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GT PORSCHES

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GREATEST PORSCHES OF 2016



The 911 R, 718 Cayman and Boxster, GT4 Clubsport and new Panamera battle for glory...

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Ignition



Simon Jackson
Editor [@retro_jackson](#)

One car has dominated the Porsche world in 2016: the 911 R. The latest vehicle to go through Porsche's Motorsport department, under the guidance of Andreas Preuninger, has received astonishing plaudits all year long. Having spent just a brief amount of time with the car I can completely see why. In this issue we've retrospectively looked back at the past 12 months of new Porsches in order to celebrate yet another exceptional year for the cars we love. Of those cars there's little doubt that the 911 R will register as a firm favourite (p22), but it was not the only important new Porsche car of 2016.

The switch to downsized turbocharged engines for both the Boxster and Cayman was controversial during 2016, and it remains an important talking point. For many the jury remains out on whether or not forced induction was the right route down which to travel but Porsche, it seems, is sticking to its guns. Now the dust has settled on the 718 argument we've gathered together one of each to assess, in hindsight, the pros and cons of Porsche's radical changes to its entry-level cars (p36).

Sticking with the mid-engined theme, regular contributor Andrew Frankel has driven the Cayman GT4 Clubsport. The track-bias machine is designed as a solid introduction to Porsche racing.

Admittedly we're cheating a little by including the car here as its existence was technically announced right at the end of 2015, but it was only during 2016 that we got full sight of it and, most importantly, the chance to drive it (p44).

You'll have noticed that our cover image also includes the new Panamera, a key car for Porsche if it is to advance its cause at the luxury end of the market. It remains early days for the new saloon but it, along with the other cars of 2016, are evaluated by the *GT Porsche* team to see which we find most interesting (p53). What is the greatest Porsche of this past year? That, I feel, requires an objective viewpoint.

With all this talk of contemporary cars we haven't forgotten the classics in this issue. Porsche specialist Autofarm has been working its magic once more on a stunning 2.7 RS (p72), and we also take a closer look at the latest project to emerge from famous German tuner RUF – a sublime 964 (p60). Last but not least, we compare two very different 356s – one restored in the traditional fashion, the other modified in the increasingly popular Outlaw vein (p80). All that, we hope, should keep your Porsche passions burning through this holiday season...

p22



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

This month: Andrew drives the Cayman GT4 Clubsport on track and provides his view on 2016's greatest Porsches...



Colin Goodwin
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A motoring journo for over 25 years, Goodwin writes for the *Mirror* and has contributed to *GT Porsche* for a decade.

This month: Colin provides his expert opinion on the best new Porsches of 2016, and the new mid-engined 911 RSR.



Dino Zamparelli
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Former GP3 come Carrera Cup GB driver, Dino provides his fascinating insights into racing Porsches at a professional level.

This month: Fresh from our track day at Brands Hatch, Dino provides a racing driver's insight on the Cayman GT4 Clubsport.

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MID-ENGINE 911 RSR REVEALED

At the LA Auto Show Porsche unveiled its all-new mid-engined RSR race car. But can it be considered a true 911?



Desperate times call for desperate measures. The RSR has enjoyed numerous successes over the past three years but, in more recent times, things have been tougher. Porsche's results in 2016 with the 911 RSR, the firm's full-fat endurance racing 911 designed to compete in the GTE class of the World Endurance Championship and the IMSA SportsCar Championship, might register as just that. Back in June the Head of Porsche Motorsport, Dr. Frank Walliser, broke down in tears at a press conference ahead of the Le Mans 24-hours, not purely because his RSRs were not fast enough but rather as they were competing in what he saw as an unfair environment.

That Porsche had improved its cars ahead of the 24-hour race was not in question, they were half a second quicker than they had previously been at the official Le Mans test day earlier in

the year. Rather the issue was that Porsche's rivals, chiefly Ford and Ferrari, had made a far larger step – gaining almost five-seconds per lap. One cause for the vast performance gap was that Porsche had been unfairly penalised by 'Balance of Performance' (BoP) regulations, a somewhat objective set of rules created to promote close racing.

One might imagine it was at this point that Walliser and Porsche Motorsport's design team began thinking rather radically – perhaps it was time to revolutionise the 911 in order to make it quicker? As radical, perhaps, as moving its engine placement around? In reality, though, the car revealed at this week's LA Convention Center gathering has been in the works since the end of 2015. We know this because Porsche had to telegraph its intentions to move the RSR's engine forward to the motorsport governing

body, the FIA, as the new layout would require technical homologation waivers given that it differed from the layout of its 911 road car.

So, the all-new RSR has its engine placed in front of the rear axle, the first 911 (aside from the GT1 which won Le Mans in 1998, itself loosely based on a 911) ever to sport such a layout. It goes without saying that Porsche has a long history of creating competent mid-engined race and road cars, but this new car marks the first instance of utilising the concept underneath a 911 body – read a body bearing more than a passing similarity with the road car. Out goes the faithful (yet now underpowered) old 'Mezger' engine, but with its replacement Porsche has not gone down the turbocharging route like its rivals – the RSR remains normally aspirated. Placing its new 500hp 4.0-litre DFI flat-six engine in the

middle of the car offers improvements to weight distribution, handling balance, and available grip. A car with its engine located amidships might also offer more weight distribution options when it comes to adding ballast, too – think about those aforementioned BoP regulations. Porsche says the new car is the most extreme 911 yet.

The new mid-engined layout has allowed for a larger rear wing to be fitted to the car, mounted the same way as on the 919 Hybrid prototype, affording the 911 improved aerodynamics and increased downforce. The new RSR also benefits from the new generation of engines, although Porsche is suitably vague here simply stating that its six-cylinder Boxer produces 'more than 500hp' – estimates put it at around 510hp, that's 50hp more than the old car, but take all these figures with a pinch of salt. As before, the engine is



mated to a six-speed sequential 'box with paddle shift. A multi-disc locking differential and a carbon race clutch also appear. What Porsche calls its 'new design language for Porsche Motorsport' debuts on the new RSR, too, a car which we can expect to see competing around the world throughout 2017 in 19 races, most notably in the IMSA series and at Le Mans.

Dr Walliser said: "The new 911 RSR is a completely new development: the suspension, body structure, aerodynamic concept, engine and transmission have all been designed from scratch. The engine concept has enabled the designers to install a particularly large rear diffuser."

The car weighs 1243kg, ensuring it conforms with LM-GTE class regulations. State-of-the-art assistance systems on the new 911 RSR include: a radar-support collision warning system, a new

safety cage, and a new rigidly-mounted seat. The new RSR can also be worked upon more easily and quickly: certain carbon fibre body parts can be swapped in a far shorter time thanks to quick-release fasteners. Changes to the suspension setup can be performed more efficiently, too. Smaller details, such as a new multi-function steering wheel, LED lights and an updated air-conditioning system, also feature.

Porsche's all-new 911 RSR will make its debut at the Daytona 24 hours in late January 2017. Marco Ujhasi, Head of GT Works Sport, said: "Since its first rollout in Weissach in March this year we've covered 35,000 test kilometres on race tracks in Europe and North America – that's more than in the development of any other Porsche GT racer." But the big question is this: can a mid-engined Porsche really be considered a bona fide 911?

BALANCE OF PERFORMANCE

Adding ballast to a fast car, lowering boost pressure (in the case of force-induced cars) or fitting air restrictors to engines, and regulating fuel capacity has become an accepted way to slow quick cars in some modern endurance and touring car racing formulae. It allows race officials to slow the faster cars down in order to level the playing field – in theory guaranteeing closer racing. But it's not an exact science and it's open to foul play or a creative interpretation of the rules. During test or practice sessions, a team could easily disguise its outright pace, appearing slower than it perhaps is, in order to circumnavigate rule-makers imposing BoP penalties. Just how do you determine if this sort of thing is going on? Each team makes it data available to the authorities, but it's how that data is interpreted which is the problem. Dr. Walliser's emotion this summer suggested pure frustration born out of these regulations.



V6 TURBO AND LWB PANAMERA UNVEILED

Porsche has unveiled a new powertrain alongside a long wheelbase version of its new Panamera...



The big news here is the 330hp twin-turbo V6 petrol engine which will power the entry-level cars in the Panamera range. Compared to the V6 in the previous generation car, power is up by 20hp and efficiency up by around 13 percent – offering up to 37.7mpg on the official cycle. The new 330hp engine is combined with rear-wheel drive in the Panamera and Porsche Traction Management (PTM) all-wheel drive in the Panamera 4, plus a long wheelbase in the Panamera 4 Executive.

The Panamera 4S Executive model sits at the other end of the Panamera spectrum to the entry-level V6. It has a wheelbase 150mm longer than the

standard car for additional legroom and greater comfort in the rear, as well as a higher level of equipment as standard. The Executive is available in several guises: the all-wheel drive Panamera 4 Executive (330hp); Panamera 4 E-Hybrid Executive (462hp); Panamera 4S Executive (440hp); and Panamera Turbo Executive (550hp).

Adding to the luxury of the Executive variant comes the Panamera Turbo Executive adding an array of additional features. These include a panoramic roof, multi-way adjustable heated seats (front and rear), adaptive air suspension with PASM, and a roll-up sunblind behind the rear seats. To this

the Panamera 4S Executive and Panamera Turbo Executive add rear-axle steering and soft-close doors. As the most powerful model, the Panamera Turbo Executive is equipped with features such as four-zone climate control, LED main headlights including Porsche Dynamic Light System (PDLS), and ambient lighting.

Buyers can also choose the option of a new large rear centre console, which can be equipped with two integrated folding tables and an inductive antenna connection for an additional smartphone. Similar to the existing Panamera models, the exterior of the Executive versions can be

further individualised with a Sport design package. Another useful equipment option for the benefit of the rear passengers is the latest generation of Porsche Rear Seat Entertainment. The 10.1-inch displays integrated in the backrests of the front seats transform the rear of the Panamera into a fully digitalised workplace. The high-quality displays can also be detached and used as tablets outside the vehicle.

The additions to the Panamera range bring it up to a total of ten variants ranging from £66,386 to £122,480 with 330hp to 550hp. First deliveries will begin in early 2017.





911 RENNSPORT

A WORK OF ART

Classic cars are an art form on wheels and the iconic curves of a 911 are as recognisable as a Monet or a Van Gogh. Investing in an old master or an up-and-coming young artist can be a rewarding experience and, likewise, investing in a classic car will be as fulfilling – with the added excitement of being a work of art you can actually drive!

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PORSCHE MUSEUM OPENS 'ROADBOOK' EXHIBITION

Porsche's array of museum pieces doesn't just sit at the company headquarters in Zuffenhausen, they are spread across the world as brand ambassadors, moving almost constantly. Any display put on by Porsche takes meticulous planning and organisation, yet it's a part of Porsche that we so rarely hear about, let alone see. It's for this reason that Porsche Museum has curated an entirely new exhibition entitled 'Roadbook' which celebrates life on the road.

Roadbook takes visitors behind the scenes into the world of deploying cars, people and memorabilia to all manner of far-flung locations, understanding the challenges of deployment, arranging celebrity visits, and wider logistical challenges. And it is a massive logistical challenge. Porsche's 'rolling museum' never sleeps, travelling over the world

365 days per year and handling over 200 vehicle deployments in more than 30 countries.

The new Roadbook feature will take visitors through all aspects of the rolling museum via 21 engaging exhibits. They will learn about how exhibits, including some of the rarest and most famous Porsches, are transported by land, sea and air, how the cars are prepared, how events are organised, and the sheer scale of the requirements to pull off a successful display – wherever it may be.

It's not just information boards, photographs and information panels on display. The exhibition has a number of vehicles from within the Porsche Museum collection. A prominent example is a 1966 911 which was photographed around the world in front of famous global

landmarks in 2013 as the 911 celebrated its 50th anniversary. There's also a 911 RSR that competed in the Targa Florio in Sicily, a 911 SC which competed in the Top City China Classic Rally, and a 356 A 1600 Speedster which toured America's West Coast as part of the California Mille this year.

The beautiful thing about Porsche's rolling museum is that it is just that – a dynamic display of cars that can be fired up and driven hard wherever they are on display. They are maintained by dedicated mechanics who can do almost any work that is required in-house to keep classic, rare and motorsports Porsches running. They even undertake full restorations. The rolling museum's drivers are equally capable. Most of those tasked with taking part in various events are current or former works drivers, although

Porsche also invites celebrities to take part. Well-known participants over the last few years include: actor and racing driver Patrick Dempsey; musicians such as Udo Lindenberg; actors such as Richy Mueller; as well as renowned racing drivers including Mark Webber and Derek Bell.

The very concept behind the Porsche Museum is also put into sharp focus through the Roadbook exhibition. While the exhibition runs, the cars that visitors can see will change as they are moved to other events around the world. And what a collection of cars it is, spanning from the beginning of the company and including everything from standard road cars to Le Mans-winning race cars. If you're going to Germany and will be in the vicinity of Stuttgart between now and April 23 2017, it'll be worth a visit.





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PORSCHE WINS MANUFACTURERS' AND DRIVERS' CHAMPIONSHIPS

Porsche claimed its sixth win of the 2016 World Endurance Championship in Shanghai, and secured the manufacturers' and drivers' titles as the season drew to a close.

WORLD ENDURANCE CHAMPIONSHIP ROUND EIGHT AND NINE SHANGHAI AND BAHRAIN



At the penultimate round of the WEC series at Shanghai International Circuit, the No.1 919 Hybrid of Timo Bernhard, Brendon Hartley and Mark Webber started from pole position and enjoyed a textbook race. From pole Hartley double stinted before handing the car over to Bernhard on lap 60. Bernhard followed the same pattern completing a double stint behind the wheel before swapping with Webber on lap 120. A single stint for the retiring Aussie saw him hand the car back to Hartley as early as lap 150, allowing the 26-year-old to bring the car home in the lead on lap 195 – the successful completion of a six-hour race.

For the sister 919 Hybrid driven by Romain

Dumas, Neel Jani and Marc Lieb, things weren't quite as straightforward. The drivers' championship leaders started from sixth position on the grid with Jani at the wheel. After a double stint it was Lieb's chance to drive, inheriting the No.2 car on lap 59 whilst it was sitting in second spot. On lap 80 Lieb was passed by the No.6 Toyota and after a driver swap his teammate Dumas was overtaken by the No.5 Toyota, relegating the car to fourth position. With Jani back in the car on lap 119 he did a commendable job to get past one of the Toyotas on the track, passing the other while it made an unscheduled pit stop. Ultimately though the No.2 919 had to settle for fourth place when the No.5 Toyota repassed it before

Final drivers' World Championship standings:

1.	Dumas/Jani/Lieb	Porsche	160
2.	Di Grassi/Duval/Jarvis	Audi R18	147.5
3.	Sarrazin/Conway/Koayashi	Toyota	145
4.	Bernhard/Hartley/Webber	Porsche	134.5

Final constructors' World Championship standings:

1.	Porsche	324
2.	Audi	266
3.	Toyota	229



the finish. The race result in Shanghai saw Porsche clinch the WEC 2016 world championship for manufacturers, securing the title one race before the season finale.

In Bahrain the six-hour race proved a highly emotional one as it saw the departure of Audi from the series and the retirement of Porsche Works driver Mark Webber. The race got off to a good start for Porsche as Timo Bernhard took the first stint in the No.1 919 Hybrid. From second on the grid he followed Neel Jani in the No.2 car in the very early stages. Both Porsches were overtaken after just a handful of laps by the No.7 Toyota, so now sat third (No.2) and fourth (No.1). At the first scheduled stop Webber took to the helm of the No.1 car later improving to third spot, but it was drama for the No.2 car that gained the most attention.

On lap 29, just one tour after its pit stop, the championship contending No.2 car made contact with a 911 GT car, suffering damage as a result, forcing it to the pits with a locked left rear wheel. The team changed the heavily damaged wheel and tyre and the car's rear bodywork. It eventually emerged from the pit lane one lap down.

For the No.1 car it was largely a case of making scheduled stops and cycling through the usual driver changes. Brendon Hartley jumped in the car after 59 laps. After 89 laps Bernhard took over, until Hartley got back in after 120 laps. Bernhard once again took over after 150 laps before, finally, after 180 laps, Webber stepped in to enjoy the final stint of his professional racing career.

It was much the same story for the No.2 car with Romain Dumas taking over after 60 laps, Marc Lieb after 91 laps, Jani slotting back in after 122 laps, and

Dumas after 153 laps. Lieb climbed into the car for the final stint.

After a total of 201 laps Webber brought the No.1 919 home in P3, behind a dominant Audi one-two, Lieb crossed the line in P6, some three laps down on the leading prototype car, but it was enough to secure the 2016 drivers' world championship crown for the No.2 squad. Andreas Seidl, Team Principal, said: "Le Mans winners, manufacturers' and drivers' champions – for the second consecutive year we have achieved all our goals. That is an immense joy for us as the Porsche team. I congratulate our three world champions."

Webber commented: "It has been such an incredible three years for me with Porsche, together with Timo and Brendon and the whole team. Nothing is forever. I'm stopping at a good time and I'm looking forward to seeing everybody again soon."

New world champion, Marc Lieb, said: "It was a difficult year. After our win in Silverstone and our dramatic victory in Le Mans – which was vital for our championship hopes – we experienced a lot of bad luck. We didn't manage any more wins but instead had to settle for collecting points as best as we possibly could. That's why it is especially sweet to walk away with the title. Again Porsche has won virtually everything this year: the Le Mans 24 hours, the manufacturers' championship and the drivers' title. It is a good feeling that we were able to contribute to these successes. As a Stuttgart native, that makes me especially proud. To do it with Porsche is a dream that has come true today."

Porsche ends the 2016 season as manufacturers' title victors, and it has secured the drivers' world championship. The WEC series returns on 16 April 2017 at Silverstone.

LOTTERER MOVES ACROSS TO PORSCHE?



With the withdrawal of Audi from the World Endurance Championship in 2017, its Works driver André Lotterer is purportedly set to move across the VAC corridor to Porsche's LMP1 squad. The move puts a question mark over Nick Tandy's promotion to Porsche's GT driver line-up, following unconfirmed (at the time of writing) reports that Tandy will indeed replace the outgoing Mark Webber. To confuse matters further, Earl Bamber also remains in the frame for a Works Porsche LMP1 drive. Romain Dumas and Marc Lieb are rumoured to be in the firing line in favour of Lotterer, Tandy and Bamber, but it would seem there are not enough seats to go around. Unless, of course, Porsche is considering fielding a third car in the WEC through 2017, but that seems unlikely. It is all part of a supposed reshuffle of Porsche's driver pairings said to be underway ahead of the coming season.

Lotterer was reportedly also considering an offer of a WEC drive from Toyota. He will maintain links with the Japanese manufacturer in 2017, racing as part of its TOM'S Super Formula squad in addition to his WEC duties. The 35-year-old German spent time racing single-seaters during his early career. He made his sports car racing debut in 2009 and subsequently earned a Works LMP1 drive with Audi. In 2014 he made his Formula One debut at Spa, standing in for Kamui Kobayashi for the now defunct Caterham F1 team.



