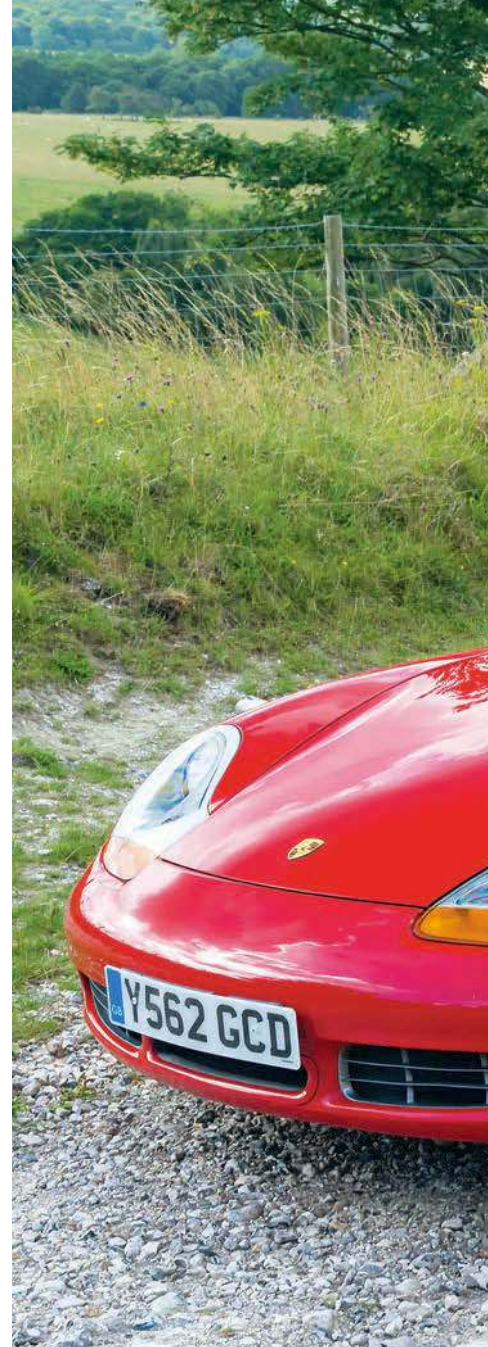
For further information regarding

986 product development, the model's rich history is outlined in detail in the February issue of *GT Porsche* (order a copy at bit.ly/issuesgtp). Suffice to say, the first Boxsters were launched with 2.5-litre water-cooled flat-sixes in 1996, before a hike to 2.7-litres of displacement in 1999 and the accompanying introduction of the 3.2-litre Boxster S, taking power closer to 250bhp with a sprint to 60mph from rest in 5.9 seconds (if opting for a manual cog swapper). The 986 line-up received a facelift in 2002, with new airflow equipment propelling the range-topping S triumphantly toward the 260bhp mark.

Blighted by exaggerated claims of premature engine failure, the 986 (and the 996-generation 911, developed alongside the Boxster) can be bought at low price in the current climate, making a well maintained example a bargain buy; you can pick up an early 2.5-litre Boxster for as little as £2.5k, though many specialists recommend forking out a little more for an S-badged 986 (an S in good, original condition can be yours for four grand). First-gen Boxsters are brilliantly balanced cars, which is why they've proved so popular in club level motorsport. They're also excellent platforms for tuning projects, with chassis and ECU upgrades turning an already lively Porsche into a much more powerful pocket rocket. It's difficult to see what other premium sports car offers so much open-top fun on four wheels for such little financial outlay. Tempted? Here's an overview of what to look out for on a test drive.

Right 3.2-litre S (red) is regarded as the more desirable early 986, though the base model can deliver plenty of smiles to the mile in the right hands

Overleaf Mid-engine layout makes the baby Porsche handle brilliantly around B-road bends





FLYING FINN

Production of the 986 started in 1996 at the former 928 assembly facility in Stuttgart. Valmet Automotive in Finland also manufactured 986 Boxsters for Porsche under special licence.

HISTORY

Porsche's methods of production have always been respected, but with the oldest 986 now getting close to a quarter-century old, it's vital you check to make sure the car you're looking at has been well maintained. Ask to see all documentation supporting claims of servicing, repair work and replacement parts. As is the case with all the cars we write buying guides for, ensure all fluids and filters have been changed in accordance with manufacturer instruction. Ask what grade and content of oil has been used.

Be wary of unexplained periods of the car being off the road. If in doubt, have a full inspection carried out by an expert. Enter the car's details into the DVLA's online vehicle enquiry service. This will

result in an MOT history (including all passes, fails and advisories) as far back as electronic records are stored, as well as proof of mileage at the point of each test.

Invest a couple of quid in an online vehicle history check. You'll get instant confirmation of any outstanding finance, insurance claims, changes of registration and the number of previous keepers. You'll also be able to tell if the Porsche you're looking at has ever been stolen or had a change of colour. Ideally, the Boxster you're viewing will have been maintained by Official Porsche Centres or reputable independent specialists. If services have been skipped, this may be a sign the car hasn't been properly looked after in other areas. Don't be afraid to ask questions.





TRANSMISSION & BRAKES

The Boxster 986's manual and Tiptronic semi-automatic gearboxes are solid bits of kit, but due to the age of the model, plus the potential for a high number of miles travelled, you might need to factor in the cost of replacing transmission fluid. Stiff shifting from first to second gear and a heavy clutch are signs of a problem, as is a clicking noise from the rear of the car and a clunking sound when you turn the engine off after your test drive. Sadly, Porsche gearbox problems generally go unnoticed until the fault presents itself as serious failure. It's a cliché, we know, but prevention really is the best form of protection, so check the car's paperwork to determine when a fluid change was last carried out. Also check for a deep hum or 'hollow' echo from the rear of the car above 40mph. This is clear indication of (admittedly, rare) wheel bearing failure.