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MÜLLER CLINCHES 2016 CHAMPIONSHIP

Porsche junior, Sven Müller, secured the Porsche Mobil 1 Supercup drivers' title at the final round of the season in Austin, Texas.

PORSCHE SUPERCUP ROUNDS NINE AND TEN AUSTIN, TEXAS



Just one week after clinching the Carrera Cup Deutschland championship Sven Müller was crowned 2016 Porsche Supercup champion but his title rivals didn't make it easy for him – taking it down to the wire.

Mathieu Jaminet won round nine of the series at the Circuit Of The Americas on the Saturday, ensuring the title would go down to the wire at the very last race of the season the next day. Matteo Cairoli had dominated at the front of the field, having secured pole position. He led Jaminet and title rival Müller but mechanical failure put him out of contention, all but handing the championship to Müller.

Robert Lukas finished third, and Michael Ammermüller fourth. Together with Müller this secured enough points for their Lechner MSG Racing squad to win the teams' championship. Christian

Engelhart claimed fifth spot with Jeffrey Schmidt in sixth. But all eyes were on Sunday's final – round ten.

Come Sunday either Müller or Cairoli would be crowned 2016 champion. However, it was 2016 Rookie champion, Jaminet, who took the race victory ahead of Matteo Cairoli and Jeffrey Schmidt. Frenchman Jaminet started from pole position and recorded a flawless lights-to-flag victory despite race long pressure from the pursuing Cairoli who pushed him all the way to the chequered flag. Cairoli was understandably disappointed with the result, made especially hard to swallow given that his title rival Müller could only manage an eighth place finish.

Between the two title hopefuls there were plenty of battles throughout the field. Lukas finished fourth with Ammermüller in fifth and Engelhart crossing the line in sixth. American guest driver, Alec Udell, was

seventh, ahead of Müller who, only requiring one point to clinch his title, played a cautious game, keeping clear of any trouble. Müller's record in 2016 is one of consistency, with eight podium finishes from ten races, including three victories (Spielberg, Silverstone and Budapest), four second-place results, and one third-place finish. The 24-year-old German started from pole position only once. By contrast title rival Cairoli won four races (Barcelona, Monaco, Hockenheim and Monza) but was not as consistent with his other points scoring finishes.

"Right now I'm the happiest and most grateful person on the planet," said Müller. "To win two titles was my greatest dream. I could only believe it once I had crossed the finish line. Then adrenaline rushed through my body. I'm absolutely thrilled." The Porsche Mobil 1 Supercup will return in May 2017.

Final championship standings:

1. Sven Müller	Lechner MSG Racing Team	162 points
2. Matteo Cairoli	FACH Auto Tech	151 points
3. Mathieu Jaminet	Martinet by Almeras	146 points

PREPARATIONS FOR 2017 SEASON UNDERWAY

The Carrera Cup taster day gave us our first look at JTR, the team fronted by Porsche factory driver and Le Mans winner, Nick Tandy.

CARRERA CUP GB SILVERSTONE TASTER DAY



Charlie Eastwood might still be enjoying his victory in the 2016 Porsche Carrera Cup GB but preparations for next year's championship are already underway. In a taster day arranged by Porsche, 17 new drivers took to the track at the Silverstone International Circuit in 911 GT3 Cup cars to gain some first-hand experience of what is in store from them in the 2017 season.

Drivers came from diverse backgrounds, with the youngest being just 16 years of age. All benefited from coaching by the three category winners of 2016: Charlie Eastwood (Pro); John McCallugh (Pro-Am 1); and Peter Kyle-Henney (Pro-Am 2). In addition to the two cars fielded by Porsche, championship regulars, GT Marques and In2Racing also attended the day.

There was also a new team at the taster in the shape of JTR, making its first official appearance since

announcing plans to join the 2017 season back in July. The team is fronted by Porsche factory driver and Le Mans winner, Nick Tandy, and the car looked suitably rapid with Tandy and a string of other drivers behind the wheel.

The Porsche Carrera Cup is now in its 15th year in the UK and has just signed a new deal with TOCA to continue its unbroken support of the British Touring Car Championship for another three years, further establishing itself as one of the most popular championships in the country. Next year's championship also sees the field support the pinnacle of endurance racing at the Le Mans 24 hours.

James MacNaughton, motorsport manager for Porsche Cars Great Britain, commented: "2017 will be our 15th season, and the record number of interested new drivers that came to the taster day underlines the enduring strength and appeal of our

championship. In our time with TOCA we've seen three evolutions of the iconic 911, and by continuing our position in an environment that provides maximum exposure and opportunities, we can offer our teams, drivers and sponsors a solid platform on which to base their long-term planning."

Reflecting on the new agreement, Alan Gow, chief executive of TOCA, said: "Motorsport is always moving forward, which provides a constant challenge to maintain a relevant environment. It's testament to the package we offer high-profile championships like the Porsche Carrera Cup GB that together we've managed to achieve a level of consistency that benefits everyone, on both sides of the catch fencing."

Porsche Carrera Cup GB returns alongside the BTCC series in April 2017 at the Brands Hatch Indy circuit.

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GT PORSCHE GREATEST PORSCHE OF 2016





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The Night Shift

The 911 R was hailed as the principal car of 2016, an instant classic. On reflection, though, does it really justify the hype that surrounded it?

Story: Simon Jackson Photography: Gus Gregory

When something sounds too good to be true, it probably is. That's how the old adage goes, but it isn't always completely truthful. The 911 R received an astonishing quantity of media coverage throughout 2016, originating from both the specialist Porsche press (*GT Porsche* included) and the wider mainstream automotive publications. That this car would sew-up the traditional end of year multi-marque group tests across the motoring media smorgasbord was an absolutely safe bet. So too that further glowing praise would be heaped upon it in the process. All this eulogising over a car can endow it with a heavy burden to carry, though. As media hype serves to build a fervent level of expectation, a vehicle begins to cultivate a certain type of mysticism. In some cases living up to that hype can be unrealistic and unachievable. Not so with this car, cry all who have driven it. The 911 R, so they say, is every bit a legend in our own lifetime. But can a redressed GT3 with a GT3 RS engine, a six-speed manual gearbox, and no protruding aerodynamic components really be that good? In the interests of celebrating 2016's greatest Porsches, as we are, let's see...

Our time with the R is limited for it is at present the most sought-after asset on Porsche GB's current press car fleet. No surprises there then. As such, having covered 7000 miles (all of them hard), it'll probably end up being one of the world's highest mileage Rs. Most others will likely only ever see the inside of a temperature controlled garage. But that's by-the-by for



now. Today, or rather tonight, we have a few hours with the car of the moment, and a specific example not included as part of the limited edition 991 cars built, hence its '000' designation number. Sad as it would be for this car to be crushed or mothballed once its worth as a marketing or PR tool has expired, that may well be its ultimate destiny. More reason, perhaps, for us to enjoy it while it's still around, and much to enjoy there is too.

First things first, just cranking this thing into life is enough to remind you what's missing from the new wave of force-induced 911 Carreras

– it barks into being with a satisfying growl and commanding gravitas, audibly announcing its thoroughbred credentials. At manoeuvring speeds it's a friend; the controls are remarkably light in weight and accessible enough for anyone, even your mother, to get along with – an uncouth race car this is not. The manual 'box which, let's face it, is the entire reason this car exists, provides a beautiful action: mechanically notchy and positive. It snicks into gear delightfully with just the right amount of effort required, as do nearly all of Porsche's manual gearboxes these days. It's a halfway house this

box of cogs: gears one to four are pinched directly from the GT3, the other two are new, lengthened versions enabling it to travel all the way to 201mph with absolute ease – and it will. We're not on a track here so, unlike most other reviews of this car, we'll be testing it in a real world environment. It might not be able to shine in quite the same fashion as we've seen to date under these conditions, but we'll see.

In a way it's an unfair set of parameters. Asking a car like this to show us what it's got in an urban environment sits directly at odds with the job it was designed to do. And yet by the

*We punch the right pedal...
creating a tuneful noise that
could wake Bach from his box*



same token, how many people will really be taking an R to a race track on a daily basis and driving it like sideways like Chris Harris? Not many. Even less might choose to utilise their short run in this car by making a beeline for a length of tunnel at the dead of night, but that's precisely what we have planned. What can we say? We're suckers for a tunnel run in a normally aspirated Porsche. Aren't you?

Darkness quickly falls as we navigate our way from Porsche GB's headquarters in Reading across the Hampshire and Surrey back routes, aiming the R's nose at the Hindhead Tunnel on

the A3. It's an attempt to a) miss any heavy traffic, b) trial the R on English B-roads, and c) arrive at a long, smooth stretch of fast flowing tunnel to make this thing roar. First impressions? This R is entirely driveable. It copes with the typically undulating roads of the home counties easily, even slender country byways, owing more to the threadable nature of the GT3 upon which its body is largely reminiscent than the bewinged RS version from which it takes its power. There's nothing intimidating about driving the R, which conversely we find a natural by-product of piloting the RS; rather it feels

more like a well-sorted plain 911 – quick and innocuous. Bumps are soaked-up with relative ease, albeit this is not the smoothest of rides available from a 991 and nor should it be. But a constant feel that there's a latent animal lurking beneath is ubiquitous. Indeed, push this car harder on these 60mph twisties and it will come to life to a degree in direct correlation with the angle of your right foot on its accelerator pedal. Comfortably quicker than a GT3 (or so it feels), but not as glued to the surface as an RS, it's free and loose in all the right ways, and it comes to life the braver you get. Happy for you to push



on, every once in a while it's keen to remind you that you shouldn't get too wild at its helm, for ultimately this remains something of a race car for the road under its lightweight attire. Never do you come even close to pushing it beyond its composure on the road, however, for it is too accomplished, planted and, it would seem, one step ahead of your thought process at all times. Driving the 991 GT3 RS feels like free falling without a parachute. With the 911 R you're strapped in tandem to someone who knows what they're doing. Porsche says this car is not about lap times, rather it is designed for unadulterated driving pleasure. What that sort of means is that it is intended for the hooligan inside us all. And as soon as you let that internal hoodlum loose a little, the car plays along. It will accelerate, brake and corner like any GT Porsche worth its salt. But it's far more compliant than most of Andreas Preuninger's other creations. It doesn't drive like it's on rails, like so many of its stablemates, and that serves to make it feel beautifully tactile and alive. Of course, where the GT3 RS has functional aerodynamic devices protruding from every orifice, all designed to force it down onto the road, the R's simplistic, lightweight approach prefers to allow for some subtle and amenable movement, both vertical and horizontal. Like many of Preuninger's cars, the feel it imparts is transmitted through the seat of the pants, the steering wheel, and the pedals without feeling as if there is a computer system translating between it and you. In a way it's as analogue a 911 as we're likely to get in our digital world.

On the southbound London to Portsmouth side of the A3, the R's bright white headlights settle on the outlined portal of the 1.1-mile Hindhead tunnel. It's the longest non-estuarial road tunnel in the UK. Opened in 2011 the dual carriageway which slices through it runs

beneath the Devil's Punch Bowl, built in part to protect the site above as it is listed as being of special scientific interest. The tunnel was, during its infancy, known as a bit of a magnet for lads in fast cars; Lamborghinis, Ferraris and (dare I say it) Porsches. Today it is policed by 'SPECS' average speed cameras, serving to limit the outright pace of any vehicles passing through it. That suits our purpose for tonight, because much like the ethos behind the 911 R, running through this tunnel is no longer about outright speed and more about enjoying the moment – soaking up the theatre its cylindrical concrete structure can deliver as it reverberates the sound of a melodic 4.0-litre 500hp Porsche flat-six with a redline of 8250rpm back at us. As we enter there's physical space behind us and headroom on the speedometer. We slow the car to a crawl before punching the right pedal to unleash all 339lb ft of torque, creating a tuneful noise that could wake Bach from his box. It may not be able to match the tangible thrust produced by a 911 Turbo or Turbo S but the R has far more soul. It invokes passion in the driver and feels oh-so-very-special. It simply doesn't matter that it's not the fastest new Porsche available today.

As the end of our tunnel homes into view so too our sweet, short adventure in this wonderful car draws to a close. The tunnel's strip lights stop flicking across the bonnet and up the windscreen and we're quickly plunged back into almost complete darkness. It's getting late now, best we get Porsche GB's prized possession back home in preparation for tomorrow and another 24-hours in the high-profile media spotlight.

At the end of the day the 911 R embodies what a Porsche should be all about. It provides a thrilling driving experience and, importantly, it is not too ostentatious. Next year we'll see a second-generation 991 GT3 with a specification

911 R

ENGINE: 3996cc flat-six DFI

TRANSMISSION: Six-speed manual, rear-wheel drive

BRAKES: Porsche Ceramic Composite Brakes, 410mm six-piston callipers (front), 390mm four-piston callipers (rear)

CHASSIS: Lightweight MacPherson struts (front), lightweight multi-link (rear), PTV, PSM, mechanical rear differential lock

WEIGHT: 1370kg

PERFORMANCE:

Power: 500hp @ 8250rpm

Torque: 339lb ft @ 6250rpm

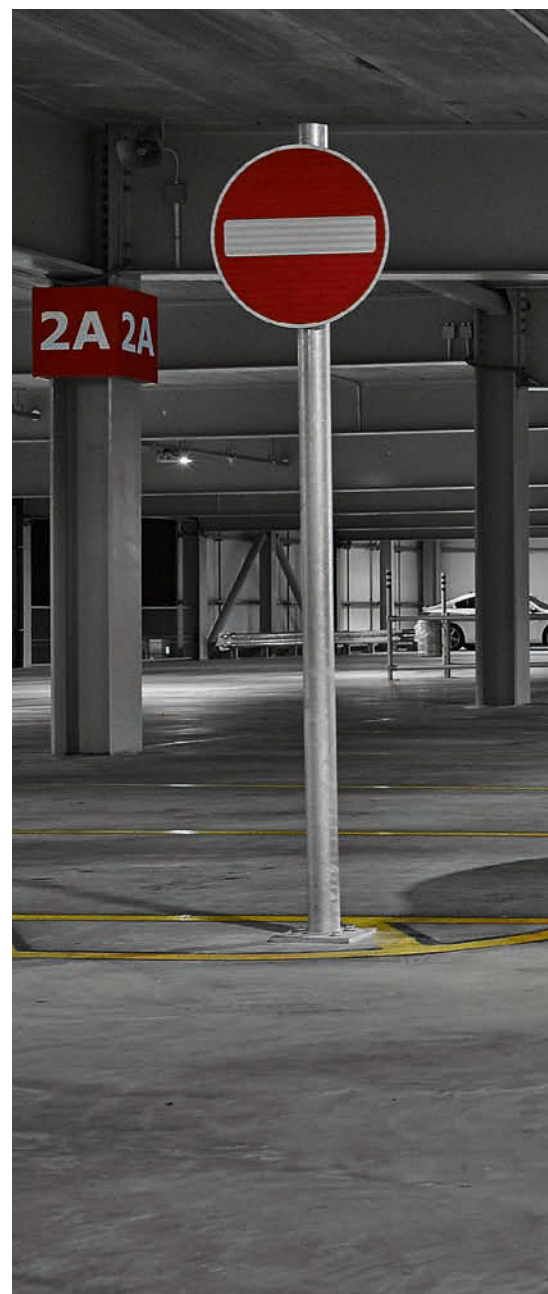
Top speed: 201mph

0-62mph: 3.8 seconds

Fuel consumption: 21.2mpg

Co₂: 308g/km

ON THE ROAD PRICE: £136,901





*It's as analogue a 911 as we're likely
to get in our digital world*





essentially not a million miles from this car (read it'll have a manual gearbox) and, unlike this limited edition R, mere mortals might actually be able to buy one. Whether or not that new model might take some of the shine off the 911 R remains to be seen. For now, though, this car is without doubt an instant Porsche classic, and one that has become a highly sought-after commodity on the open market. Is it worth the kind of crazy money people have been reportedly snapping them up for secondhand? Of course it's not – is any car, really? Is it a 911 that is more than the sum of its parts, a car that delivers gratification from the moment you set off and one you'd have parked in your dream garage? Absolutely it is. Perhaps more important than all of this, though, is that Preuninger's handiwork on this car serves a very important function: it marks a

turning tide for Porsche, and maybe the automotive industry as a whole, whereby it no longer should feel the need to chase incremental increases in the performance figures of new cars – a game that was surely unsustainable. The 911 R takes a refreshing step back from that automotive arms race, with a full understanding that bigger doesn't necessarily mean better. Playing Top Trumps with power figures is all well and good between car makers, but ultimately it's entirely possible to have as much fun driving a well-engineered 250hp car as it is to find entertainment in a 500hp one. And with that in mind, a quality, back-to-basics 911 sports car that puts driving fun ahead of outright pace makes perfect sense. When something sounds too good to be true, it probably is, just not in the case of the 911 R – the Porsche of 2016... ○

We're suckers for a tunnel run in a normally aspirated Porsche. Aren't you?





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911 Carrera 4 GTS (997)

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£62,995



911 Carrera 2 S (997)

Atlas Grey • Black Leather Seats PDK Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels 22,529 miles • 2010 (10)

£47,995



911 Carrera 4 S (997)

Carrera White • Black Leather Seats Manual Gearbox • 19" Sport Design Wheels • Touchscreen Satellite Navigation • 38,258 miles • 2009 (09)

£46,995



911 Carrera 4 S Targa (997)

Midnight Blue • Black Leather Seats Tiptronic Gearbox • Satellite Navigation 19" Carrera S II Wheels • 43,497 miles 2008 (08)

£39,995



911 Carrera 2 (997)

Arctic Silver • Black Leather Seats Manual Gearbox • 19" Turbo Wheels Touchscreen Satellite Navigation 34,447 miles • 2009 (59)

£38,995



911 Carrera 2 S (997)

Arctic Silver • Dark Blue Leather Seats Manual Gearbox • Satellite Navigation 19" Sport Design Wheels • 49,392 miles 2004 (54)

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Author of 25 Porsche books, Peter has been involved with the brand for 35 years

Mutton dressed as lamb is a well-known old English saying. Peter Morgan notes that the expression is applicable to early 911s...

My 1972 911S lives for most of the time under a cosy cover in my garage. The last time I did anything with it was a track day back in the spring, but through the summer it has lived the life I suspect most early 911s lead – doing nothing.

The nice thing about having the 911 under a cover is that virtually everybody who comes into the garage recognises the shape and asks to see the car. Most recently, I was amazed at how much an electricity company technician (who had come to play with our wires) knew about early 911s and how he had once nearly bought a 914. It's a fact that everybody who has even a passing interest in cars recognises a 911. Perhaps that's at the heart of why there is still so much interest in the early cars, which many regard as the 911 with the purest shape. However, buying an early 911 now requires deep pockets.

Values exploded in the Noughties and have continued to consolidate this decade. Speculative sellers try to get seven figure sums for rare RS models while even humble 912s have been pulled up in value three or four times what they could ask ten years ago. All the early cars are now strong investment products and it requires a deep breath before buying one. Complicating the picture is the nagging question as to whether the upward trend is solid value growth or the last few puffs of an already overinflated bubble. Markets, as they say, can go down as well as up. But like many who closely watch the markets, I believe we are enjoying the former.

That said, I do believe the market has flattened in the second half of 2016 and that there is some real value to be found now if you have up to £100k to invest. Okay, I'm sorry if that sounds such a large figure but that's just where the market is for mainstream, quality early 911s.

The size of the budget required to get into a good early car has meant

that the prospective buyer is, unfortunately, no longer going to be a budget-conscious enthusiast. A very good T or E from the early 1970s is likely to cost £75-100k (leaving aside the 'made as new' cars), while a good 912 won't leave change from £35k.

*Selecting the right
early 911 is critical
if all you have
eyes on is the
resale value*

Doing it yourself on a project car is still a route to consider for a good return but cutting corners on the work isn't going to get you an eventual top value. To step into even a ratty 2.4 911T, say, is going to require £25-30k. Doing the dirty jobs yourself, a full shell, trim, interior, underpinnings and mechanicals restoration will cost another £30k – more if anything needs extensive reworking.

This makes selecting of the right early 911 critical if all you have eyes on is the resale value. To get the best ultimate value, even from an initially poor car, the authenticity and provenance must be faultless. In terms of originality we are talking about

matching numbers and number markings on the car that really are authentic. Today, it really is worth having that leaky or cracked magnesium alloy crankcase repaired if it is the original, rather than having somebody substitute another and replicate the original stamping on the fan housing. An expert will spot the switch and it can knock at least 25% off the value of the car. The same applies to the VIN stamping on the bulkhead behind the fuel tank. A reshelled car may present really nicely, but it's in trouble value-wise compared to the original. Patching and using OEM parts is also no good, you must use original parts.

What troubles me most about the early 911s I've seen in the past year is the number that are still being given budget makeovers that make them appear high value cars. One auction car looked great on a walk around and offered a fair history and matching numbers. Underneath, once the thick black sealer had been probed through, it was a story of ragged welded patches, filler, brush painted suspension and old, old bushings. And yet the car sold for top money because the upper body finish was good. The previous keeper had focused on the cosmetics with a glassfibre front bumper, new trim, new carpets and smart repro sport seats. But it was mutton dressed as lamb and without question would need a £20k bodyshell/underpinnings spend within five years to keep its value.

It's very easy to sound snobbish about such details, but the level of investment buyers are being asked to stump up today demands quality and authenticity. It's the same for any classic Porsche.

So if you are going to buy a high value early 911, the first thing to be done is to talk to enough experts to establish who you can trust. Getting their help will pay off in ways you may not appreciate until you come to sell your car ○



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



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

Dino reflects on some hot laps in a GT4 Clubsport and outlines what a professional racing driver gets up to in the off-season...

Since the season has ended, and there's no racing for me to do, it's all about events and sponsorship hunting for 2017. So after taking a couple of days off after the season, I've got straight back to work to start planning and strategizing.

As of yet I can't share what my plans are but the main focus is to return to the Porsche Carrera Cup in 2017 with all of my sponsors and partners. The Carrera Cup GB offers a great platform for sponsors to engage with and offers great publicity. Not only that, but being able to entertain guests with the Porsche brand and the 911 Cup car is something you can't really get elsewhere. In short, I love Porsches and I love racing them, so I'll be working hard over the winter to raise the necessary sponsorship to go and win in 2017.

Throughout the winter, I'll have a fair few events to go to and work to crack on with, which will keep me busy. I recently attended the *GT Porsche* track day at Brands Hatch and got the opportunity to drive a Cayman GT4 Clubsport (right), comparing it against a virtual reality simulator. That was good fun and it was amazing to see how technology has moved on. I could not believe just how realistic it felt and how 'in the moment' it all was (see p91).

Driving a GT4 Clubsport was good fun, too. I hadn't really driven one before and, in fact, the only Porsche I'd driven in anger was my GT3 Cup car. It was strangely fun. It had all of the aids on – traction control, ABS and so on – and initially, it felt like going back onto a bike with stabilisers, or like going to the bowling alley and putting the bumpers up the sides of the lanes. It almost felt too easy.

I was taking passengers for hot laps, and I really wanted to slide the rear out but the traction control stopped me. It let the power in slowly and in a controlled manner. I couldn't get over the sensation under braking either. However, slowly but surely, I started to

warm to the car. I realised the car wasn't all about sliding the rear out and power-sliding out of corners. I built up some good pace and started to enjoy braking super late and carrying speed into the corners. With ABS, it saved any dodgy lock-ups and the risk of going off. I then started to go faster and faster, until the point where I was genuinely enjoying driving it. I almost forgot about my passengers and was just enjoying it for myself!

The Clubsport ended up being great fun and a great car to take on a track day. The passengers loved it, I loved it, and I think any racing driver would have a great time in it. The *GT Porsche* day was good fun and it was great to see some lovely looking Porsches out on track, too! I saw a camouflage GT4 which, ironically, stood out on track the most!

The next few weeks for me will be

extremely busy. I've got two partner events coming up but, first of all, I get to take all of my sponsors around Silverstone's Grand Prix circuit in my GT3 Cup car. That always goes down well, as the car is so fast and so cool. I usually put some old tyres on, chuck some fuel in and just run it all day! The second event I've got is a 'racing networking evening' with all partners and sponsors in London. It will take place at our sponsor Arbutnot Latham's HQ. I'll be doing a Q&A on stage, reviewing the year and previewing 2017. It's these events that get all partners together to network and really get behind my journey.

So there's plenty of work still to do, and arguably, the hard work starts now. The racing? The racing is the easy bit! The hard bit is getting the required sponsorship to go and do what I love doing. The way I see it, motorsport is a

business and, frankly, it always has been. As a racing driver, the sooner you realise that and embrace it, the better it will be in the long run. So when people ask me what I do for five months until the season starts again, I say I'm running a business. The driving of fast cars and aiming to be fastest around a lovely race track is the cherry on top ○

The racing? The racing is the easy bit! The hard bit is getting the required sponsorship to go and do what I love doing



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

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second thoughts

by Simon Jackson



Simon has worked across several automotive publications over the past decade

Simon looks back at a year of driving Porsches of all different shapes and sizes, both old and new...

Given the theme of this issue, looking back over 2016's greatest new Porsches, I'm feeling in a reflective mood. There's plenty of coverage on the brand-new cars that myself and the team have driven this year elsewhere in this issue, but I started wondering what other Porsches I'd enjoyed driving over the last year. Flicking back through the past 12 issues – February 2016 through to the last issue – there are plenty of noteworthy candidates.

Throughout 2016 the magazine highlighted a series of backdated 911s – cars made to look older than they actually are. The conversion process is more popular than ever, chiefly due to the cost of older cars reaching stratospheric financial heights. People who want to drive older 911s can't afford to do so; instead they buy a newer car and tweak it to appear period. Numerous techniques are used to achieve this; some of the works are conducted through specialists, others are built at home in garages. Perhaps it's that eclectic nature which keeps this corner of the Porsche scene interesting. In the course of bringing these features to the pages of *GT Porsche* I've been lucky enough to drive quite a number over the past year. Each has had positive and negative aspects but I'm happy to report that, on the whole, they were all great fun. Off the top of my head I'd presumed it would be one of these cars that stood out most. However, impressive as each one was, I don't think a backdated 911 provided my favourite driving experience of 2016. In fact, I don't think anything air-cooled did, and I've driven plenty of them – from prized classics to more contemporary cars, from expensive assets to more affordable stuff.

I actually think my most notable Porsche drive of 2016 was provided by the 997 GT3 RS, a car I borrowed from Porsche GB for a few days back in the summer. I'd argue that the 997 GT3 RS

is far rawer than anything Porsche makes today. And that includes its 991 RS equivalent which (while insanely quick) can impart a cossetting feel at times. We took the 997 down to Goodwood for an event and I have to say the journey there and back through those countryside roads was immensely pleasurable. Here is a car that feels constantly alive in your hands. It's lairy, fast, loud, and it speaks to its driver. It's what a Porsche 911 should be all about in many respects. Even popping to the shops in it is an event. I passed my motorbike test this year and I really do think that this GT3 RS is as close to the

experience of riding a bike that I've felt in a car. On two wheels you have that sense of freedom but also there's an unspoken union between you and the machine that takes place in the background. Similarly you build a level of understanding with the 997 GT3 RS and it's both infectious and satisfying. I've not driven one on track but I can only imagine that sense of understanding builds in parallel with your pace and confidence.

I think this elusive feeling that I'm describing here is what the 911 R uses to good effect, too. In a world of highly accomplished modern cars, excellent but perhaps sedate and stale, both the

997 GT3 RS and the 911 R take a step back, putting the sensation of driving, the thrill of the drive if you will, ahead of any other factors. What that delivers is a memorable and exciting driving experience.

I think there is a lesson there for those in the automotive industry who are caught up in the idea of efficiency and competence; sadly there are more of these banal people than you'd imagine. Sometimes we don't need our cars to do each job with dazzling effectiveness; first and foremost we want the cars we drive to have soul – that is what makes them unforgettable ○

*Here is a car that feels constantly alive in your hands.
It's lairy, fast, loud, and it speaks to its driver*



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



BACKGROUND *noise*

Unified with the '718' signature for 2016, both the Boxster and Cayman have undergone their biggest transitions to date. We bring together two range-topping versions to review the wisdom behind Porsche's move to four-cylinder turbo power.

Story: Simon Jackson Photography: Gus Gregory

Crisp winter sunshine, a bright blue sky, cool fresh air, and two of Porsche's latest sports cars parked against the rolling panorama of the North Downs. As a scene it's certainly a vivid and compelling one but just out of shot, spoiling the serenity somewhat, sits an omnipresent problem. It's an elephant in the car park, if you will, and one that has sent some Porsche people apoplectic over the past 12 months. What's got their goat?

For 2016 Porsche performed the most drastic alteration yet to the traditional makeup of its modern entry-level sports cars. The Boxster and Cayman are now united by the numerical digits '718' as a nostalgic nod to Porsches of old, but there's more. Revoked were both models' privileges to the firm's customary large capacity, normally-aspirated, six-cylinder engines – power units to which they had both become very accustomed. In their place came a new format for propulsion: downsized four-cylinder turbocharged engines, reflecting an industry-wide step change toward small-capacity force-induced

motors. Porsche called it progress and attempted to liken the new cars to its similarly powered 718s of the 1950s – tenuous at best. Others labelled the change as a step backwards and decried the loss of the tuneful six-shooter. On whichever side of the fence you might find yourself, though, one thing seemed certain: entry-level Porsches had changed for good. And everyone fears change, don't they?

Early in 2016 it became a given that the arrival of the next-generation of Boxster and Cayman would debut new four-cylinder Porsche motors. It wasn't until the spring, though, that we got behind the wheel for the first time allowing us to develop a full understanding of what that really meant. To recap, Porsche was offering two turbocharged flat-four engines: a 2.0- and 2.5-litre (for the S variant). As initial driving impressions rolled in for the 718 Boxster and Boxster S, the first of the two 718 models to hit our streets, worrying undertones were immediately apparent. Our own Andrew Frankel wasn't shy in coming forward with his direct



verdict that focused on one overriding problem: the noise. It wasn't great. Yes, as Andrew and many like-minded colleagues stated, the 718 Boxster still boasted a razor-sharp chassis and, yes, it remained a class-leading car but its discordant din entirely distracted from the driving experience (*GT 06/16*). Could the loss of two cylinders really have such a detrimental effect on this award-winning Porsche package? So it seemed; therefore, what hope for the Cayman?

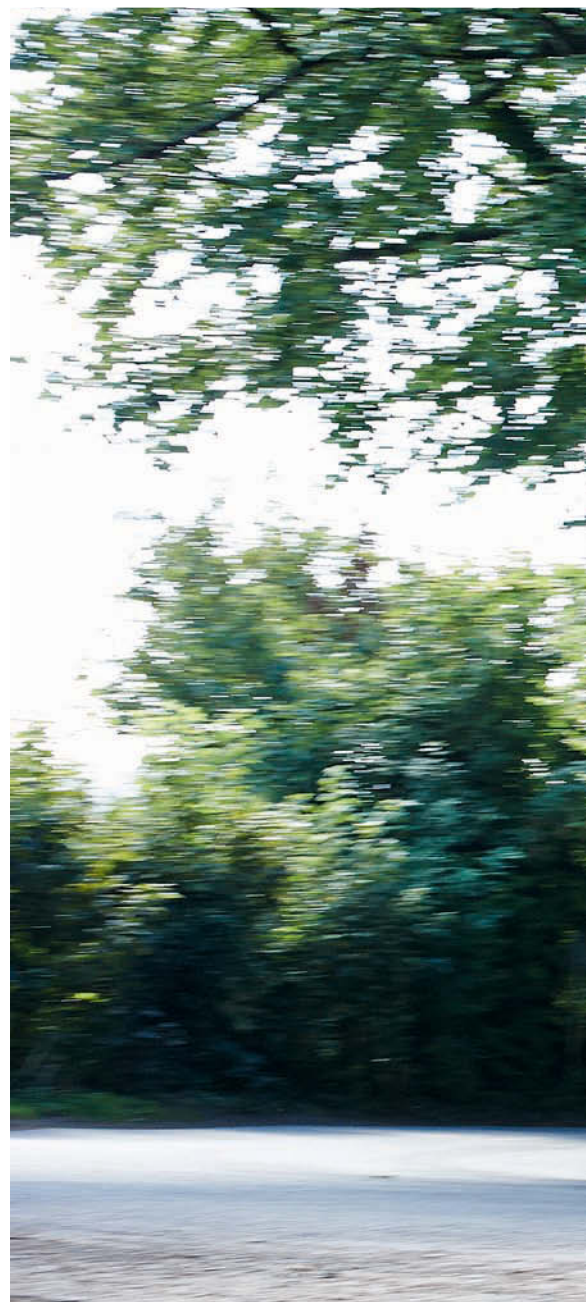
For the first time in the historical coexistence of the two models (Boxster and Cayman), the coupé was now the (slightly) cheaper of the two Porsches to purchase. The pricing structure for the 718s fell into line, so said Porsche, with a long established tradition of its roofless 911s being sold for a premium over their hard-top siblings. For the enthusiast it might have been music to the ears for the Cayman had long been the preferred choice of the two cars if ultimate driving pleasure was preferred. But with that in mind Andrew Frankel's first encounter with the Cayman once more left him wanting (*GT 09/16*). In the intervening period between the launch of the 718 Boxster and the arrival of the 718 Cayman Andrew had admittedly come to terms with the new Boxster's vibe. He found that further time spent bonding with the car left a rather more positive impression over the one he had initially formed. But in what he saw as the more driver-focused of the pair, the Cayman, there might be an issue. Would the more enthusiast-based clientele for the Cayman be quite so accepting of this new Porsche's engine revolution? Perhaps not, was his conclusion. And so it transpired that, like the Boxster before it, despite of the 718 Cayman having made gains in some key areas (namely torque, gearing, and chassis), overall something had been lost in translation between the death of the 981 and birth of the 718. Could Porsche's open-heart surgery really have killed one of its most popular patients? It was a tough proposition to swallow.

Fast-forward a good few months to the present day. Enough time since the 718 Cayman joined its roadster sibling on our roads has passed for the opinions of the motoring press to permeate and, more importantly, for the wider Porsche community to make its own calculated judgment on the new arrivals. It's a good point in time to revisit both 718 cars with a certain level of retrospective objectivity. And to foster that we've brought together two range-topping S examples. First in our sights is the Boxster.

At the end of last year we had the pleasure of borrowing a 2.7-litre 981 Boxster (the run-out, normally aspirated model) for the week and, boy, did it impress (*GT 02/16*). It may have been a point of entry to Porsche ownership but its lofty levels of refinement and focus on driving enjoyment would easily have had you fooled – all in exchange for less than £40k. The Boxster, we thought, has come a long way since its inception in '97.

Come the arrival of the 718, then, there was much about which to be concerned, though Porsche has clearly done its utmost to allay some fears by producing a new car that looks and feels very much like its forebear. Indeed, from the outside the changes between the 981 and 718 are subtle. Inside you'll find the same quality of fit and finish to which we have become accustomed. Arguably, even, the 718 is slightly more refined. But all that is largely academic because twisting the key in its ignition serves to deliver the real trepidation here. Where once we had been treated to a tuneful six-cylinder roar, now the accompanying audio from the flat-four turbocharged engine is far more of an acquired taste. But just as one should not judge a book by its cover, perhaps dismissing the Boxster for its soundtrack is too harsh a judgement.

The 'basic' 718 Boxster comes with a 250hp 2.0-litre engine whereas the S model you see here gets a 300hp 2.5-litre mill. Both use single turbochargers. Increasingly with these





*The beautifully balanced unison of exciting
handling and accomplished,
refined pliancy remains*







accomplished modern cars, though, the essence is less about facts and figures and more about feel. And that's the part of the new Boxster experience that proves divisive. There are a number of positives that accompany the new power unit. First is its torque: 330lb ft in this S variant, delivered between 1900 and 4500rpm. This means it never really feels out of puff on the road until you get right up to the top end of the rev range. Although, try as it might, Porsche cannot disguise the science of turbochargers at work; there's clearly a shove as the blower kicks in just after 2500rpm. That being said, throttle response is evidently sharper than before and the engine pulls consistently in both the Boxster and Boxster S up towards a high (for a force-induced motor) redline. In this S that's just south of 7k.

Better still, this S model gains Variable Turbine Geometry lifted from the 911 Turbo, which serves to optimise the way the turbo provides its power at both low and high revolutions. Also the Dynamic Boost function keeps the throttle open for a couple of seconds after a driver lifts. Both mean boost pressure is maintained as much as possible providing a linear power delivery.

So, the car's performance cannot be questioned for it remains arresting, so too its chassis. The beautifully balanced unison of exciting handling and accomplished, refined pliancy remains. In fact, with the addition of an even quicker and pointed steering rack the Boxster is better than before. Don't get us wrong, there's still that slight assisted impression, an artificial feel if you will, that you get with contemporary cars but Porsche is ahead of its rivals with polishing this out. Like before, the Boxster's impeccable chassis allows the driver to

rotate the car on the throttle pedal, modulating its attitude without the fear of being bitten. This is accentuated by the limited-slip differential (the LSD can be optioned as part of the Porsche Torque Vectoring package). Two versions of the

might end up driving your 718 Boxster or Boxster S with the roof up at all times, which seems pointless as you may as well buy a hard-top Porsche, like a Cayman. And speaking of which...