Factory rubber brake hoses deteriorate with age, resulting in a 'spongy' pedal feel. Braided hoses will ensure maintained braking efficiency by refusing to flex under load. Good quality discs and pads should always be used on Porsche cars.

**IF YOU'RE LOOKING AT AN EARLY EXAMPLE,
FIND OUT IF A PREVIOUS OWNER HAS THE
UPGRADED THE TENSIONERS**



BODYWORK

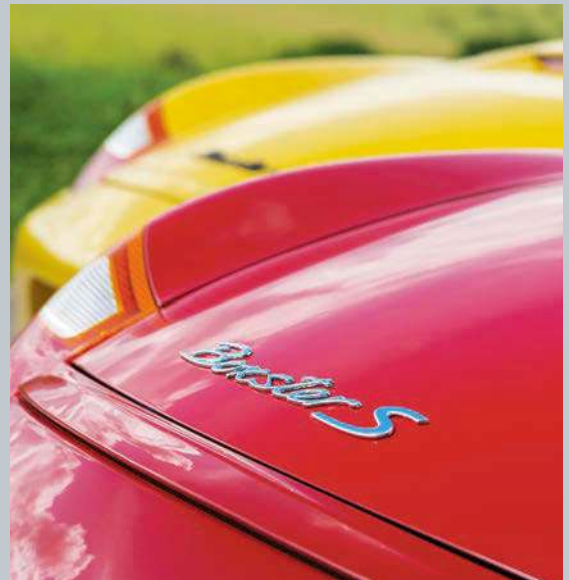
You'll rarely find a Boxster showing signs of bodywork corrosion, but if you're looking at a car displaying nasty rust, consider the likelihood you're viewing a Porsche with poorly repaired accident damage. Ask for an explanation and check through the vehicle's paperwork for evidence of cosmetic repair. Ask to see invoices outlining who carried out the work and when it took place.

Boxsters received a facelift in 2002. The plastic rear window was replaced with glass. A new electro-mechanical hood and an updated boot lid release mechanism (with an electronic emergency release button located in the glove box) also came into play. Additionally, amber indicators made way for clear parts, while the rear lights ditched orange plastic for smoked lenses. Outside of

North America, the same change was applied to the 986's side repeaters and the bumper design was updated.

Make sure you check the condition and operation of the roof. Retract it fully. Problems are usually quick and easy to fix, but will be annoying if you only discover them after you've arrived home with your new 986 Boxster! Look for signs of leaking rainwater around the back seats – the rear roof drains get blocked by leaves and dirt and can cause overflowing muck to settle in the rear cabin.

Replacement hoods are available, but they're expensive. Specialists can repair soft-top wear and tear, but you'll be surprised at the improvement you can make to faded fabric by applying low-cost restoration treatment products from aftermarket manufacturers, including Renovo.



COOL RUNNINGS

One of the 986 Boxster's design flaws is the placement of its coolant radiators and air-conditioning condensers. Not only are these parts susceptible to stone chips, they corrode if the front air intakes get blocked with rotting leaves and dirt. Inspect the vulnerable parts on the car you're viewing and, if buying it, ensure the ducts are cleaned regularly. The front bumper has to be removed in order for the radiator to be reached. In truth, few owners can be bothered to carry out the job, which is bad news because enough time passes between service intervals for corrosion to set in. Damaged radiators and condensers can't be repaired and must be replaced, so be sure to look for evidence of corrosion, else you may be faced with an expensive fix.

ENGINE

All 986s make use of the M96 water-cooled flat-six. If you've been looking at online club forums to read up on known issues with early Boxsters, you'll no doubt have read horror stories about cracked liner bores. The problem is nowhere near as common as scare stories suggest, but unfortunate owners who have experienced this hardship tend to shout loudly because the complaint can lead to catastrophic engine failure and a large repair bill. The issue is most commonly associated with pre-2001 986s and can be difficult to spot. The obvious early sign of a problem is emulsified oil, but the engine is tricky to access, meaning the complaint tends to go unnoticed until the car starts to overheat. The only sure-fire way of checking to make sure the Boxster you're thinking about buying remains unaffected is to ask a specialist to carry out a borescope inspection. Doing so may save you more money than the seller's asking price.

Another potentially serious issue is worn guides on the VarioCam timing chain tensioner. Over time, friction from the chain can scrape material from the surface of the guide rails. Debris then gets into the engine oil and gathers in the filter, reducing lubrication of vital components, though we need to stress this is mainly a concern for pre-2002 986s. The fault isn't something you're likely to detect on a test drive in a car you're unfamiliar with, but an experienced technician should be able to spot the problem during an inspection.

It's sensible to have the chain and tensioners replaced at the same time as one another. Porsche changed the design of the M96's tensioners to a more robust design in 2000. If you're looking at an earlier car, find out if a previous owner has upgraded them. If not, factor in the cost of replacement to the price you're prepared to pay.

The rear main oil seal (RMS) is prone to failure on M96 engines, resulting in a slight oil leak. A new seal costs just a few pounds, but labour charges may be high due to the need to remove the gearbox for access. Our advice is to monitor the oil level and wait until the car needs transmission repair or a new clutch before having the work carried out.

INTERIOR

Contrary to popular belief, high mileage isn't necessarily cause for complaint when it comes to Boxsters. Providing the car has been properly maintained, there's every chance a 986 that's covered plenty of miles will be in the same overall condition as one which has an attractively low number displayed on its odometer. That said, hard-wearing 986 seats can suffer bolster wear on higher-mileage vehicles. Check to make sure the claimed mileage of the car ties in with the state of its upholstery.

Examine carpets, door cards, side panels, the centre console and foot wells for evidence of water ingress. There should be nothing to worry about, but when buying a new car, it's better to be safe than sorry. Thankfully, leather repair work has come on leaps and bounds in recent years, meaning that nicks and tears that would have previously required a retrim can now be restored to a high standard without attracting massive cost. You'll still have to empty your purse for a couple of quid, so try to reduce the asking price if you're faced with having to deal with corrective work.

Press buttons. All of them! It's the best way to make sure all electrically controlled gadgetry (including heater functionality and the retractable roof) works correctly. Turn on the radio and check for damage to the LCD display. Also check for distortion from the sound, which might indicate blown speakers. Replacement OEM and aftermarket parts are readily available from specialists.



SILVER MACHINE

In 2004, the 550 Spyder Anniversary Edition was released with a limited run of just 1,953 cars. Based on the 986 and painted silver, each featured a brown interior, BOSE audio, 18-inch wheels, M030 suspension and a sports exhaust.



SUSPENSION

Even those of you unfamiliar with the 986 should be able to detect the presence of worn steering components. Listen out for knocks when you travel over bumps, unresponsive steering and a desire for the car to pull to the side without your input. Suspension work is 'bread and butter' stuff for most Porsche specialists. They'll have seen their fair share of 986s in for replacement or upgraded bushes or dampers. Parts are available from a wide range of OEM and aftermarket suppliers, affording you the opportunity to take advantage of today's technology, but with the potential for additional expense just after you've forked out for your new Porsche, factor the cost of remedial work for suspected failed suspension components into the agreed sale price.

Broken coil springs are a common problem on early Boxsters, leading to an uneven stance and noticeable knocking noises. Whatever the suspension work you find yourself commissioning, ensure the car's alignment is professionally corrected after any new equipment is installed, be they genuine Porsche or aftermarket parts.



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DASH OF THE TITANS

Lashings of awesome anthracite Alcantara, soft charcoal-coloured leather and red double stitching make their way into the Turbo's cabin...



DAN FURR

Last month's 944 Turbo restoration report focused on the dreadful condition of the car's interior and its impending transformation into something special at the hands of the talented trimmers at Cambridgeshire-based automotive upholstery specialist, Awesome Classic & Custom. Followers of the project will recall the lashings of anthracite Alcantara being lavished on the car's cabin furniture, including its dashboard, which features a long recess along its top, home to a channel of windscreen heater vents. Due to the fact Alcantara is less pliable than vinyl or leather, Awesome brothers, Glenn and Greg Ward, felt there was a danger the adhesive holding the suede-like material in place might soften when extremes of heat are beating down through the car's soon-to-be-installed new windscreen. The fear was that the Alcantara might lift, ruining the finish of an otherwise pristine Porsche retrim — one due to be unveiled to an expectant public at the UK's fastest growing classic car show!

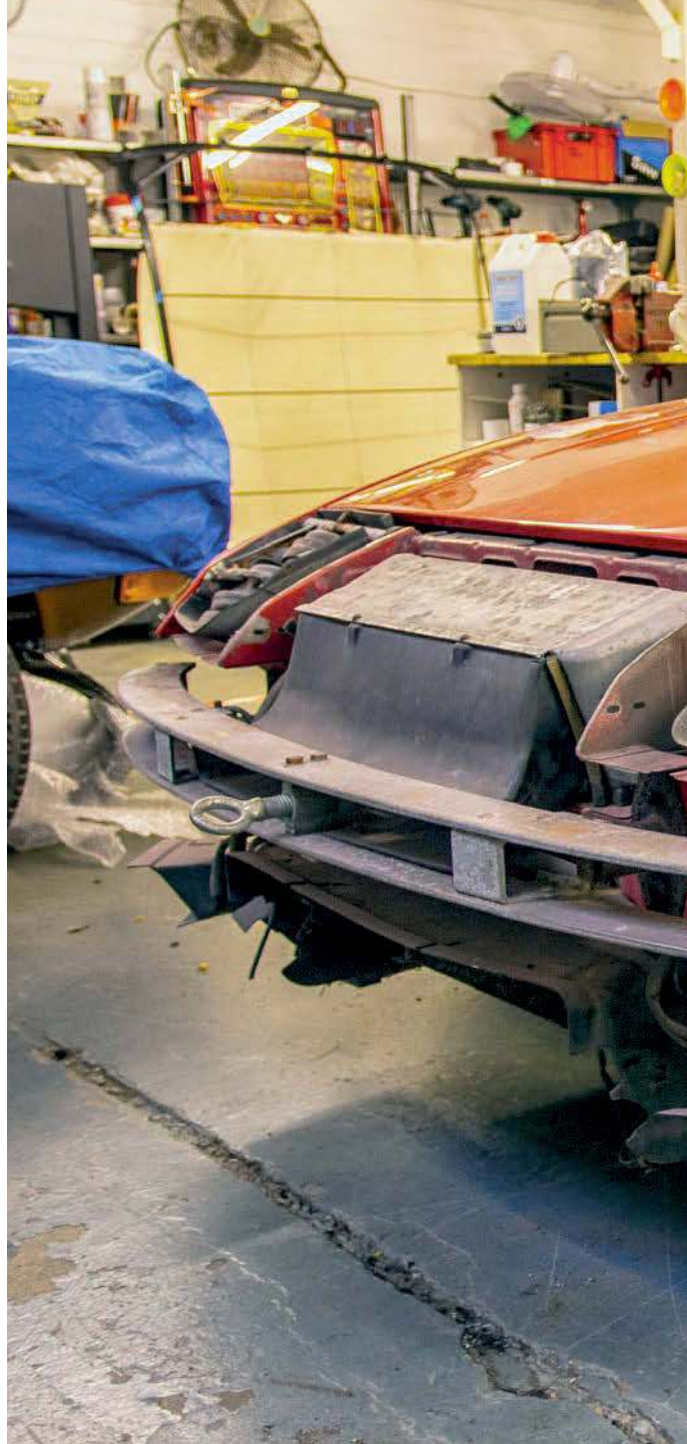
A solution was required — one that would not only prevent the material from lifting ("it's an unlikely scenario, but it's better to be safe than sorry," Glenn reasons), but one that would also look like an integral part of the car's new interior. Addressing function, the boys worked on a series of dashtop recess insert prototypes, initially made from plastic, before it was decided to make use of 4mm steel, thereby ensuring a uniform flat finish from one end of the dash-wide insert to the

other. "I was concerned about how much pressure a plastic part would be able to take during fastening, whereas steel offers comparatively little flexibility," Greg explains. "Additionally, the foam of an OEM dashboard covering might attempt to push the plastic insert up between fastenings, which would result in small humps in the added insert. Our intention was to produce a part that'd sit flush with the dash top, be perfectly flat from one end of the other and hold the Alcantara in place in the vent recess."