Faster, sharper, and more refined than its

It remains the smile-inducing machine for which the Cayman has always been known

ride height adjusting PASM concept, basic (-10mm) and sport (-20mm), allow you to accentuate chassis-feel and capability further by stiffening things up. There's also the Sport Chrono option to consider. It allows the driver to rotate the switch on the steering wheel shifting between Normal, Sport, Sport Plus, and Individual driving modes.

In short, it's tough to knock the 718 Boxster or Boxster S in terms of driving dynamics for both versions remain smile-inducing. What is missing, however, is the sense of occasion that used to accompany driving Porsche's entry-level roadster. No longer does the Boxster stimulate a tingling of the spine via its six-pot roar on any roof-down cross-country run. Even with the Sports exhaust fitted the car's drone is just plain loud – not in a good 'sporty' way but rather in a cheap, big bore, aftermarket exhaust kind of way. You're so connected to the audio when you drive a roaster like this that if that element is disappointing it's sure to take the shine off the entire package for some, which is a real shame. For that reason you

forebear; on paper there was much to like about the 718 Cayman and Cayman S. But taking into account what we already knew of its roadster sibling there was much concern around, too. It's true that the two cars share almost everything but it's also a fair assumption that, as a brand enthusiast, if you could only have one Porsche it's the firm's two-seat coupé that you'd likely choose. That makes the verdict on the 718 Cayman arguably more important than any judgment on the 718 Boxster. Could the Cayman, Porsche's cut-price 911, still deliver the goods?

First impressions are respectable; the Cayman's metal roof serves to separate you from the conflict-ridden engine note, instantly tempering any major acoustic worries which we find rather mentally soothingly. Instead you're able to focus on what the Cayman has always delivered in spades: pure driving enjoyment. Like the Boxster, the 718 Cayman and Cayman S boast 250hp and 300hp respectively, so gone is the coupé's traditional horsepower advantage over its fabric roof relation. Still, these new cars

'I BOUGHT ONE'

Serial Porsche owner Neil Plumpton added to his fleet (which includes a Cayman GT4) with a 718 Boxster S – the very car you see here, in fact. What's his opinion as an owner?

"Why did I buy a 718 Boxster? People buy cars for many reasons but I buy them for looks. That may sound strange coming from someone who has owned five Cayennes, but it's true! I loved the look of the Boxster anyway but the restyle for the 718 blew me away. The rear is the biggest change and I think Porsche has it spot-on. It looks more aggressive than any Boxster before it and the 718 model designation adds to the coolness of it all.

Strangely for me the engine was the least concerning factor as I had faith in Porsche to nail it. I think it did. Talk all you like about the noise but you'll soon forget it once you settle into the ride. It's responsive, fast enough for any road, and it looks amazing – especially in Lava orange."



are 25hp more powerful than their 981 forebears, and both deliver that power in a more useable manner in the real world. Through the use of pure magic the two 718 body styles share the same kerb weights, too. What this means is that on the road, as you might expect, they feel very similar to drive. Identical to the Boxster, there's a magnificent level of mid-range punch in the Cayman S that's delivered thanks to the nature of the turbocharged engine, but it is aided by the (six-speed manual) gearbox in this car. The manual 'box retains long ratios, albeit they are not as tall as those found in its predecessor. Although shifting between gears might not be required as frequently as in the past, when it is necessary there's nothing at all to complain about – the slick manual 'box in the 718 is an utter delight to operate. Porsche has come on a country mile with its manual 'boxes in the last handful of years. That's not, however, to discount the PDK gearbox fitted to the Boxster in our photographs, for it too has its benefits, although they do shine to a greater extent in certain 911s.

Throwing a Cayman around has for some time been one of modern motoring's highlights. Its mid-engined, rear-drive layout has long felt as

though it were conceived by leading authorities in their field and fine-tuned by automotive deities. That remains the case with the 718 cars. Easy and flattering to drive, the 718 Cayman S cossets you through every turn, encouraging harder and faster progress each time. The slight slip angle it naturally allows, so revered before, is still present. This means it feels as if you're comfortably balancing the car on the edge of oversteer even when you're not. You can be safe in the knowledge that before any sequence of tragic events may begin the car will announce a little understeer to remind you to wind your enthusiasm back a notch. Never does its formula cause fright, rather it remains the smile-inducing machine for which the Cayman has always been known.

You could state the same case for the Boxster but perhaps as the engine's dull clamour is less intrusive in the Cayman it allows one to appreciate the 718's other talents to a higher degree. In a real world scenario, point-to-point, we'd wager the 718 Cayman S package will allow you to make better progress than in any of its forebears, with the possible exception of the GT4. Although remember that in S trim the 718 isn't far off the performance of its illustrious 911-engined GT likeness.

The Cayman S remains the lucid friend it always was on the road, a car that feels unreservedly more useable than a 911, willing you to thread it through traffic and to push on to some clear space in order to exploit its latent talents. And yet personally, for now, I still prefer the old car... For me the Cayman came of age with the 981 and, GT4 aside, the format doesn't get much better than the 981 S or GTS. Both models provided all of the things we've just discussed but with the howling soundtrack of a six-cylinder engine that was no less economical or accomplished than the four-cylinder units in these new 718 cars. What's more, by playing it safe with the styling changes between the 981 and 718 Cayman Porsche has left us with two cars that, aesthetically speaking, look very similar – especially to the layman. You might even go so far as to say that they perform and drive in a pretty similar fashion, too, for they are exceedingly proficient at what they both do with a sublime chassis. In one of them, though, I would crack the window open a touch every now and again to drink in the sensory show delivered by the normally aspirated engine. In the new car I might be predisposed to glue the glass shut ○

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123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
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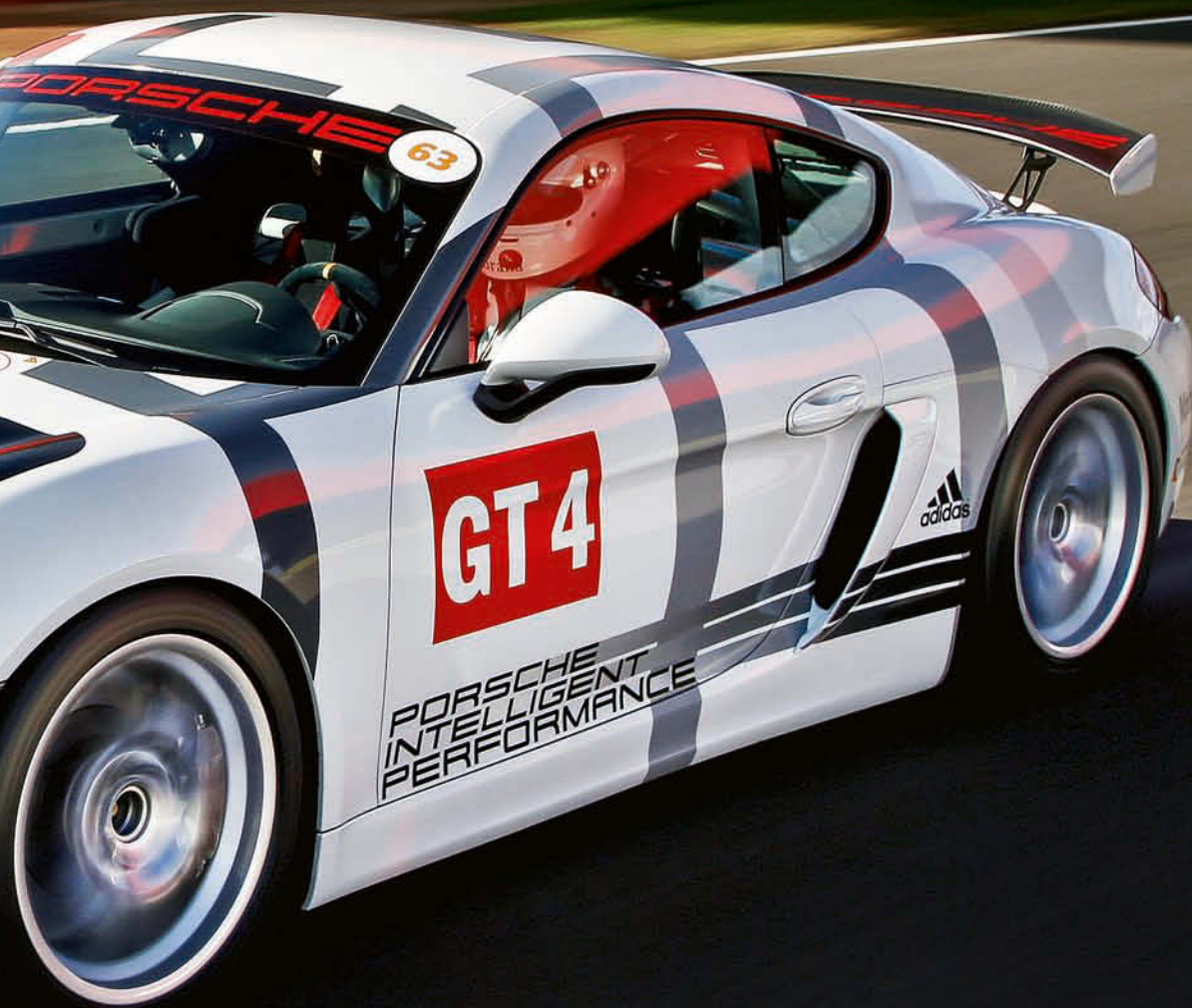
Clubbers' Guide

The Cayman GT4 Clubsport will soon be a fully homologated GT4 racing car eligible to compete around the world. Andrew Frankel drives it in anger at Silverstone...

Story: Andrew Frankel

Photography: Stan Papior







It has been established for a while now that if you want a Porsche for driving pleasure alone, it's not a 911 you need but a lighter, purer, better-balanced Cayman. And it's been equally clear, albeit for rather less time, that if you want the maximum pleasure possible within the Cayman format it is to the Motorsport department's Cayman GT4 that you must turn. Indeed, there are those who will tell you that not only is a Cayman GT4 a far easier car to drive than a 911 GT3 RS but for sheer driving pleasure, and for all but driving superheroes, it's the more entertaining of the two as well.

I'd not go quite as far myself, but would nevertheless point out that if you're one of the lucky few to have paid a normal list price for your Cayman GT4, you have bagged one of the biggest automotive bargains ever offered and not just because its residuals will no doubt go through the roof. But what if your Cayman GT4 is not quite enough? You've done a few track days, loved every second, and feel ready to take the next step. How could you possibly have more fun within the Cayman format? Quite easily, as it turns out. Step forward the Cayman GT4 Clubsport.

I hope you agree, it's nice to see that name back as part of an official Porsche model name. And it sums up this Cayman's purpose perfectly: it's a racing car not for seasoned professionals, like the 911 RSR, but amateur enthusiasts, club-level drivers. Yes, you could use it for doing track days, and I'll get to how good it is at that particular discipline in a minute, or you could use it to scratch that itch, get out there and do some proper racing.

As the name suggests, the Cayman GT4 Clubsport will shortly be a fully homologated GT4 racing car, which means it's eligible to race in series right around the world. In the UK it can do the Britcar championship or the highly-regarded British GT Championship. It can also do 24-hour races on several

continents, including the Nurbürgring 24 hours. All cars race to a precise set of rules and have their performance balanced by the authorities to ensure, in theory at least, that none has a performance advantage over the others. This can be done by adding weight, limiting power, or restricting aerodynamic downforce. Which is why, given drivers of equal abilities, your Cayman should be not one tenth of a second slower over a lap than a carbon-fibre McLaren 570S GT4 car. And it's a massive growth industry featuring not just Porsche and McLaren; makers as diverse as Aston Martin and Ginetta are all making factory-built GT4 cars. BMW has confirmed it will shortly enter the fray and Mercedes-Benz is known to be about to commit, too.

But how do you turn a Cayman GT4 into a Clubsport? GT4 racing rules involve rather more than bolting-on a rear wing and coming up with some pretty decals for the bodywork. What you can't really touch is the engine and body, both of which must remain fairly standard. Front and rear overhangs can't be changed either. Suspension must retain its original layout but components can be changed for racing purposes. Gearboxes are allowed no more than six forward speeds and no GT4 car can weigh less than a ton. Cleverly all rules are subject to waivers allowed by the governing body if it helps balance performance or allows cars to compete where otherwise they might struggle. As an example of a pretty big waiver, Ginetta is allowed to race its G55 despite the fact it's a pure racing car with no road-going derivative, despite the rules insisting all cars must be based on production models...

But back to the Porsche. The most obvious change from the street Cayman GT4 specification is the replacement of its manual gearbox with paddle-shift PDK. The motivation for this is not so much the faster shifts PDK provides but, more persuasively, it means the engine cannot be blown up by an unadvisedly early downshift or a missed shift altogether. The seventh gear it would normally include has been removed but as this is an overdrive, there to improve fuel consumption, it has no affect on the car's performance at all. The motor is standard and while its homologation process was not complete at the time I drove it, it is expected to be able to race with close to its full complement of power, around 380hp. The McLaren engine by contrast must lose around 140hp to stop it running away from the field.

The suspension is a confection of many different



parts from different sources. Its front axle, lower wishbones and tie rods are borrowed from the 911 GT3 Cup race car, as are the rear control arms. The remainder of the rear suspension is based on the Cayman GT4 road car but beefed-up for racing. Spring, damper and roll-bar rates are unique to the car. Massive iron discs (ceramics are not allowed) come clamped by six-pot callipers at the front and four-piston items at the rear, both also sourced from the Cup car. Naturally the interior is stripped and by the time it's homologated the electric windows of the car I drove will be replaced by polycarbonate items. Air-conditioning will be an option and probably worth considering for those planning on doing long races in hot climates.

The interior is a blend of the familiar and the foreboding. You'll recognise the essential architecture and what is for now a standard instrument pack, though I expect a more useful race set up with an LCD display and pages of scrollable information will, in time, become available. The interior is, of course, stripped of all non-essential items and the thick airbag steering wheel has been replaced by a simple suede-rimmed affair. The car retains traction and

stability control but this can only be switched on and off at present; other more fully-developed GT4 racers offer a range of settings to enable you to tailor the car to the prevailing track conditions. The ABS, however, can be configured to your choosing.

With all sound deadening removed the Clubsport is loud. The flat-six may be an off-the-shelf production but its voice is deep, hard-edged, and brimming with purpose. With no clutch pedal to juggle it's actually an easier car in which to pull away than the standard GT4. Porsche has been kind enough to clothe the 18-inch wheels with a brand new set of 11-inch-wide Michelin slicks (the maximum width allowable) and after a couple of laps of the Silverstone Grand Prix circuit to bed them in, the Clubsport is ready to go. I'm at a track day populated by all manner of scarcely street-legal machinery like Radicals, Atoms, BAC Monos and Caterhams, as well as a smattering of 911 GT3 RSs. It will be interesting to see how the Clubsport performs as a junior racing car relative to all this very senior road car product.

In a straight line, the answer is not well. For all that's been removed, the Cayman still has to



*The interior is
a blend of the
familiar and the
foreboding*





If you're to understand the car properly you must treat it like the racing car it is

carry heavy items like a full roll-cage and fire extinguishing system, plus the extra weight of the PDK gearbox, so in fact it's only around 45kg lighter than the road car, although Porsche is confident the homologated race car will have lost about the same amount of weight again. So it feels fast, but not blindingly so. What will take rather longer to get your head around are its braking and cornering abilities. With race suspension, slick tyres, and even a modest amount of downforce, these are enough to make any road-legal production car on road-legal tyres look utterly inadequate.

At first you just try braking later and for shorter periods of time before flinging the Cayman into the apex, but if you're really to understand the car properly, you must do it the courtesy of treating it like the racing car it is. Which means braking harder than you've ever braked in a road car in your life and so late in the corner at some points (such as Stowe on the Hangar Straight) you only brake just before you turn-in, and then use the forward weight transference to keep the nose nailed all the way into the apex before hitting the power hard, trusting in the grip provided by the

slicks, race suspension and limited-slip differential to keep you straight.

After a while, once your confidence has grown and your brain and body have acclimatised to forces that will be alien to anyone who's not driven properly-developed slick-shod racing cars before, you'll remember that this is still a Cayman. Which means that if you find yourself running out of grip, plenty of options remain. It still steers on the throttle and responds beautifully to any corrective lock you might add. The electronic safety nets are there, of course, but I felt they were slightly intrusive and soon switched them off: in the dry the car is more than faithful enough not to need them.

That said, I expect the GT4 Clubsport will be further improved before homologation: not only will it be lighter but the slight porpoising over bumps and on turn-in evident in the car I drove should have been eliminated. It's not enough to do much damage to your confidence in the car, nor spoil your fun, but this will be having an effect on its lap time and Porsche will want to sort that out.

I've been lucky enough to drive and race all sorts of GT4 cars. All are different and will appeal

to different people for different reasons, which I am sure is one reason the category is proving so successful. Another is that costs are the merest fraction of those now incurred in GT3 racing where, if you're going to buy and run a car to a reasonably professional standard, you need to allocate a million pounds per season as a bare minimum. GT4 cars, with their standard engines, gearboxes and bodywork, are not like that.

So where does the Cayman fit into the picture? To me it's the perfect step for the gentleman driver who's always wanted to race but perhaps has not had the time, budget, experience, or even talent to go GT3 racing. The Cayman is a serious race car, serious enough for not one of all those road rockets mentioned earlier to get anywhere near it all day long; but it is also accessible, user-friendly both to drive and to run. It provides the perfect stepping stone from road to race as well as a welcome return to the age old tradition of Porsche producing mildly modified racing machinery for its customers to enjoy. Put it this way, if I had the time and money to do a full season in a modern racing car, the Cayman would be one of the first to which I would turn ○



11

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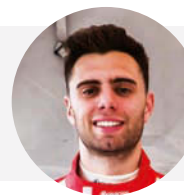
GREATEST PORSCHEs OF 2016

THE GT PORSCHE TEAM



Andrew Frankel
@Andrew_Frankel

One of the UK's most respected automotive journalists.



Dino Zamparelli
@DinoZamparelli

Professional racing driver, runner-up in the 2016 Carrera Cup GB.



Colin Goodwin
@Askgoodwin

A motoring journo for 25 years, a GT Porsche contributor for a decade.



Simon Jackson
@retro_jackson

GT Porsche editor with more than a decade spent in automotive media.

Porsche enjoyed another bumper year of fascinating new cars in 2016. Just what did the GT Porsche team make of them?