SPEED METAL

With function taken care of, form could be addressed. Another steel prototype was made, this one painted gloss black, but unexpected glare resulted in a switch to matte paint to avoid unwanted reflections. Fastened from above and with airflow apertures perfectly mirroring the same-shape holes cut into the dash top by Porsche, the final insert is a perfect fit and will perform brilliantly at keeping the retrimmed dashboard in tip-top shape. It's also a part Awesome is putting into production, so give the guys a shout if you're in the process of retrimming or repairing a 944 dashboard, or if you simply fancy treating your transaxle to a unique decorative interior adornment.

With the development work on the dashtop insert complete, Greg could begin the task of trimming the dashboard itself. Out came the luxurious anthracite Alcantara, but it wasn't just the part in his hands being treated to a covering in the sumptuous





TURBO TRACK STARS

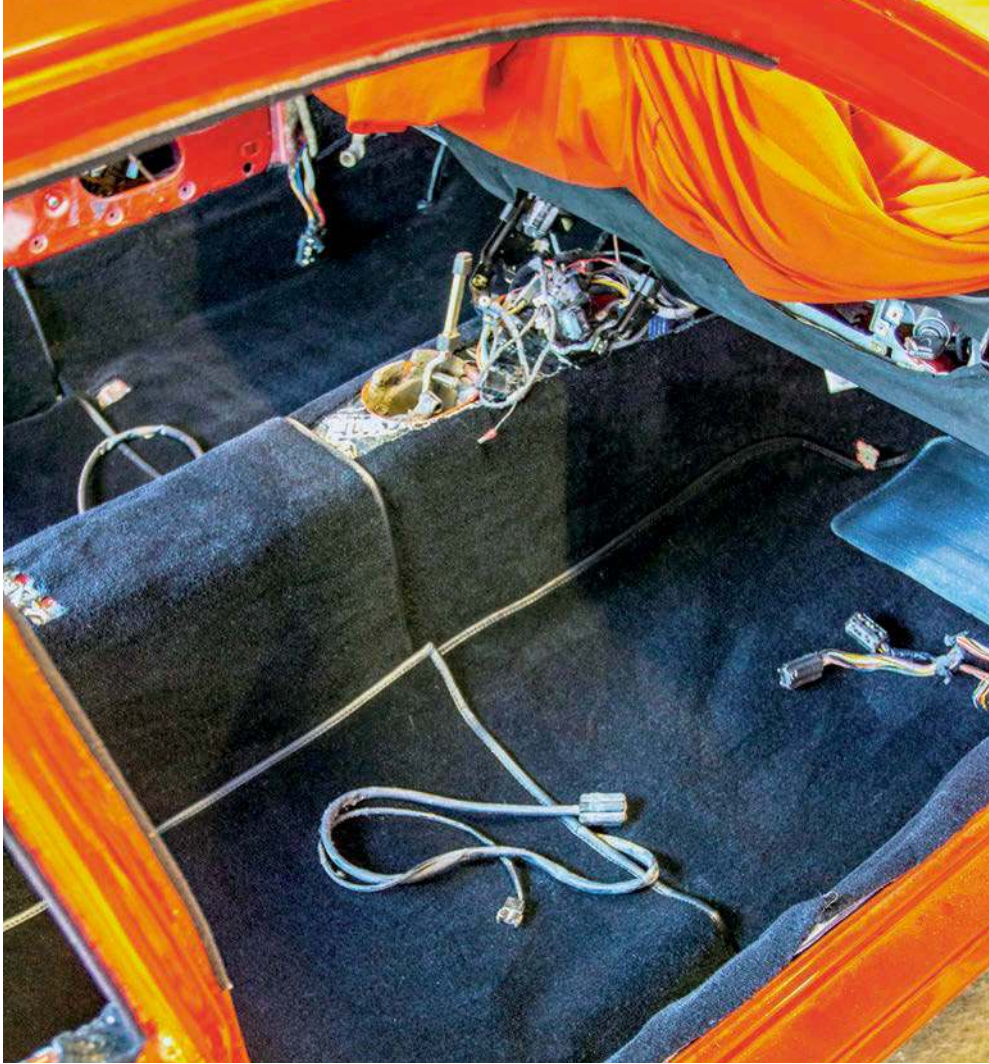
The 944 Turbo was the star of its own race series, the 944 Turbo Cup, midway through production. Five championships were held around the world (France, Germany, South Africa, Canada, USA). Turbo Cup cars featured many modifications, including K26-8 turbochargers and a lightweight magnesium intake manifold.



synthetic textile. Across the Awesome workshop, upholstery technician, Phil the Stig, was working his magic on the cabin's centre console, now trimmed to match the dash. Additionally, the car benefits from a bespoke headlining (and sunroof lining) cut from Alcantara, while the gearstick gaiter and handbrake lever have been trimmed in charcoal leather with red double stitching, a nod to what will be applied to the seats.