718 BOXSTER



Andrew Frankel:

This was my introduction to Porsche's brave new four-cylinder world and it's fair to say I didn't much care for in upon first acquaintance. However feeble its power output Boxsters always had that inimitable sound to keep you company. And now it's been replaced by a pretty tuneless blare. It took more time for me to appreciate the positives the new engine brought to the party, principally torque. It was clear quite soon that this torque would mean that for the first time manual cars would not feel overgeared, but it was only after hours on the road that I appreciated also its ability to bring the sublime Boxster chassis to life. Don't get me wrong: I'd prefer natural aspiration, but **don't let anyone tell you the turbo four is lacking entirely in redeeming qualities.**



Colin Goodwin:

I wasn't expecting much from the engine but I was rather hoping that it would have more soul than it does. Obviously I have driven that layout in numerous Subarus over the years so I knew pretty much what to expect. Like the 718 Cayman the four-cylinder Boxster is better to drive than the six-cylinder car and even better looking, the trouble is that I'm not a roadster enthusiast. The lack of roof in the Boxster has always been made up for by the even fruitier sound of the engine out back. **There is still no open-topped car, except for a Lotus, that comes anywhere near the 718 Boxster** for handling and dynamics. I've just driven the new Audi TTRS roadster and that car demonstrates just how superior the 718 Boxster is.



Simon Jackson:

I first drove the 718 Boxster and Boxster S in Portugal but beautiful weather and revered twisting mountain passes still couldn't erase the troubled looks on the faces of the assembled journalists. **This was uncharted territory for Porsche in many ways; for the first time in an age it had a new car people might not care too much for.** That initial couple of days weren't enough to win me over in hindsight, the new four-pot engine just detracted too much from the package, albeit a package even more polished and perfect than before. I've since spent more time with the car, and it does grow on you pretty quickly, but is it as thrilling as the old 981? No. Does it remain a fantastic roadster and a fine entry into Porsche ownership? Absolutely.



718 CAYMAN



Andrew Frankel:

The Cayman has both lost and gained more from the four-cylinder engines than the Boxster. On the down side, Caymans, far more than Boxsters, are bought to be driven. They don't really have an ornamental role, so the restricted rev range and degraded sound quality is more keenly felt. Then again, until you've seen the way the Cayman S chassis is brought alive on the track by the challenges handed down by the new engine, you'll never have a true appreciation of the now phenomenal capabilities of this car. So long as you can forget the noise, **here's a car with driver involvement levels not far removed from those of a Cayman GT4** and poise and balance that seem almost impossible for a car designed to work primarily on the public road. I've seen nothing to suggest these turbo engines are actually significantly

more frugal in the real world than the old sixes, but as devices to bring out the very best in what was already the best chassis for miles and miles around, their contribution would be hard to underestimate.



Colin Goodwin:

Like most UK journalists I drove the 718 Boxster before the 718 Cayman so I was already familiar with the two-pots-short engine. Perhaps that's why when I drove the Cayman, **the pure ability of the car and its pace overshadowed the disappointing noise it made.** Sure, I will always wear a black armband when driving a four-cylinder Cayman but the dynamics of the 718 are absolutely stunning. Better ride, sharper responses and almost perfect steering. And on top of that the Cayman has never looked better in its standard form.



Simon Jackson:

With the 718 Cayman there were no real surprises. In addition, the metal roof between you and its engine downplays the issue of noise, so it takes to the new power unit more easily than the Boxster in my opinion.

Nonetheless it isn't anywhere near as exciting to listen to and that still has me yearning for the old car's six-cylinder howl.

Bury that issue, though, and this car is even more razor sharp than it was before. In S guise it's as fast a cross-country companion as you'll ever need. **Keep the turbo on the boil, trust in the ability of its exquisite chassis and it is guaranteed to keep a smile on your face.** The 718 Cayman is more than capable of embarrassing some far bigger fish, even from its own stable.



CAYMAN GT4 CLUBSPORT



Andrew Frankel:

I feel I should be writing this in a year's time when I've had time to sample the fully developed, homologated Clubsport because, good as it is, it's only going to go on getting better. Even so, and for now, let us celebrate not just the fact there is a Porsche-developed racing car but that you need only be rather wealthy rather than disgustingly rich to afford it. It comes with the Clubsport title in a rare example of a name from the past being repurposed in a more rather than less appropriate manner. Even as it is, and whether it is used merely for track days or any of the serious championships at home and abroad for which it is eligible, the GT4 Clubsport is

the perfect introduction to long distance sports car racing. **Quick, faithful, agile and entertaining, it is a Cayman turned up to 11.** And if that sounds like fun, the reality is every bit as enticing as the on-paper formula suggests.



Dino Zamparelli:

I'd say that the GT4 Clubsport is designed to attract a more amateur type of racing driver who isn't so determined to race at Le Mans, for example, but still wants to push themselves to the limit on the weekends.

Of course, I could feel the power difference to my 911 GT3 Cup car. The ABS kicked in instantly and I

realised after a few laps that I could absolutely hammer the brake pedal – braking late and deep. The Clubsport is forgiving in that sense. It feels nimble, the steering is light and predictable. You can brake really late and stop the car to turn, or you brake early and roll speed in. **It has enough pace to make you smile, and you can get it to the limit without risking going off.**

Taking its purpose into account, for me, Porsche has nailed it. You can be serious and go race it but you can also be a weekend warrior and simply have some fun with it. She's fast, fun and predictable and won't really get you into a lot of trouble unless you get out of line with her!



NEW PANAMERA



Andrew Frankel:

Want proof of how confident the mood is at Porsche at the moment? The Panamera provides it. This is Porsche saying it's not content to lay out its pitch on the SUV and sports car fields alone. It wants its slice of the true luxury turf as well and top-end Mercedes, Audis and even Bentleys had better watch out. **This is the most quiet and comfortable Porsche in history** and it has the best interior, too. A new flagship turbo motor provides more punch than ever but with less sound and fury.

It'll seat four six-footers in sumptuous surroundings. It'll be epically quick from point to point. Just don't expect it to be brilliant to drive too. Not even Porsche can provide that as well.



Simon Jackson:

I've only spent a brief amount of time behind the wheel of the new Panamera, a Turbo, but **that's all it takes to reaffirm Porsche's credentials as a maker of utterly superb luxury cars.** The new car's interior ergonomics are a big

upgrade in quality, piano black touch-screen technology is used throughout, and everything from the indicator stalks to the key has been sleekly reprofiled. The new digitally-led dash display is simply breathtaking, a touch overwhelming at first but its intuitive nature means it quickly becomes second nature. No doubt Porsche will look to roll this out across its entire range. Driving this new car provides the same cossetting lesson in the bending of automotive physics as the old one did, yet with even more refinement. There's no better mile-muncher around...



911 R



Andrew Frankel:

So much hoopla, so much hot air for a car that, in essential terms, is a GT3 with GT3 RS power and a manual 'box. Why did we get so exercised about it? Was it its limited production run, Porsche's claims that it had been optimised for road use, or the return of an iconic name, nearly 50 years after it last appeared on a Porsche? The answer is all of the above. And none. Yes a street-sweet, limited edition car called a 911 R is probably closer than most to an automotive wet dream for most car enthusiasts but the truth is **the car is a simple, unqualified triumph, better even than the sum of its brilliant parts.** The best 911 of the 991 generation and, best of all, the reason the next standard GT3 will be offered with both automatic and manual gears.



Colin Goodwin:

My most trusted fellow journalist friends, including our man Frankel, went ahead of me in the 911 R and raved about it. Preconceptions are risky in this business, especially when you're writing about a car; but really, the 911 R's spec told the story anyway. An RS engine but connected to a manual gearbox, a very simple interior, a very straightforward and tasteful exterior, and a naturally aspirated 4.0-litre engine that revs to 8500rpm. Along with the Lamborghini V12 and Ferrari F12tdf motors, it is one of the last remaining truly sensational powerplants available today. As expected I wasn't disappointed. **It's by no means simple to drive. It's challenging, in fact, on a wet and difficult road but not in a bad way.** The only modern 911 that I've liked as much as the R is the 4.0-litre RS.



Simon Jackson:

Personally I can't stand hype, so part of me wanted to objectively pick a fight with the 911 R to knock it from its egotistical perch. The trouble with that is the alarming fashion in which it completely disarms you as soon as you drive it.

How can a GT3 with a GT3 RS engine really present such a magical prospect? Well, it does! Further proof, if it were needed, that despite what may be going on with the rest of the Porsche range, anything Andreas Preuninger and his gang touch turns to solid gold with a flash of his wand (that's not a euphemism).

The brilliance of the R is its fabulous genetics; **it cherry picks all the right elements from the 911 parts bin** and wraps them up in a modern yet nostalgic way. Believe the hype.





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Two budget-busting Speedsters from the UK and USA feature this month, alongside a record-breaking 911 Flatnose and a clean Carrera 3.2 Sport...

1989 930 Turbo Flachbau

Hammer price:
£211,500

Auction House: Silverstone Auctions
Auction: Classic Motor Show
Location: NEC Birmingham
Date: 12-13 November 2016
Estimate: £130,000-£150,000

After a fierce bidding war a 1985 930 Turbo SE Flatnose sold for a new world record auction price (for this model) of £202,500 at the NEC. However the record didn't last long as just half-an-hour later this right-hand drive '89 Flachbau in Guards red sold for £211,500! A genuine, factory-built car, this example was originally destined for North American but the order was cancelled and the car was delivered new to the UK. Its factory options included 506 (Slant Nose), sunroof, short-shift gearbox, and a CD player with an additional amplifier. It's clearly led a quiet life, the current odometer reading showing just 12,600 miles. The auctioneer said that the car 'pulled hard and was a thrill to drive', that the steering 'felt light and direct', and that the overall driving experience 'inspired real confidence'.



1957 356A T1 Speedster

Hammer price:
£306,563

Auction House: Silverstone Auctions
Auction: Classic Motor Show
Location: NEC Birmingham
Date: 12-13 November 2016
Estimate: £280,000-£320,000



Described by the auctioneer as 'absolutely stunning and highly correct', this 1957 356A T1 Speedster with coachwork by Reutter sold for £306,563 – the highest value lot of Silverstone Auctions' sale at the Classic Motor Show. The car spent most of its life in Colorado before arriving in the UK in 1996. A comprehensive history from 1975-85 and one or two pieces of history dating back to 1966 were offered with it, from which the vendor gleaned that the car's original colour was not the yellow it was wearing when he took ownership, but black. A full restoration ensued and it was returned to its original gloss black shade. As can be expected with a restoration of this quality, the mechanicals live up to the cosmetics.

1957 356A 1600 Speedster

Hammer price:
\$665,500
(£536,000)

Auction House: Auctions America
Auction: Hilton Head
Location: South Carolina, USA
Date: 5 November 2016
Estimate: \$200,000- \$250,000

This 1957 Porsche 356A 1600 Speedster stole the show at Auctions America's second annual sale at the Hilton Head Island Motoring Festival. It almost tripled its pre-sale estimate. The Aquamarine blue speedster recently resurfaced after more than 40 years parked-up in a Chicago garage. It spurred a spirited bidding contest between collectors in the room and on the phones before selling for a remarkable \$665,500. Its documented story states that it spent much of its early life in and around the Chicago area, and attending numerous Porsche Club of America events. The fuel tank has period Road America stickers still intact but this car never saw a track. Before being hidden away, from 1957 to 1975 the car covered an average of just 1,722 miles per year.



1988 911 Carrera 3.2 Sport

Hammer price:
£28,350

Auction House: Anglia Car Auctions
Auction: Saturday 5 November
Location: Norfolk
Date: 5 November 2016
Estimate: £25,000-£28,000

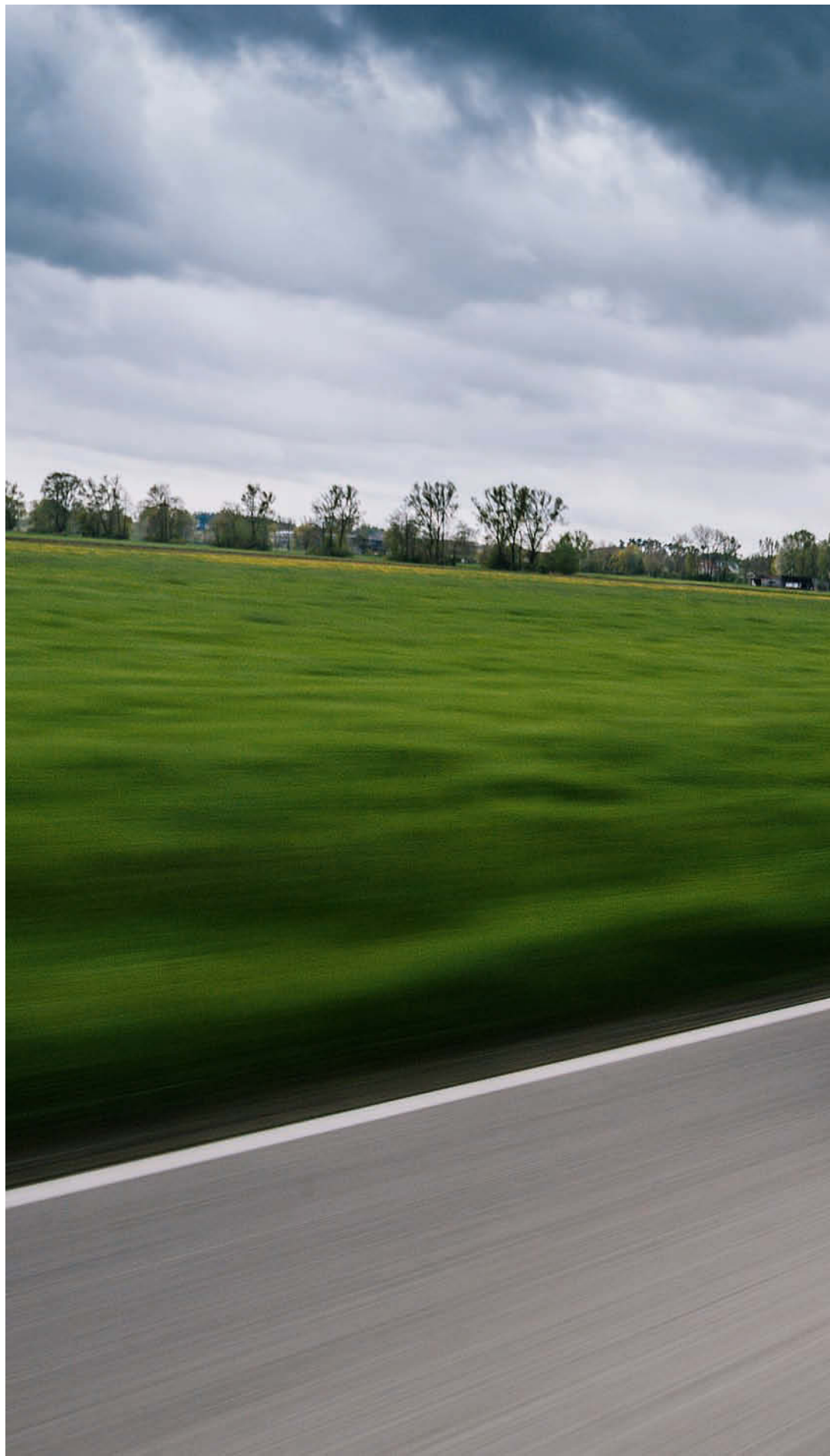


Lot number 111 at the Anglia Car Auctions 5 November sale was this 1988 911 Carrera 3.2 Sport offered from the William Hunt collection. Estimated to sell for between £25,000 and £28,000, the car achieved just over its top estimate at £28,350 on the day. With a recorded mileage of 209,521, the car came complete with a service book containing 26 service stamps, and evidence that it has covered just 5000 miles over the past five years. Its original book pack and assorted invoices were also included as part of its history, including a bill for work totalling £5956 in 2013. With an MoT until October 2017, it looked to be a good prospect.

You don't call a car 'Ultimate' without good reason, especially if you're Alois Ruf. Is this modern-day Yellowbird re-embodiment as good as a 964 can get?

Story: Matt Zuchowski
Photography: Konrad Skura

In the world of crazy and excessively self-assured tuners, Alois Ruf is exceptional. While the lives of the other tuning moguls revolve around cigars and parties, the 66-year-old German still lives in his hometown of Pfaffenhausen where, together with his family, he manages a relatively small but highly-skilled team of around 90 craftsmen scouted from the neighbourhood. Arguably, it's this pragmatic nature that earned Ruf and his firm the worldwide fame he, and it, is enjoying now. His story started in 1987 when one of his first cars, the CTR (better known by the nickname Yellowbird), was designated 'the fastest production car in the world' in a comparison made by *Road & Track* magazine, much to everybody's surprise. It achieved a scarcely believable 211mph top speed not because of the huge spoiler or even the absurdly big turbos that some of his competitors were using but because Ruf decided to use the narrow body of the basic Carrera to limit the drag. He gave up the idea of chasing the numbers to focus on developing a complete package based on solid foundations. For him, the unparalleled performance is just a bonus to his philosophy of building cars, not the reason itself. This makes his cars even more enjoyable.



ULTIMATE WARRIOR



*For many, RUF's cars
are still considered
the fastest and,
simply, the best
911s around*



Three decades on, RUF's cars are still designed according to the form-follows-function principle, rejecting the wheel extensions and spoilers of some of the creations from other tuners. And for many, RUF's cars are still considered the fastest and, simply, the best 911s around.

While the newest 991-based Pfaffenhausen-sourced creations are still true to their roots and enjoy a cult following of their own, the interest in the older RUF cars from the '80s and '90s has by no means faded. Today, the company has an even greater portfolio of modifications for all Porsches spanning back to the 356. Singer may have popularised the craze for the 'restomodded' 911 but Porsche enthusiasts should remember who the first to the party was. To remind Singer of

that, RUF once again rejected common practice and filled its stand at this year's Geneva Motor Show almost exclusively with retro-based projects, referring directly to the brand's history.

Among them stood this car: a hypnotic blue 911 G-series lookalike with the 'Ultimate' badge attached discreetly to its rear. Taking a look at its bodywork and specification, it quickly becomes clear which great car of the past this debutant took over from: nothing less than the iconic RUF Yellowbird. In Geneva it was the car that proved to be the most exciting, not only for the audience but for its maker, too. As Alois Ruf explained, the idea of taking the CTR concept and executing it once again, this time having contemporary technologies at his disposal, had

been on his mind for a long time.

I still have intense memories of driving the original RUF CTR a few years back, the car had felt as terrifying as you'd imagine, in a both positive and negative sense. First there was the elation, the feeling of uniting with an important part of automotive history, and the excitement that the by-no-means-vintage-sounding 469hp power output provided. But when an obstacle appeared things got messy. The brakes didn't keep up with the acceleration and the cosmically huge turbo lag made the engine barely manageable. It was not a car to either love or to hate; it was one to love and hate at the same time. Either way, this new RUF had some big boots to fill.



To complete the modern incarnation of the Yellowbird, RUF took a 964-era 911 (so a car newer than the original CTR; 964s are now the most popular donors for the restomods of this type) and, in typical fashion, he tore to pieces in order to include modifications deep inside the car's structure. Torsional rigidity was significantly stiffened via the introduction of an integrated roll-cage – obligatory for every 911 leaving Pfaffenhausen, Yellowbird included. What the latter didn't have, though, was an outer body made solely of carbon fibre. Together with some other weight-saving measures taken inside, this allowed Alois to shave 100kg of weight, limiting the car's total weight to around 1215kg. The traditional 964 MacPherson strut front suspension

and semi-trailing independent rear unit were maintained but they've now been upgraded with the use of RUF dampers and anti-roll bars.

The Ultimate's painted carbon fibre body draws comparisons with the Yellowbird's exterior. And just like the '80s legend, it is equipped with aerodynamic mirrors and features deleted rain gutters for a better drag coefficient. The rear end now features the same perforated bumper with two exhaust tips located in each corner. The wheels are of a typical RUF design. But then there are the differences that distinguish this new design, bringing it into line with its stablemate, RUF's SCR 4.2. Anoraks, take note: the foglights in the front bumper have been replaced by brake cooling ducts, the front indicators are white, not

Above: The air-cooled 3.6-litre twin-turbo motor is good for 560hp and 531lb ft of torque. But unlike its '80s equivalent, turbo lag is practically non-existent...

orange, and the rear lights are stylized in the manner of the recent RUF restomods. The rear wing sports a modernised shape, and the wheels have grown an inch in diameter since 1987, too. They're now 18 inches and shod with modern Michelin Pilot Super Sport tyres, 225/40 at the front and 285/30 at the rear. The yellow four-pot brake callipers now grasp advanced 350mm ceramic discs.

In contrast to the modest bodywork, the car lives up to its name inside. Here it can be clearly recognised as a 964, even if there's very little originality left. Depending on the client's wishes, an Ultimate can have a fairly common four-seat 911 arrangement but, in this case, the driver is exposed to an extreme track environment. The rear bench has been thrown out altogether to make way for an additional B-pillar strut bar, while the front seats have been traded for thin lightweight RUF-designed buckets. With most of the equipment eradicated the cabin may not make the most welcoming impression but its

high quality cannot be neglected. The modern gear lever and handbrake arm have been lovingly finished in quality carbon fibre, while houndstooth trim covers the seats, bringing back the special feeling of German performance cars from the '80s.

Just like the Yellowbird, the Ultimate is powered by an air-cooled twin-turbo motor, although in this case the classic Mezger block has been given excessive modifications virtually turning it into a different unit. Here the 3.6-litre, six-cylinder boxer achieves 590hp and a solid 531lb ft of torque at 4500rpm, but the way these numbers are delivered is nothing like the wayward engine of the '80s. Turbo lag has been virtually eliminated; the car progressively builds its power from the lowest revs up to the 6800rpm limiter. It's an incomparably more mature construction that would be easy to live with on a daily basis, if anyone wanted to use possibly the fastest 964 in the world to do their grocery shopping. From the new Motronic engine

management to the lower inertia afforded by the lighter parts, this feels like a world-class design combining the sense of mechanical connection and the charisma of the vintage Porsche boxer with the surgical precision and huge power reserves that can be attributed to the current turbocharged 911s.

Better still, none of the rawness of the slightly insane world-record beating RUF of the 1980s has been lost in this car. The way the engine deploys its power is still downright brutal and the sounds it makes still conjure up memories of Group C Porsches, which indeed shared some parts with the CTR (as its name indicates). A heavy clutch makes a smooth start almost impossible and quickly becomes tiresome in the Ultimate. From behind the wheel the evidently vintage-feeling narrow body doesn't appear the safest place in which to have a crash, especially with the near vertical windscreen installed just in front of the driver's face. What's more, on the day of our test the relatively skinny tyres had little

RUF ULTIMATE

ENGINE: 3600cc flat-six twin-turbo

TRANSMISSION: Six-speed RUF manual, rear-wheel drive (AWD optional)

BRAKES: Four-piston-monobloc fixed callipers, 350mm internally ventilated and perforated carbon ceramic brake discs (front and rear)

CHASSIS: 964 MacPherson strut (front), semi-trailing independent (rear) suspension with RUF dampers and anti-roll bars, RUF integrated roll-cage

WEIGHT: 1215kg

PERFORMANCE:

Power: 590hp @ 6800rpm

Torque: 531lb ft @ 4500rpm

Top Speed: 211mph



1987 RUF CTR

The car that started it all

In the spring of 1987 on a giant oval track in the Ehra-Lessen area of Germany a group of the world's elite supercars assembled. A test conducted by *Road & Track* magazine had only one aim: to crown the fastest road car in the world. Among the competitive grid were: the homologation-special Ferrari 288 GTO; the advanced Porsche 959; the exotic Lamborghini Countach; and a power-crazy Porsche from Koenig Specials.

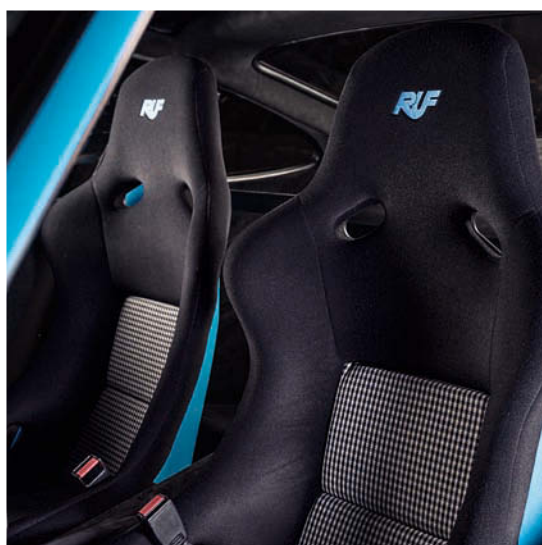
Still, all of them had to accept the superiority of the car that surprisingly won the comparison by a significant 10mph margin, achieving a scarcely believable 211mph. It wore a RUF badge. To prove it wasn't a coincidence, the very same car bettered its result the following year by 2mph on Italy's Nardo oval, beating a Porsche 959 and Ferrari F40 on the way.

The CTR in question wasn't the first RUF Automobile creation (the company had already been given its own VIN number for its cars as early as 1981) but it was one that took its maker to worldwide recognition. As in the case of the Ultimate, the narrow G series body makes a misleading impression of being derived directly from a stock 911, but those well-known shapes were made of an exotic mix of materials: Kevlar and aluminium. Together with some other weight-saving measures and RUF's patented integrated roll-cage, the CTR weighed just 1170kg. The yellow RUF may be regarded as an old-school brute by today's standards but it was a well-thought-out, advanced design that took advantage of state-of-the-art solutions at the time.

But it was in the engine where RUF's talents shone best. Starting from the stock 3.2-litre boxer, the cylinders were bored to increase displacement to 3.4-litres. The unit featured an inlet manifold and camshaft of RUF's own design, together with an ignition setup taken straight from the Porsche's 962 racer. Finally, two large KKK turbochargers were installed developing a claimed 469hp with 408lb ft of torque in total. In reality, all of the 29 original CTRs were even more powerful than that – a fact that is perhaps the best proof of RUF's modesty.



The use of modern technology and contemporary methods translates to the driving experience: every inch of the Ultimate is on point





possibility of warming up since the outside temperature barely exceeded zero degrees. It's only now that RUF's PR man lets me know that while the all-wheel drive option is available for the Ultimate, this car stays exclusively rear-wheel drive...

Into the first gear, the left leg leaves the clutch hastily, whilst the right one pushes the fast pedal. With hardly any electronic safety systems its two rear wheels fight for traction on cold Bavarian Tarmac. The Ultimate feels rough but predictable thanks to its light and relatively petite body. The car is so much easier to place on the road than any of the modern performance Porsches but at the same time so much more intimidating for the same reasons. Modern technology helps; this is a car to be trusted more than the early RUF creations, or any 911s from that period for that matter. Throw it into a corner, pin the right pedal and watch as the Ultimate keeps true to its line, accelerates and stops just the way a driver used to modern supercars would expect. Inside the Ultimate, surrounded by the familiarity of the 964, a driver feels so much more connected with its precise gearbox, fragile body, and an eager engine than in any modern day sports car. A car to cherish, the Ultimate is a great example of RUF's philosophy taken to the limits. It's not a successor to the Yellowbird (for this job RUF had the fantastic CTR 2 and CTR 3 evolutions that took the original concept to new performance heights); instead the Ultimate is a Yellowbird – a Porsche reigniting past magic ○





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Over the past few months we've brought to your attention a few of Porsche specialist Ninemeister's most recent works. Those cars ranged from a reworked 911 SC (GT 12/16) to a hot rod 964 (GT 10/16) and even an uprated 997 Turbo (GT 11/16); they'll go some way to painting a picture for you of what Ninemeister does best. From its sprawling premises on the outskirts of Warrington, Ninemeister, under the leadership of CEO Colin Belton, certainly has many strings to its Porsche bow – all earned in time-served fashion over a 30-year period. Its talents, though, are perhaps greater than those aforementioned motors can neatly summarise. It was best then, we thought, to pop a camera inside the front door to see a bit more of the place that makes all this possible.

Ninemeister is firmly rooted in offering a high level of service to its customers, providing everything from routine maintenance to the full restoration of a Porsche vehicle with a programme of mild or wild modifications. Impressively, it

From full restorations to routine servicing, Ninemeister's impressive premises truly does offer a 'one-stop' shop for all your Porsche requirements, no matter how mild or wild...



The Whole Nine Yards

Cheshire-based Porsche specialist, Ninemeister, can perform everything from routine servicing to creating the customised Porsche of your dreams. We poke our nose through the door...

Story: Simon Jackson Photography: Gus Gregory

completes the whole lot in-house, affording it total, obsessive control over everything that carries its name. Ninemeister's former headquarters is located in Warrington's industrialised centre on the banks of the river Mersey. The 11,000 square foot site is now home to its bodyshop and fabrication works. This dedicated space is just a few miles away from the company's new premises within a stone's throw from the M6 motorway, and hosts all manner of Porsche cars as they are transformed beyond recognition. Reworked and resprayed shells complete their time here before being transferred to the new, larger site up the road, which is an equally eclectic place.

Divided up with spaces dedicated to various different purposes required by the business, it is a somewhere any Porsche enthusiast could happily explore for hours. Initially visitors are greeted by a slick reception and seating area. Next to this is the firm's showroom – a space where its completed projects, both old and new, reside along with whatever Porsche vehicles it may be offering for sale (sales are not out of the question for Ninemeister). There's plenty of eye candy in here, although for anyone with an interest in engineering and mechanics it'll be the adjoining engine room that's likely to snare their attention.

In this 'clean' engine area you'll find around 10-15 911 motors (air- and water-cooled) in various states of build and tune. For example, at the time of our visit there was a 325hp 993 engine destined for a 3.0-litre SC backdate project the firm was working on. Stepping through a door to the 7000sq ft workshop beyond provides further enlightenment.

Taking up the vast rear wall of the property are no less than six two-post ramps positioned equidistant from one another inside the outfit's light and ultra-clean main workshop. Each ramp here temporarily houses a heady mix of Porsche repair and rebuild jobs that the Ninemeister team will be working on at any one moment in time. Ninemeister's knowledgeable and experienced team of 15 staff will be undertaking anything in here from routine servicing or diagnostics to the fitting of new parts. The work that takes place here is as varied as Porsche's cars are, and is all completed using genuine Porsche parts. Further along the line sits a four-post ramp dedicated to performing pinpoint accurate wheel alignment using advanced and industry respected Hunter equipment.

Behind this is an area devoted to fitting wheels with tyres, home to another ramp. From here our

eyes are drawn to another area just a short distance away: Ninemeister's 3000 square foot 'project' workshop. Here all types of bespoke Porsche projects take shape on a regular basis, those we mentioned earlier being prime cases in point. In this space there are yet more lifts positioned against a backdrop of roof-high racking which serves as storage for all the bits and pieces belonging to all the projects currently being worked on at Ninemeister. Every item is neatly labelled and stored. This is where a car chiefly makes its transformation from a bare shell back towards something that you would recognise as a Porsche again. It's the care and attention-to-detail that goes on here that sets Ninemeister apart. It's perhaps this side of the business that best summarises the firm's expert ability and 'anything is possible' ethos to its work as a whole. In this area Ninemeister's customers' dreams are turned into reality.

Ninemeister is well-known for its projects, be those part renovations, full restorations, or perhaps something far more unique. Ultimately, if your wish is to refinish your car to Porsche's original specifications, then Ninemeister has the skills to ensure that this is possible. Equally any car emerging from Ninemeister is what it





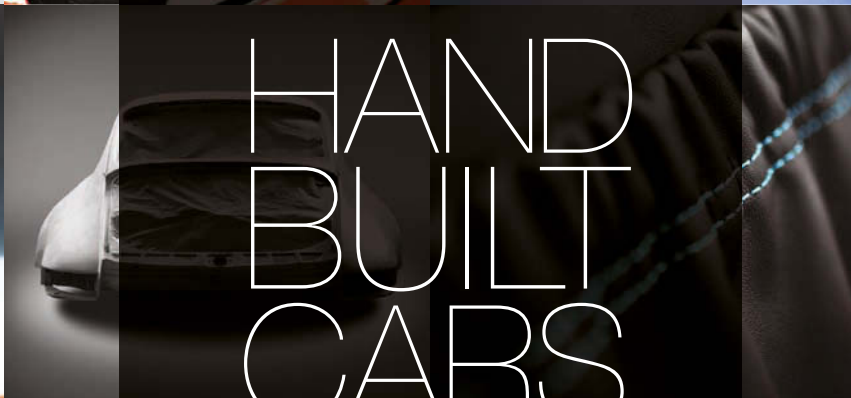
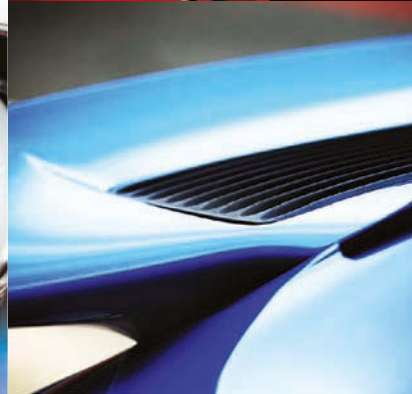
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Ninemeister's customers'
dreams are turned into reality*

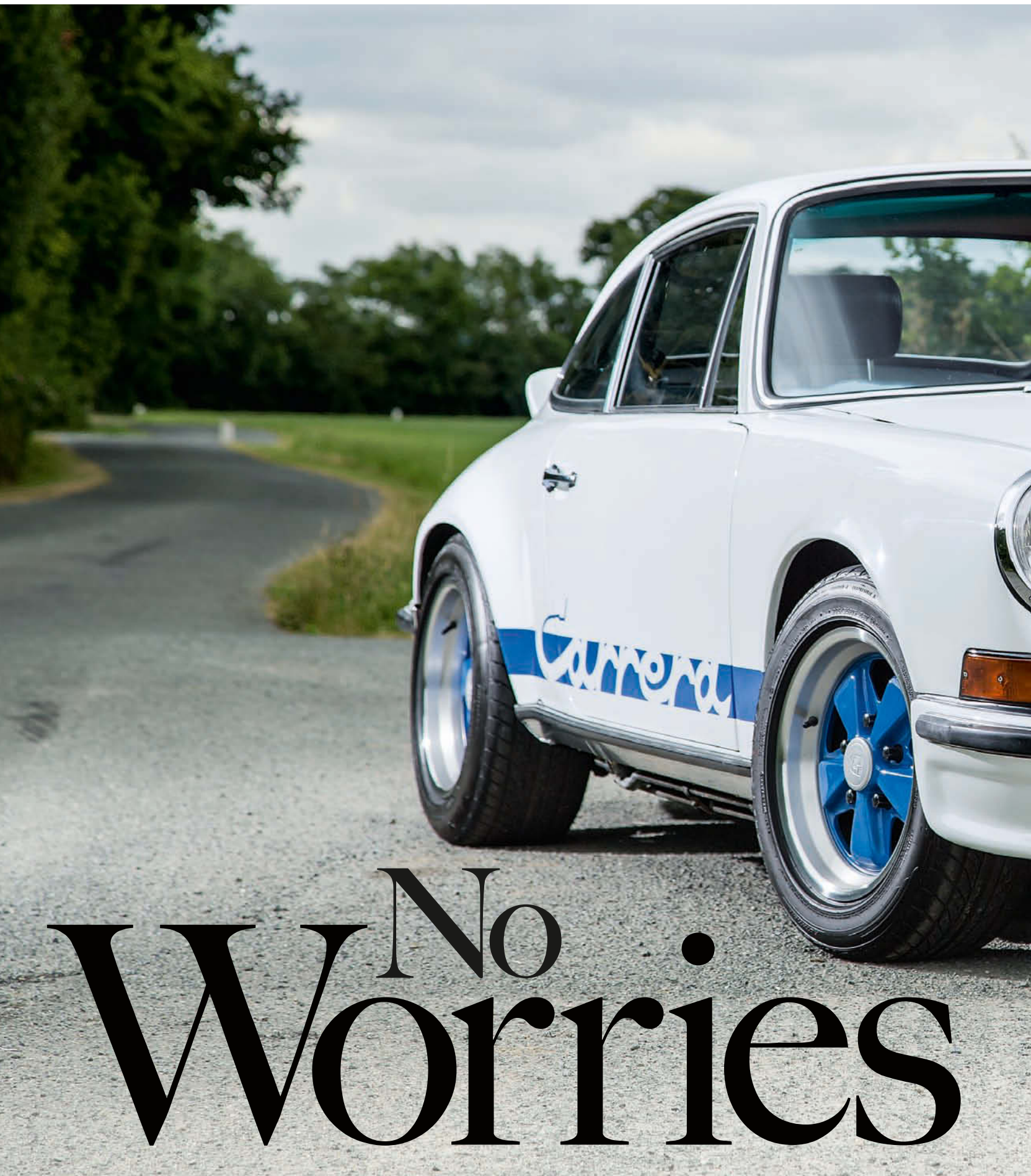
describes as "infinitely customisable". And so the firm has made a name for itself with bespoke Porsche projects all built to order and undergoing a full restoration within the conversion process. There are also customised projects that the firm offers as its unique interpretation of classic Porsche models that were never created. These range from projects based on the 993 (the 9m93 Speedster S, 9m93 RS, 9m93 RSR) to those based on the 964 (9m64 RS and 9m64 RSR), and it will be adding more in the future, we're sure.

A number of Porsche specialists paint themselves as a one-stop-shop these days but very few have the space, equipment, expertise or work ethic to match Ninemeister. The reputation Ninemeister now enjoys is a positive reflection on Colin and his team. As a result of this dedication the business has been able to grow to a point whereby it has become one of the finest Porsche specialists in Europe. Looking around the place and talking to Colin and his staff it's easy to understand why. Tantalisingly there is room for Ninemeister to grow further still, and grow we think it will, for anyone turning out Porsches of this quality is sure to endure. However, you shouldn't take our word for it and, as Colin says, you shouldn't take his either – visit Warrington yourself to see what Ninemeister is all about first-hand; you're sure to be won over ○

CONTACT
www.ninemeister.com







No Worries



A race track regular throughout its interesting lifetime, this 2.7 RS has been there and done that. Might it be the last RS that is used as originally intended?