Before they can be mounted on new frames and returned to the car in a custom state of dress, however, a full set of deep-pile black carpets were fitted by Phil, who also added welcome extra soundproofing »





Above New carpet set has been fitted prior to installation of the reupholstered 'Tombstone' seats

Left Handbrake and gear gaiter have been trimmed in leather with red double stitching

Previous spread Dashboard vent recess insert started out as a plastic part before evolving into steel painted black



around the inner rear wheel arches. As those of you following this project since I introduced it to the pages of *GT Porsche* a few months ago will know, the spare wheel well in the boot floor is being used as a space to house the JL Audio CP108LG-W3v3 Microsub+ enclosed subwoofer I bought, which forms part of a custom audio build (note the space for a Pioneer double-DIN head unit created in the centre console, where a cubby hole once lived beneath the factory single-DIN cassette player). Consequently, a circular hole will be cut in the boot carpet directly above the sub, before the part's protective woofer grille is fastened from above, effectively sandwiching the carpet between grille and subwoofer. It'll result in a brilliantly neat install and one I can't wait to see finished following test work and the creation of a custom mount in the wheel well (as soon as wiring and other elements of the fancy new in-car entertainment system have been fitted to their new home). Bespoke speaker mounts to support JL Audio C2-650X coaxials (deeper and rounder than the weak stock-spec

noise makers) will also be given the Awesome treatment before being fitted to freshly trimmed door cards.

Following successful trimming of the dashboard, it was time to conduct a trial fitting of the part back in its natural habitat. My hope was for the Alcantara not to encourage a detrimentally tight squeeze, but I needn't have worried – not only did Greg slide the newly covered part into place without facing resistance from the surrounding metalwork, he then added the centre-mounted heater vents to encourage a more realistic impression of how the finished dashboard will look after final reassembly of the complete interior. Next up, the trimming of those all-important 944 Turbo 'Tombstones'. ■

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WHEELS IN MOTION

The 997 enjoys an amazing afternoon in Annecy



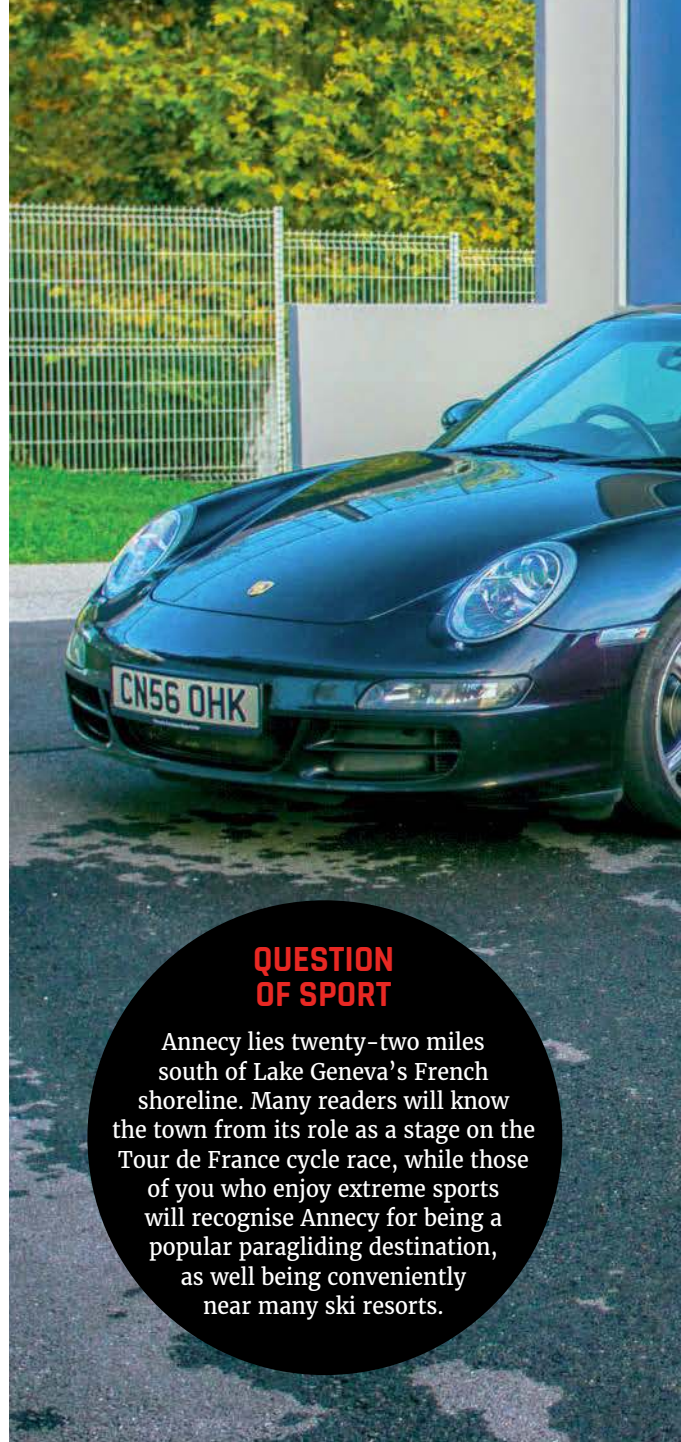
DAN FURR

In my last-but-one 997 Carrera 4S 'fast fleet' report, I talked about the journey eastbound around Lake Geneva from Hotel Angleterre and Residence, my temporary home in Lausanne during an exciting two-week stay in Switzerland. Past Vevey, Montreux and Villeneuve, following the water's edge into France and on to the Auvergne-Rhône-Alpes town of Thonon-les-Bains, my long-suffering fiancée, Sharon, and I travelled to meet GT Porsche's resident driver coach, Neil Furber, who was waiting to greet us in his gorgeous Guards Red 981 Spyder. A spirited drive around the region's amazing mountain passes ensued.

A more-or-less repeat journey followed a few days later, when Neil invited us to meet his good friend, Sébastien Poinas (head of Sellerie'Cimes, a high-fashion automotive upholstery outfit), over lunch at E-Motion, a restaurant "with

a twist" in the alpine town of Annecy, located in south-eastern France, where Lake Annecy meets the Thiou River. E-Motion's reputation for delivering first-class French cuisine is celebrated in the region, but what makes time there all the more rewarding is access to much more than the restaurant for visitors who are ordering food.

High on the hit list, and absolutely something those of you wishing to indulge in French culture should be taking advantage of during a trip to E-Motion, is the multi-floor venue's purpose-built pétanque lawns. For those less familiar with the sport (you're bound to have seen it depicted in the movies), it sits in the same category as crown green bowling, where players have to roll their boules/balls in the direction of a target ball (cochonnet). Points are scored by having your ball finish closer to the target than those rolled by your opponents. The game is a popular pastime on the streets of French towns and villages, though E-Motion's pétanque lawns benefit



QUESTION OF SPORT

Annecy lies twenty-two miles south of Lake Geneva's French shoreline. Many readers will know the town from its role as a stage on the Tour de France cycle race, while those of you who enjoy extreme sports will recognise Annecy for being a popular paragliding destination, as well being conveniently near many ski resorts.





from being indoors (no rain to call off play!) and, of course, a bar within a few metres of the action. Neil, Sharon and Sébastien, all of them claiming little to no experience of the game, seemed to be able to get their balls professionally close to the target. The less said about my efforts, the better.

QUELLE SURPRISE

“You’re going to love what’s next,” smiled Neil, following completion of our mini pétanque tournament and subsequent time spent in E-Motion’s rooftop bar. I must admit, there was something quite surreal about basking in glorious sunshine and sipping cool drinks in the warm while reports »



Above The Basalt Black beauty was reunited with Neil’s Guards Red 981 Spyder en route to E-Motion in Annecy

Left Spend time sampling what the venue’s restaurant has to offer, and a variety of extra entertainment is waiting for you

Facing page 991 R greeted us in the games room leading to E-Motion’s sim rig





Above Carrera 3.2 Speedster, 993 Turbo S and 991 Targa 4S were presented for our memorable visit

Left E-Motion is home to one of the first 992 Carrera 4S drop-tops to land outside Germany



Facing page Neil and Sébastien demonstrate their pétanque prowess while Carrera GT and 991 GT2 RS await the arrival of recently restored classic 911 Targa

from back home talked of insurance-baiting floodwater covering what seemed like most of the UK. Nevertheless, that was there, this was here, and Sébastien was leading us back downstairs to a brightly lit room occupied by pinball machines and a gorgeous 991 R acting as a display piece. “What’s your favourite race track?” came a voice from the other side of the room. “Monaco? Nürburgring? Spa?” I replied, unable to deliver a preference on the spot. “Step right this way, monsieur!” came the response, as the four of us were led up a neighbouring flight of stairs into a room populated by no fewer than eight professional driving simulators, all connected to the same network, thereby enabling multi-player gaming. Complete with realistic application of lateral forces through each driving seat, this fast fun is another fantastic offering for patrons of the E-Motion restaurant (don’t rock up thinking you can hop straight into a sim rig) and further emphasises the venue as a ‘destination’ to spend an afternoon (or more), rather than just somewhere to fill your belly, though there’s nothing wrong with doing just that if you’re short on time.

SMALL VICTORY

Once again, I found myself humiliated by my friends (fix, fix, fix!), with Sharon managing to complete a tour of the e-Nordschleife quicker than the rest of us, though I can take solace from the fact that, despite crashing my sim 911 after heading around the virtual Green Hell in the wrong direction, I still managed to finish the race ahead of Neil. »



Go figure. Perhaps I should think about offering him my 'expert' driver coaching tips?!

The icing on the proverbial gâteau, however, was yet to come. Displayed on one of E-Motion's upper levels (and only available to enjoy by special request of restaurant patrons through the venue's management) is a constantly rotating display of rare classic cars from a private collection. At the time of our visit, a series of beautifully restored Mercedes-Benz SLs (at least one of every generation, including a W198 300 SL 'Gullwing' and an R231 SL63 AMG World Championship 2014 Collectors Edition) were available to drool over, as was one of only fifty Shelby Cobra 427 Anniversary models, a Corvette C7 ZR1, all the Ferraris you can think of (and the ones you can't) and even a Maserati MC12, again, one of only fifty units built. Don't go thinking the Porsches present were restricted to the aforementioned 991 R and sim cars, though. Sharing floorspace with the extraordinary four-wheelers we were privileged to be spending time with was a 991 GT2 RS and a gorgeous Carrera GT, one of the greatest sports cars of all time.

MORE THAN MEETS THE EYE

"Wait until you see what's outside," grinned Sébastien. As we walked out of E-Motion's restaurant doors and back into the day's blazing sunshine, I was gobsmacked to see an array of rare Stuttgart-crested cars presented for our benefit. "It's not every day the editor of the world's premier Porsche magazine pops in for lunch!" laughed Neil, acknowledging the special effort E-Motion's management had gone to in ensuring our stay was a memorable one. A twin-turbocharged 993 Turbo S was first to grab my attention. Prepared by Porsche Exclusive Manufaktur and tweaked to the tune of 450bhp (resulting in a sprint from rest to 60mph in just 3.7 seconds), the model features a larger-than-standard rear wing, a custom front airdam, a quad-exit exhaust system and carbon-fibre throughout. Our car featured paint to sample (PTS) bodywork, unusual burr walnut trim (appealing to the Bentley owner in me!) and an oh-so-period Motorola car phone. Not to be outshone (literally), a beautiful black Carrera 3.2 Speedster and a brilliant blue 991 Targa 4S flanked the rare Turbo S. One of France's first 992 Carrera 4S Cabriolets was also wheeled out for us to enjoy.

If you're planning a trip to, through or near southern France any time soon – perhaps if driving to the French Riviera or, like us, spending time enjoying Lake Geneva's waterfront – I highly recommend setting an afternoon aside to enjoy a fabulous lunch at E-Motion. As mentioned earlier in this article, doing so will provide you with access to the venue's excellent entertainment, and, if you ask nicely, maybe even a butcher's at some super-supercars. Pétanque or Porsche, there's plenty here for you to enjoy! ■



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AHEAD OF TIME

Mark's detective skills lead him to question the depth of his Panamera's paintwork...