Story: Johnny Tipler Photography: Ali Cusick (Statics), Peter Ratcliff, Josh Sadler (archives)





You don't get them that often: RSs that do more than just talk the talk. Sure, they might do track days and a spot of high speed touring but they're capable of so much more. Sad thing is, now that they're liable to fetch one million pounds, that kind of additional use simply is not going to happen – except perhaps in certain exceptional circumstances; circumstances we have right here. This 2.7 RS/T does exactly what it says on the label: it's a sports car that actually raced in period. Current owner, Peter Ratcliff, is a very experienced club racer in Caterhams and Future Classics, and he delights in using his RS for track days.

We find it on the forecourt of Autofarm's rural Oxfordshire base, where 911 guru Josh Sadler provides us with some of the car's history. Sold as a basic 'no extras' RS Touring by Porsche Centre Verona in Italy on 2 February 1973, RS No.911 360 0626 passed through the hands of three Italian owners before it was imported into the UK in 1982 (reflected by the Y-registration it first wore) by Anthony Morse, a dentist from Rugby. Anthony kept the car for a year before selling it on for £8000 to Clapham-based Nick Doczi, IT Systems Director at Porsche Club GB. Nick raced it in the Club's Production race series between 1985 and 1987. Josh recalls those days well: "I remember Nick from old, although he was never an Autofarm customer other than for the odd bits and bobs. He's still around and Peter

(Ratcliff) has been in touch with him to see if he can fill in some gaps in the car's story."

Josh has been competing in 911s since the early 1970s and remembers Nick Doczi as being a regular racer during the mid-'80s, as a gentleman racer rather than a front runner: "He wasn't an older guy. In fact, he was distinctly younger than me. But I don't remember him being at the front of the grid. There was one on-track mishap – a front-ender that got repaired, the car was jiggled and made good and solid at the time. The cosmetic finish on the front shows that it was done in time for the next race meeting. I haven't a clue if it was pilot error, another car, or the Armco that caused the crash."

As for the categories the car would have raced in between 1985 and 1988, these included the BF Goodrich-sponsored Porsche Club Production series, the Giroflex Championship and Intermarque series with Pirelli and Gordon Russell sponsorship, and the Modified Porsche series of the late '80s – although Nick had given up racing by then. The car has had plenty of work done to it over the years, including new pistons and barrels installed in 1984, followed by a Paul Edwards engine rebuild in 1985 which cost £4000. The engine was rebuilt again in 1987 at 80,000km by Bob Watson, this time with a brand-new crankcase with various new parts. It cost over £6000 and the unit is still fitted in the car today. The original 'numbers matching' crankcase was





recently recovered thanks to Porsche GB's intercession in good, re-useable condition in the USA (see right). When ownership changes again it will be supplied as a spare so that the car qualifies as a 'matching numbers' vehicle. The specification also includes the car's original ducktail engine lid and front spoiler, a pair of Recaros, limited-slip diff, 7x15- and 8x15-inch Fuchs wheels with 50-section tyres, and the front-wing oil cooler.

A 45-year-old car is bound to have a tale or two to tell. In 1996 it was traded by AFN Chiswick to a reclusive gentleman known as 'AS' and registered to his partner, Susan Kingsford. Our friend AS told Josh about the car's rather bizarre history, which remained in his tenure until 1999, during which time he completed around 250 miles in it. AS paid AFN £24k for the car and a further £4500 for work carried out upon on his instructions, including a gearbox rebuild and the addition of a set of period-correct Fuchs wheels. He gave the blue wheels it raced on to AFN. In addition, the rust on the driver's door was repaired and its race decals and roll-cage removed. When the car misfired and refused to



rev beyond 4000rpm, it was taken to Porsche Centre Poole who, AS says, billed him but didn't fix the problem. Here's the jaw-dropper, though. Shortly after collecting it from them, AFN called AS to say it had a Blood orange RS/T in stock. They wanted to take his RS, and it would cost him £5k on top. AS said it could have his car to sell, and he would send the additional £5k for the other one when it had sold the RS. About a month later AFN rang to say it had sold them both! AS believes the purchaser of the two RS/Ts was a Mr Mark Waring. He received £28k from AFN, making a small loss.

Believing he'd have no great difficulty locating a similar car, AS did not make a fuss, but soon discovered that the market was in full flood and he had missed the RS boat. In 1999 the RS passed to Jan Mathieson and, later in the year, to Peter Ratcliff, who has owned it for the past 17 years. At the time, Peter had just bought a Lotus Elise as a fun car for him and his wife to use for track days, but when she fell pregnant the Elise had to go – at least a 911 offers more space in the cabin. Peter is highly active on the club racing



Matching Numbers

Early in the 1987 racing season, the RS engine in this car was rebuilt with a new crankcase. Josh Sadler explains: "If you're building a race engine and the chap says, 'look, I want the best,' then you say, 'right, you get all new parts, including a new crankcase'. And if the owner doesn't ask for the old crankcase back then it sits on the shelf in the workshop. This has happened to us countless times over the decades: people just don't want their old stuff back. And back in '87, whilst 'matching numbers' was a concept that existed in the classic car world and was something we were already aware of, because even then we were busy trying to get the right-hand drive lightweights reunited with their original engines, the market in general wasn't aware of or particularly bothered about whether a car had its original engine or not. It's something that came out of the Ferrari world. I doubt Nick was sensitive to it either, and he had the engine built onto a new crankcase and the old one sat on the shelf at Bob Watson's. Obviously Bob later sold either the crankcase or an engine built on the crankcase, and it finished up in California."

Peter Ratcliff takes up the story: "Nic Doczi confirms that Bob Watson undertook a full engine rebuild after an on-track oil cooler failure resulted in a damaged crank. Whilst the crankcase itself was undamaged, a new crankcase was included in the rebuild for optimum strength and reliability for competition."

The original crankcase, engine No #663 0642, was retained by Bob, and at some point sold on. Bob's invoice for this rebuild is still in the car's history file, showing a new crankcase costing £1087. Fast forward to 2013. Jordan Hilsenbeck of Porsche specialist Retro Sport in Berkeley, San Francisco, realised that the engine in a 911 in his care was built on an original '73 RS crankcase. Knowing the significance of this discovery for whoever now owned the original RS, he set about tracing the current whereabouts of RS #0626. These investigations led him to the UK, and Jordan contacted the main classic authority he knew within Porsche GB, Jeff Moyes of AFN. Jeff delved into Porsche's records and established that Peter Ratcliff was the current owner of RS #0626, and he passed on Jordan's contact details at Retro Sport.

"We were at Monterey the following summer for the classic races and the Pebble Beach concours," reported Peter, "So we arranged to meet up with Jordan and inspect the crankcase. It appeared to be in excellent order, so an agreement was reached, the engine dismantled, and we arranged to ship the bare crankcase back with us. This has all been very significant for my RS, as it has justified my continued investment in restoring the car to its original spec." Josh rounds off the story: "We've got the crankcase back with the car which, for me, now makes it a matching numbers car. The 'numbers match' argument is that if somebody has a crankcase then they can potentially resurrect an original car around it by stamping numbers into a bodysheet, you finish up with two cars vying for the same identity. So if you've got both the chassis and the engine then you pull the rug from under anybody who might be trying to build a clone."



CONTACT

Autofarm
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scene with a Caterham R400 Superlight. Peter won the 750 Motor Club's Caterham Championship in 2003, 2005 and 2006, plus the Classic Sports Car Club's Magnificent Sevens series in 2014. By way of contrast Peter also races a Group One 3.0-litre Capri V6 in the Future Classics historic championship. He's maintained the 2.7 RS in 'track day-ready' condition to enable its regular use, as he commented: "I love the RS, especially as it's so light. No brakes, no grip, and great fun on track days." Autofarm is now selling the car on Peter's behalf so he can fund the build of a macho 'Knobbly' Lister Jaguar replica to go historic racing with.

During Peter's tenure the RS has mostly been looked after by Parr Motorsport and Keith Addison at Addspeed in Horsham. Latterly it has been cared for by Autofarm. Big scale operations in its past include a full engine and transmission overhaul at 114,000km in 2012, an interior retrim and a correct Touring carpet set was fitted by Southbound upholsterers the following year, and a new sintered clutch and driveshafts in 2014 at 118,000km. Early in 2016 it was repainted by

Autofarm with its correct RS/T finish. "It's no garage queen; it looks superb, drives superbly, and wears its battle scars with pride," Josh explained.

This car's entire history from 1973 to the present day has been meticulously chronicled on a vast spreadsheet, which covers everything from ownership, components and maintenance to the last nut and bolt and drop of oil. Italian import tax had a part to play in deciding the original specification of a car; importing a car from Italy in basic trim was all very well but woe betide someone who specced one up with all the available extras for the Italian taxman would be out to get you. That's probably why this RS was delivered in its most austere state of dress. It's possible that this asceticism even extended to the original Recaro seats, since the ones it has were installed at a later date. As Josh points out: "If you delve into the Carrera RS bible, all the Italian cars have no extras, but when they come to you they do have extras like Recaro seats, so you're never quite sure what the honest description of an Italian means by 'original'."

According to the copious invoices listed on the

spreadsheet, the Recaros you see here now were bought by Nick Doczi in 1996 from Mark Waring, suggesting that Nick was already thinking that the time had come to sell the car, so he'd better fit a pair of road seats. "They've been swapped over again," Josh said, "because we took the race seats out for Peter and the Recaros just dropped straight in; four bolts, job done in five minutes."

Then Peter had the interior trimmed with proper RS Touring carpets and added little details such as the door pockets, while Autofarm took care of the exterior, fitting a new RS front spoiler, Touring trims, Touring rear bumpers, and completing a general cosmetic tidy-up – all for a princely £8000. These jobs all add up, but in the grand scheme of things, a figure such as that is a drop in the ocean relative to RS values today. So, now this car is thoroughly revitalised, it is ready to give someone else the thrills of belting a classic RS around a historic race circuit or rally route. It has a pretty interesting life story to date, and that needs adding to further in the future. The last word on this car goes to Josh: "It's the nearest to a 'no-worries' RS that you're ever likely to find." ○



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Porsche 911 (997) "2S" 3.8 tip
52,000 miles, (57 - 2007), Silver with black leather£33,000



Porsche 911 (997) "2S" 3.8 tip
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Porsche 911 (997) "2S" 3.8
44,000 miles, (07 - 2007), Basalt black with grey leather£32,000



Porsche 911 (997) "2S" 3.8
53,000 miles, (57 - 2007), Basalt black with black leather£32,000



Porsche 911 (997) "2S" 3.8
34,000 miles, (06 - 2006), Seal grey with black leather£31,000



Porsche 911 (997) "2S" 3.8
55,000 miles, (56 - 2007), Silver with black leather£30,000



Porsche 911 (997) "2S" 3.8 tip cab
50,000 miles, (06 - 2006), Basalt black with black leather£30,000



Porsche 911 (997) "2S" 3.8 tip cab
50,000 miles, (06 - 2006), GT Silver with black leather£30,000



Porsche 911 (997) "2S" 3.8 tip
54,000 miles, (56 - 2006), Silver with ocean blue leather£29,000



Porsche 911 (997) "2S" 3.8
57,000 miles, (55 - 2005), Atlas grey with black leather£28,000



Porsche 911 (996) "4S" 3.6
76,000 miles, (04 - 2004), Basalt black with black leather£23,000



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Porsche Cayman "S" 3.4 pdk
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Porsche Cayman 2.7 pdk
22,000 miles, (14 - 2014), White with black leather£40,000



Porsche Cayman 2.7 pdk
16,000 miles, (14 - 2011), Red with black leather£39,000



Porsche Cayman "S" 3.4 "Gen 2" pdk
38,000 miles, (11 - 2011), Meteor grey with black leather£31,000



Porsche Cayman 2.9 "Gen 2" pdk
24,000 miles, (61 - 2011), Platinum silver with black leather£29,000



Porsche Cayman 2.9 "Gen 2" pdk
39,000 miles, (12 - 2012), Basalt black with black leather£29,000



Porsche Cayman 2.9 "Gen 2" pdk
41,000 miles, (61 - 2011), Platinum silver with black leather£28,000



Porsche Boxster "S" 3.4 pdk
24,000 miles, (12 - 2012), Red with black leather£37,000



Porsche Boxster "S" 3.4 pdk
18,000 miles, (12 - 2012), Basalt black with black leather£36,000



Porsche Boxster "S" 3.4 "Gen 2"
49,000 miles, (10 - 2010), Silver with black leather£23,000



Porsche Cayenne 3.0 diesel tip
33,000 miles, (63 - 2013), White with black leather£40,000



Porsche Cayenne "GTS" 4.8 tip
45,000 miles, (09 - 2009), Meteor grey with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
45,000 miles, (09 - 2009), Basalt black with black leather£26,000



Porsche Cayenne "GTS" 4.8 tip
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Porsche Cayenne "GTS" 4.8 tip
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Porsche Cayenne "GTS" 4.8 tip
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PORSCHE WANTED (2003 TO 2014)

Rebel vs The Cause

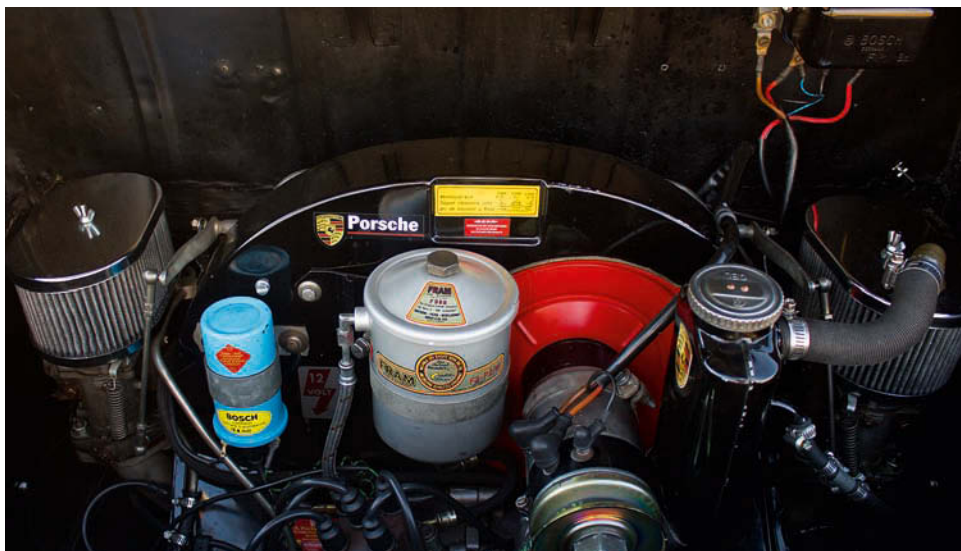




Story: Johann Venter Photography: Mahomed Abdulla

The Outlaw movement has gained serious traction over recent years, but can a modified Porsche really compete with the allure of an original car? We pit a recently restored 1958 356A against an Outlaw of the same vintage.

We are in 'Cradle' country, the Cradle of Humankind that is. It's 40 kilometres outside of Johannesburg and, according to some, it's the birthplace of humanity. In a way it's rather appropriate, as we're here to compare two 356s – the model that gave birth to Porsche as an automotive manufacturer. The genesis of the 356 itself, however, occurred in a sawmill, in Gmünd, Austria early after the Second World War. In those early years Porsche managed to hand-build 50 aluminium coupés and cabriolets. This would not have been possible without the agreement reached in 1948 with Heinz Nordhoff, managing director of Volkswagen. The agreement guaranteed the supply of parts and, importantly, allowed Porsche to use the Volkswagen dealer network in Germany to sell and service 356s. At the same time Ferry also managed to get VW to honour the pre-war agreement, entered into with Dr. Ferdinand Porsche, which stipulated that a five Deutschmark design royalty would be paid for every Beetle produced – a much needed cash injection. In 1950 full production of the 356 got underway when Porsche returned to Zuffenhausen in Stuttgart. Ferry Porsche estimated that global demand would be capped at 500 units; steel bodies were supplied by Reutter Coachworks with whom Porsche shared its new premises. Little did Ferry know that those 500 units would only satisfy the demand for the first year, and that 77,000 units would be sold until its replacement, the 911, came in 1964.



The success of the 356 is not entirely surprising. It was a car like no other in the 1950s. Its unibody shell was aerodynamically superior to most cars on the road, registering a drag coefficient of just 0.29 in 1950. It was extremely well built, mainly by hand. Ferry had been absolutely fastidious about getting panel gaps right, reducing wind noise for a more comfortable cockpit. In the early '50s engines were built entirely by one individual, an achievement highly celebrated by modern supercar manufacturers. No wonder they are still so sought after today, six decades after they first saw the light of day. Which brings us to these spectacular examples we see in front of us...