MARK WILLIAMS

Recently, when comparing 970 and 971 Panameras over on my YouTube channel, *Mark's Cars*, I talked about how problems with Porsche Communication Management (PCM) are usually a fault of the later model, and that the PCM system fitted to the 970 is, in my experience at least, reliable. It seems I spoke too soon.

In recent months, with increasing regularity, I've noticed the time in the PCM display fails to match the time displayed in other areas of the dashboard. Hence, when comparing the time between the Sport Chrono clock and the PCM display, there is often a 'drift' between the two, sometimes as much as eleven minutes. All very odd. At the time of writing, I'm awaiting feedback from Porsche Centre Swindon regarding cause and remedy. I'll report back with my findings in due course.

In the meantime, I wanted to share an update about my recently published concerns regarding the paint covering my 970, which features vastly different paint depth between the wings and bonnet (as demonstrated by readouts on my Paint Detective coating and paint thickness gauge). Porsche is adamant the car wasn't resprayed prior to my name appearing on its logbook back in September 2017, which leaves me at a loss to understand what has happened, considering the car looked pristine at handover, when it had covered just 38k miles. I'm not sure what will happen next on this front, but I'll be sure to keep you posted.

WALLET BUILDER

My Porsche life has been otherwise pleasantly uneventful since my last update (which is just as well, because



I've been busy immersing myself in the world of cryptocurrency with the help of my good friend, Erik). There's been the occasional recalcitrant charging flap to deal with – first thing on a frosty morning, the panel refuses to remain shut after I've pulled the near frozen charging cable away from the side of the car. This is one of the reasons why I seldom charge it during winter months. This is also why I can currently only achieve 27mpg!

The damp weather has also highlighted other areas where Porsche differs from other marques. The door mirrors have a random habit of misting up if their heating elements aren't working. It seems these cars do without the warm air trunking of, say, a BMW, which helps keep mirrors clear at this grey, cold time of year. Not an issue or a failing *per se*, just an observation. More next month. ■



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 118D/218D/318D » 225BHP
 120D/220D/320D/420D » 240BHP
 328i/428i » 295BHP
 335i/435i » 410+BHP
 330D/430D/530D/730D » 360BHP
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DROP THE HAMMER

Here's our look at what was hot (and what was not) at RM Sotheby's Paris and Arizona February sales...

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1964 904 CARRERA GTS

While Ferdinand 'Butzi' Porsche is best known for his landmark 911 design, he also penned the beautiful 904 Carrera GTS. This stunning two-seat, dual-purpose sports car was the first Porsche to wear an aerodynamic and lightweight fibreglass bodyshell. Its powerplant was the sophisticated quad-cam, air-cooled, opposed four-cylinder engine carried over from the 356 Carrera, mounted amidships. A small number of late-production cars were fitted with six-cylinder engines from the 906.

The Kardex of this car, chassis 904-061,

states it was completed in March 1964 and delivered to its first owner through Glöckler of Frankfurt. Originally finished in Signal Red with a blue cloth interior, the car's historical records show it was sold to a Portuguese enthusiast, believed to be a Mr Dos Santos, who drove the car on a tour of his home country. In 1969, the car was acquired by noted French racing driver, Raymond Touroul.

According to Rolf Sprenger and Steve Heinrich's *Porsche Carrera: The 4-Cam Motor and the Early Years of Porsche Motorsport*, Touroul raced with this 904

at a handful of events in period, including with co-driver, Pierre Pagani, at the 1969 Tour de France, where the car regrettably retired. Touroul appeared with his 904 at the 1971 Coupes de Vitesse at Montlhéry, finishing fourth overall. He also raced twice at Albi, finishing third overall in 1971 and third in class in 1972, which was his final listed event with the car.

Supplied with its FIA Historic Technical Passport issued in 2008, a significant history file, and a second set of wheels, this rare racing Porsche was the star attraction at RM Sotheby's Paris auction.

1982 924 CARRERA GTS

Porsche is famed for its limited edition models. Cars such as the 964 Carrera RS, 993 GT2, 911 R, and GT3 RS 4.0 immediately spring to mind, but special editions weren't limited to variants of the 911. The 924 also received special treatment – the 924 Carrera GT was homologated for the GTP class in the 1980 24 Hours of Le Mans. A strong number of Carrera GTs were built, though the model evolved into the limited volume GTS. The example pictured here was retained by Porsche AG and kept at the factory until it was registered by the second owner in 1983. The car's original service manual shows unwavering care by Porsche and main dealers, contributing to a strong sale price in Paris.



2005 GEMBALLA MIRAGE GT



If you know your Porsches, you'll have heard of Gemballa. The German company started out as a vehicle customising company before gaining recognition as a manufacturer, using unmarked Porsche chassis (just like RUF) to build bespoke sports cars, including the legendary Testarossa-inspired Avalanche of the mid-1980s and this, the Gemballa Mirage GT, based on the Carrera GT and converted to custom specification at the request of footballer, Samuel Eto'o. One of only three Gold Edition Mirage GTs (from a total of twenty-five examples of the model built), the bravely styled car failed to sell when offered by RM Sotheby's in Paris.

1996 993 CARRERA RS CLUBSPORT

Delivered to a dealer in Osnabrück, Germany, in February 1996, this 993 RS Clubsport was enjoyed by its first owner for almost two years, after which it was sold to its second and current owner with just 14,800km on the odometer. Over the subsequent two decades, this stunning car has been carefully driven and maintained, accruing a total of 62,000km. Still wearing its original paint,

the car is in outstanding condition inside and out, and is supplied with its original manuals and service booklets, original tool roll, jack, and collapsible spare wheel. Interestingly, a factory-optional Blaupunkt Düsseldorf head unit was selected by the original owner. Never raced on track and meticulously maintained all its life, this amazing air-cooled classic failed to find a new home at RM Sotheby's Paris auction.



1976 914

This 914 was built in January 1976. The car left the factory finished in Light Ivory with Yellow leatherette interior. It was fitted with USDM equipment and optioned with front and rear anti-roll bars, tinted side glass, centre armrest and seat cushions. The two-litre roadster was shipped to the Illinois port of entry and, from there, was distributed to the selling dealership, Rushmore Volkswagen of Rapid City, South Dakota. In 2016, the 914 was acquired by a vendor in Florida who had an appreciation for early, original Porsches. The remarkably well-preserved car was promptly subjected to a no-expense-spared restoration. Needless to say, it didn't struggle to shift when offered at RM Sotheby's Arizona sale.



SOLD FOR
\$53,200

SOLD FOR
\$142,800



1987 930 FLACHBAU CABRIOLET

Upon its completion on 4th June 1987, this gorgeous turbocharged 911 was sold with the desirable Flachbau cost-option front end, a Blaupunkt radio, power-operated roof and a Porsche security system. The well-kept interior features black partial leather seats and an updated radio, which accommodates the use of compact discs. State-of-the-art, eh?!

Boasting an odometer showing less than 32,000 miles, the car was another star of RM Sotheby's Arizona sale in

February. Yielding \$30.4 million in sales with ninety percent of all lots sold, the event was held at the Arizona Biltmore in Phoenix during Arizona Car Week. The two-evening auction welcomed bidders from twenty-six countries, both in the room and via phone/internet, with nearly twenty-five percent of bidders registering with RM Sotheby's for the first time. Bidding was assured for this Guards Red air-cooled classic, which ended up attracting a respectable final sale price.

1953 356 COUPE



Completed on 25th June 1953 and delivered to Porsche importer, Max Hoffman, in New York six months later, this U.S.-specification 'bent-window' 356 recently enjoyed a comprehensive, high-quality restoration. It has been driven fewer than 100 miles since. The seller notes he acquired the Porsche in 2013 from the widow of a long-time friend, who had owned the car since 1969 and was its second keeper. The air-cooled rarity was then sent to Brad Janousek (of Classic Car Restorations in Bellevue, Michigan), known for his work at the well-known Gilmore Museum. The body panels and glass were original, but the floors required replacement. Those items and other components, including a new windshield, were sourced from Stoddard Porsche in Ohio. After being taken down to bare metal, the body was repainted in its original Azure Blue, an elegant colour carried over from 1952.



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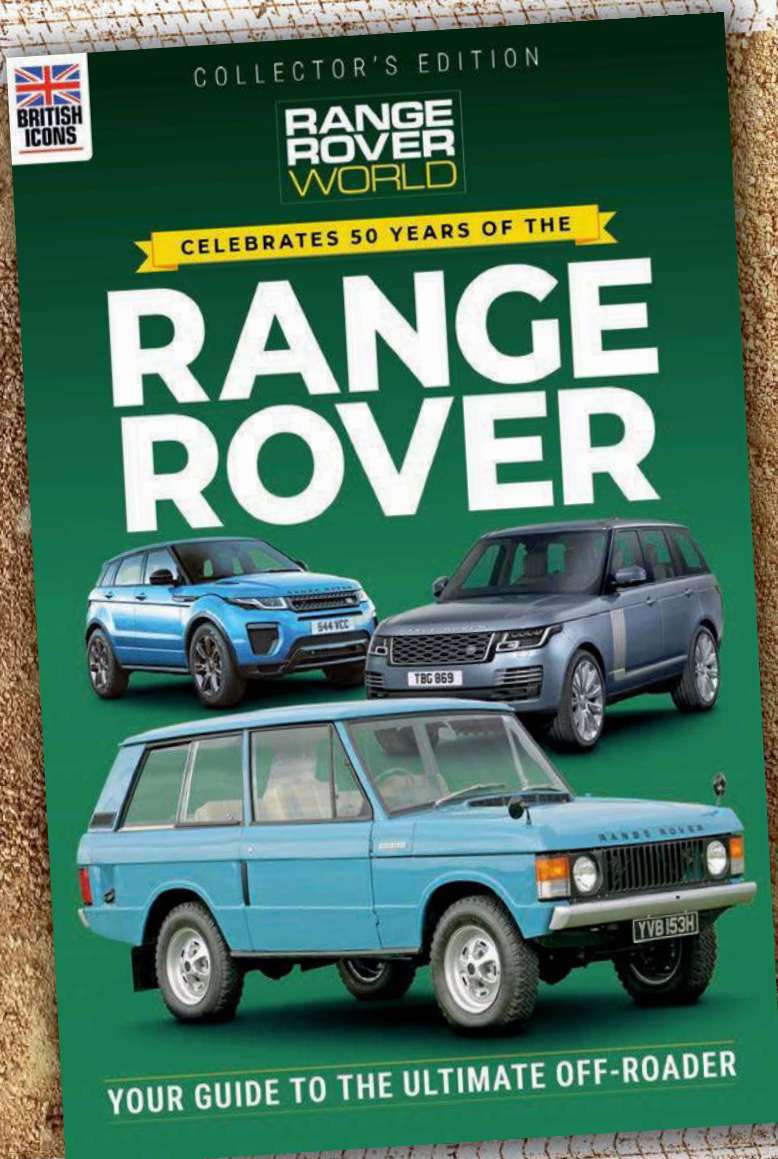


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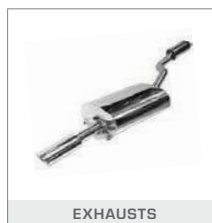
“According to the theory of downforce, when the 956 reaches a speed of 321,4km/h, it could, theoretically, drive on ceilings,” claimed Porsche during a recent exhibition at the Porsche Museum. Unfortunately, the theory remains untested(!), though a 956 was displayed upside down at the Stuttgart site to highlight the car’s advanced aerodynamics.





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