The 1958 356A you see here, finished in Aquamarine Blue Metallic, belongs to Porsche enthusiast and collector Eddie Assad. It's quite remarkable what Eddie has been able to achieve. The car looks absolutely sublime; four years ago

The blue 356 has only racked up 500 kilometres, so it is still being run-in

it was a rusty basket case. Originally Aquamarine blue, Eddie found the car to be rather dull and so it might have been consigned to the scrap heap. Fortunately, thanks to Eddie, another 356 has been given a new lease of life. Eddie's philosophy when it comes to 356s is to buy them unrestored, which makes them far more affordable. The stockpiling of parts has become part of his Porsche lexicon. Eddie knows the practice well. In fact, it's his secret to having restored three 356s and it will continue to be so, with two further projects in the pipeline. Despite

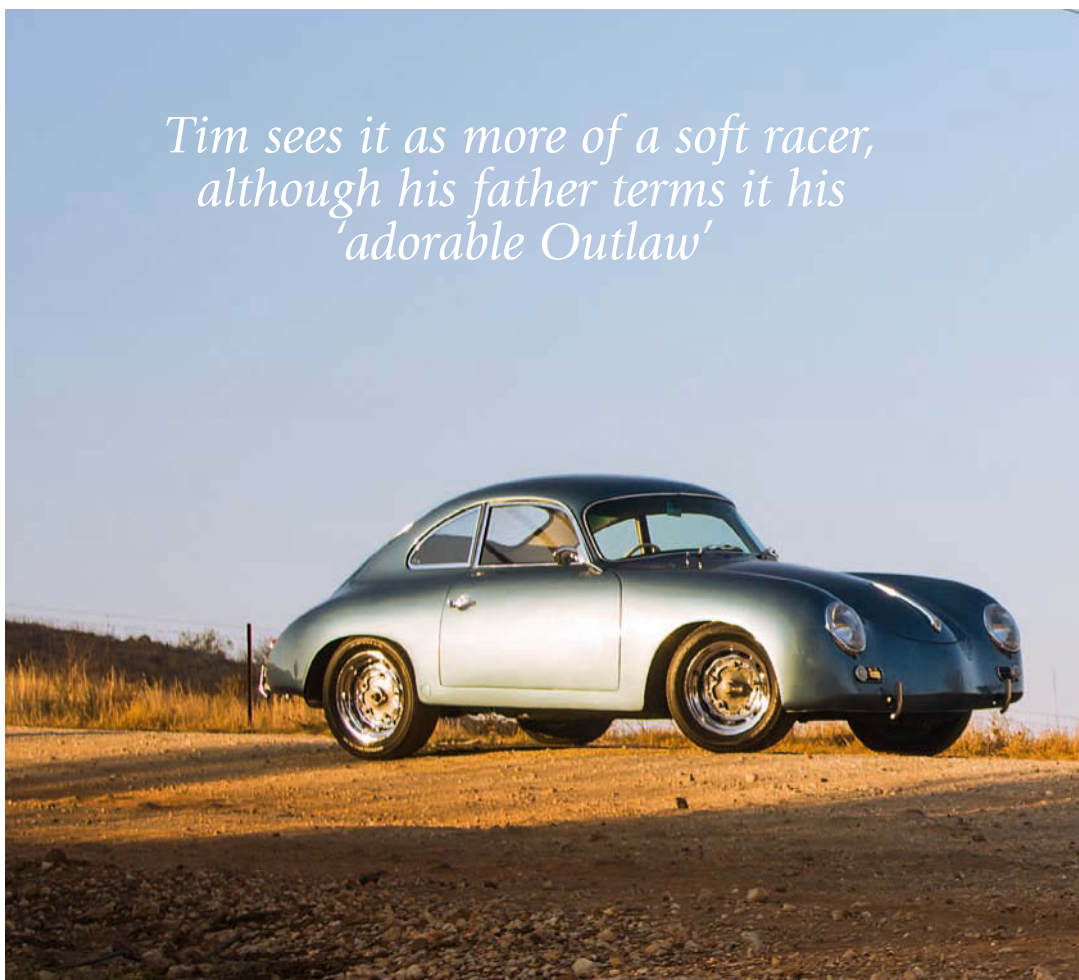
Eddie's wealth of parts, a floorpan, support panel (underneath the fuel tank), sill, and the car's battery box had to come from Porsche. Eddie relies on a trio of specialists to carry out his restoration on the body work, interior and mechanicals. Final assembly is completed by Eddie himself, which he describes as highly therapeutic. We all have our vices. This is a ground-up restoration, the interior looking rather spiffing with its seats and doorcards covered in black leather, black carpeting offset by the white roof lining. A 1600cc 912 engine has been fitted. It comes with Zenith 32 NDIX carbs and is good for about 95hp.

The exterior glistens in the sun. Eddie was right to go for the metallic finish. It's got somewhat of an Outlaw-look going for it, this car, with chrome bumperettes, the absence of the decor strips underneath the door, and the wheels left bare. Admittedly it's probably not to everyone's liking but personally I think it looks sensational and applaud Eddie for giving this car his own personal touch. Inside the cabin the bone white steering wheel is a focal point. Such elegance from a bygone era is in stark contrast to the state it was found in, for it had turned completely brittle. Eddie thus numbered each piece individually, 102 in total, and removed them from the rusted rim. The rim was sanded down and treated before each individual piece was glued back in place. Once it had set he sanded it, getting the curvature and symmetry right, before spraying it. It took three months of working on the steering wheel virtually every night to get it right. It gives a whole new meaning to the expression 'labour of love'!

Does this car drive as good as it looks? There's only one way to find out, but first let's get acquainted with the other contender vying for our







*Tim sees it as more of a soft racer,
although his father terms it his
'adorable Outlaw'*



attentions here, for it is quite a different prospect.

Tim Abbot has brought his father's Irish green 1958 356A Outlaw to the party. The Abbot name is synonymous with Porsche in South Africa. For over four decades the Abbots have been servicing, repairing, restoring, and customising Porsches. Their reputation is legendary. Twenty years ago John Abbot found a rust bucket which had once been a 356 in Cape Town, which explains the tin worm effect. John decided that he would restore the 356 exactly to his liking. John picked up the story: "I absolutely revere the shape of the 356. It is timeless. But I wanted something more. With this 356 every aspect of the car stirs you in some way, from the colour to the louvers on the engine lid, from the bucket seats to the steering wheel – which is in itself a masterpiece."

Another legendary family associated with Porsche in the mid-Eighties were the Emorys. They built some 356s to their liking which stunned the purists and they were deemed 'Outlaws'. The Emorys have a long history of customising cars. In 1948 Neil Emory co-founded Valley Custom Shop where he customised American cars, creating hot rods. His son Gary and grandson Rob continued the hot rod tradition with 356 Porsches, which today has become a worldwide phenomenon.

Tim helped his dad every step of the way to shape their ideal 356. The doors were rusted so they decided that they would re-skin them in



aluminium, and that sparked the idea to replace the engine and bootlids with aluminium items. Tim sees it as more of a soft racer, although his father terms it his 'adorable Outlaw', and luxuries like carpeting and roof-lining have remained. All the glass, except the front screen, has been replaced with Plexiglas, a roll-cage has been fitted, bucket seats feature upfront, and racing harnesses tie the whole thing together, making it more track-focused. Firepower from the back comes from a 1720cc motor lifted from a 912. It has been livened up with a big bore kit, the heads have been gas flowed, and a higher lift cam has been fitted with 40 IDF Weber carbs. The flywheel has been lightened and a four-speed short ratio gearbox fitted. Tim reckons that it is good for about 110hp.

John drives this car at least once a week, doing a grocery run or taking his wife for breakfast over the weekend. He gets a thrill driving it through the neighbourhood; the Abbot 'wake-up call', if you will, ensures that no one is left napping. Tim takes the car a bit more seriously, doing some of the signature motorsport events in South Africa, preferably with his brother Anthony (when he is around, that is, as Anthony heads up the engineering software division for the Mercedes Formula One team).

In 2013 Tim recorded a speed of 153km/h (96mph) at Speedweek, South Africa's biggest

speed festival. He was beaten by another 356 by just 4km/h (see the *Speed Freak* feature in the February issue of *GT Porsche*) on a salt pan in the Kalahari Desert, in the Northern Cape, known as Hakskeenpan. The Abbots are also keen on the annual Simola Hillclimb in Knysna, on the Garden Route in the Western Cape.

The blue 356 has only racked up 500 kilometres, so it is still being run-in. Crank the ignition and it bursts into life immediately. It has been converted to 12-volt with a new wiring harness so it fires first time every time. Plug it into reverse, it grinds slightly, something 356 owners are all too familiar with. Engage the H-pattern four speed 'box into first and away we go. Traversing these country lanes is ideal as Eddie warns that at this stage the revs should not

exceed 4500rpm. The engine does not feel tight at all, quite peppy in fact, the noise emanating from the back admittedly does sound like that of a Beetle, albeit with a deeper roar. The gear throws are long, as you would expect, but it achieves a decent turn of speed. The seats are comfortable and ride is compliant, the Hankook 195/60 15 rubber and suspension making light work of ironing out the undulations. The steering wheel is more an art deco piece. It is mammoth and therefore turning into corners is not exactly sharp. The drums and shoes have been reconditioned so are still bedding-in, making this 356 slightly skittish. Its overall road manner is polite and it is ideal for cruising. It has enough grunt that a fifth gear is actually warranted. Eddie confirms that he can easily





*Both bring about a
level of excitement
which makes driving
modern cars boring
by comparison*

THANKS

Ron Silke

reach 75mph on the motorway. We both agree that it would be so easy to cruise down to Cape Town (870 miles) as the cabin is such a pleasant place to spend time in.

Stepping into the Outlaw you immediately realise that it is lower slung, the bucket seats placing you lower down into the cabin. Fire it up and there is enough of a bark to antagonise even the friendliest of neighbours; the exhaust is modelled on a 356 Carrera system. All of which really gets your pulse racing. The short-shift gearbox, specially installed for hillclimbs and short circuit racing, means you're into third gear before you know it. The engine revs more freely than the motor in the other car, easily reaching 6500rpm. It definitely has more of an urgency to

it. The speedo hits 75mph and continues to climb. The drum brakes do just enough of a job to haul the car up; the 15-inch Bridgestone rubber provides enough grip to ensure the car doesn't come unstuck. The bucket seats afford excellent lateral support, and the feedback from the steering wheel lets you know exactly what is happening underneath you. The diameter of the steering wheel is smaller in this car allowing for easier turn-in and the leather rim provides better grip. It is solid fun to drive, the camber and toe are perfect, its power-to-weight ratio spot-on. Overall it is a very well balanced car, but it could do with a fifth gear. All too soon this jaunt through the Cradle Of Humanity has come to an end.

Each of these 356s presents a brilliant package

in its own right. The blue car has been built with the intention of cruising country lanes on a Sunday or even motorways on touring holidays. The green machine fits the Outlaw theme perfectly. It was developed to make short work of race circuits and hillclimbs. Both, however, bring about a level of excitement which makes driving modern cars boring by comparison. Every journey is an adventure.

As for Eddie and the Abbots, their 356 crusade continues. Eddie is busy restoring another 1958 356A which will be followed by a 1952 pre-A, that will give way to a full-on Outlaw. The Abbots are in the process of completing a restoration on a Stone grey 1958 356A which will be a completely original concours contender ○



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Keeping Track

The *GT Porsche* track day at Brands Hatch, held in conjunction with MSV Trackdays, provided a welcome excuse to encourage an eclectic mix of Porsches on track...

Story: Ben White Photography: Simon Jackson, Sam Preston



A grey and slightly dank start made way for an entire day's action at Brands Hatch for the *GT Porsche* track day, hosted in collaboration with MSV Trackdays, back in late October. Any threat of rain was alleviated by the time the briefing took place at 8:30am with around 50





An open pit lane policy meant there was a constant turnover of cars enjoying the dry, consistent conditions throughout the event





drivers packed in to hear the rules of the day. It wasn't just those attending the track day that had made the trip to Brands; *GT Porsche* contributor and Carrera Cup GB 2016 championship runner-up, Dino Zamparelli, was there and our friends at RAID Simulators set up two of their products to continue the action off track.

The first session kicked off at 9:30am after some initial sighting laps with 20 cars at a time allowed out around Brands' 1.2-mile Indy circuit following the safety car. Once everyone was familiar with the track it was opened for the day. An open pit lane policy meant there was a constant turnover of cars enjoying the dry, consistent conditions throughout the event.

In the *GT Porsche* pit garage action continued away from the track as people took to the RAID racing simulators to test their skills against Dino Zamparelli. Dino put in consistent laps of around 45.5 seconds and reckoned the simulator – with its VR headset – was about the best he had tried, recreating Brands Hatch in fantastic detail. Rob Durrant, of Porsche GB, wasn't far behind on the time sheets, and numerous people throughout the day got to within five seconds of Dino's time – but no one beat it.

Porsche GB had been kind enough to bring along a Cayman GT4 road car and its GT4 Clubsport, providing passenger laps to a number of people with either Dino or Rob at the wheel. The road-going GT4 is pretty handy around the track, but anyone who rode in the Clubsport agreed it was simply on another level, passing everything it came across thanks to its superior grip delivered by





sticky slick tyres and superior downforce. That it had a professional racing driver behind the wheel more often than not also helped...

At GT Porsche we're already thinking about what we can do to make our track events bigger and better in 2017, so stay tuned for future announcements. For now, we'd like to thank everyone who attended and suggest they have a look at our online photo gallery (www.gtpurelyporsche.com) to relive the day's action ○



DINO ZAMPARELLI: VIRTUAL REALITY

The opportunity to drive the Brands Hatch circuit in a GT4 Clubsport and compare it against a virtual reality simulator was too good to pass up. I'm used to driving Porsches around Brands, so after a few laps of getting used to the GT4 compared to my 911 GT3 Carrera Cup car, it was time to see what all the fuss was about with this 'virtual reality racing'.

I have to say I was sceptical at first. Over the nine or so years that I've been racing cars I've tested out lots of race simulators. Many of them have great graphics and some feel good to drive but the feel is often obscure. However RAID's simulator was different. I put on a VR headset, which provided a view of a racing cockpit. It was a weird sensation but after a couple of laps of getting used to the feeling, I genuinely felt at times that I was on the real circuit due to small details like the sunlight creeping in slowly as if you've got a visor on going through turn three, and when you move your head the driver on screen ducks with you too. The actual feeling of driving felt good enough to have some fun in. The circuit model was pretty much spot-on, which in my opinion is crucial if you don't want to break the illusion. The sounds coming out of the system were good, too, and you could feel the bumps and vibrations, so it was very similar to the actual track.

On a normal simulator, it's easy to break the illusion. On this sim, however, you can only see this virtual world in front of you. You enter into a different world, one where you could be mistaken for thinking it is real. I can see how this will be the future of race sims. If I had one at home; would I skip it for a real practice day? No, because nothing ever replaces the real feeling. But many hours could be spent on it, and instead of going on a date with a lovely young lady or catching up with friends, this may well become the main pastime for each and every racer out there.



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gt porsche retrospective

ONE
YEAR
AGO
JAN
2016



Similar to this issue, 12 months ago we celebrated the 'Greatest Porsches of 2015'. To kick us off we got our first taste of what the new second-gen 991 Carrera was like to drive with its new turbocharged power unit. Next up we got behind the wheel of the Cayman GT4 and the 991 GT3 RS. And we compared the new 981 Boxster Spyder with its forbear, the 987. Lastly, we got our team of experts to choose their favourites. The winner? The GT4 it seemed.

In addition, we had our usual mix of historical content, a chat with Porsche designer Harm Lagaaij, a blast in a rally-prepared 911 3.0 RS, a look back at Porsche's Le Mans winning WSC95, and part two of our Rennsport Reunion coverage.

FIVE
YEARS
AGO
JAN
2012



Our first drive of the new 911, the 991, was naturally a highlight of this issue five-years ago. Andrew Frankel said: "Rejoice in the fact that the 991 is not just a great Porsche, it's a fabulous 911 too."

Also in this issue we took a GT3 RS 4.0 on a bit of a jaunt to Reims, we took a look at a 356A fettled in Australia, investigated the benefits of winter tyres, and looked ahead to the 'must do' events in 2012.

Tying in with our RS road trip, we also took a Panamera Diesel on a 1000-mile trek into France to see what the new model had to offer. Last but not least we looked at Porsche man Derek Bell on his 70th birthday.

TEN
YEARS
AGO
JAN
2007



We looked at what kind of 911 you could buy for £10k – something that's been a regular query over the years. Almost unbelievably in today's climate, back then you could bag a pre-'73 car, an SC, or a 3.2 Carrera.

Chris Harris looked at which options you should stick on your 997, pitting a Carrera 2 against a C2S with a Powerkit option. Harris also got to drive Porsche's race-winning RS Spyder at Weissach alongside a 997 GT3 RS. He said: "Once you become accustomed to the speed it's far easier to drive than the GT3 RS because it does virtually everything you ask of it."

Finally we took Ninemeister's supercharged 968 Club Sport on track at Oulton Park.

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2015 981 Cayman GT4 and 2004 996 GT3

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long-term fleet

2007 987 CAYMAN S

It's one thing to see a bareshell in paint but quite another to see it fully built back up. Four weeks on from dropping the car off, I travelled to Southam Bodies to collect my freshly painted Cayman. Greg had sent a teaser shot the evening before so I knew it was going to be a Saturday to remember.

I arrived at Southam Bodies bright and early on a sunny Saturday morning to see the Cayman already outside the workshop, polished and ready to go. Greg and Iain had further wet flatted the already incredible gun finish to

absolute perfection. The Maritime blue colour really popped in the sunlight. I must have circled the car about 15 times in disbelief with the biggest grin on my face.

Now you might be looking at the images and be thinking, there's something a little different with the car from when it was silver. And you would be right. If you're struggling to put your finger on it here's a clue: it's the bloody great rear wing! To be more precise it's a 997 Carrera Cup Car wing mounted to a Getty Designs Cayman Interseries support frame. These are

proper race car parts and balance the front splitter both visually and from an aerodynamic point of view, too.

A little more difficult to spot are the changes at the front. Struggling to squeeze track rubber into the stock front wings Greg suggested that we try and mate up some 997 4.0 RS parts to the humble Cayman. Terrified at the prospect of the price I nervously left it with Greg to source the correct parts to do the swap. Indicators and arches came new from Porsche at a fraction of the price I'd been expecting so they were added into the mix, too. They say

a cake is only as good as the ingredients you put in, but when you've got master bakers, too, it can only be a good result. To put the cherry on top Greg suggested I have a chat with Russell Davis at Ultimate Windscreens to install a brand-new windscreen. The old one was chipped and pitted from track action and European road trips and it made sense to replace it while the glass was out. Russell did a stunning job, the glass refit is just like it left the factory and it's attention-to-detail like this that really makes the difference.



Thanks:
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Above: Ryan's Cayman is in good company, his firm Scene Media has a fleet of modified cars



long-term fleet

Talking of attention-to-detail, Greg's added some awesome details that I wouldn't have even have thought of. Under the bonnet most modern Porsches are finished with a satin undercoat, not gloss like the rest of the body. Keen to make this repaint just like a Porsche paint to sample option Greg added a satin clear to the Maritime basecoat under the bonnet, as though it was always that colour. He's also cleverly masked the factory petrol cap and door shut stickers while applying the base then

removed the masking to lacquer over them for the final clear. The effect is an OEM finish, as though it left the factory in Maritime blue, except for one detail. The driver's shut carries the car's original colour code, a deliberate hint to reveal the car's past if anyone ever checks.

Overall this has been one hell of an experience. It's such a large task to undertake and certainly a commitment for any owner to enter into. I'm really glad I chose Southam Bodies to do the work. It's been a real two-way

street and Greg and Iain have helped with the project way beyond just the physical work. When discussing project direction and inspiration they have been invaluable and Greg's own passion for the Porsche brand really shines through. I'm absolutely chuffed with the finished result!

So chuffed, in fact, that we took the car straight from Greg's, filled it with some fresh V-Power and took it for a blast. It feels like a totally new car and looking at the images I feel as though it's taken on a totally new life.

It's far from the end for this project, though; we really need some power to match the new looks...

Ryan Stewart
Cayman S

[@RyanStewart](#)



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long-term fleet

1986 944

Last month I'd got myself behind the wheel of a 944; it was spectacular. It set the cogs whirring and had me immediately trawling the classifieds. It's been a while since I'd looked at the prices of transaxle cars; in fact, it's about five years since I had my 924. At the time I paid the then extravagant sum of £1800 to get my first Porsche. It was a lovely car, though, and a documented concours winner.

Times have changed but these cars are still far from ridiculous... You can see how I've talked myself into this.

It was a friend who sent me a link to this car; there was lots wrong with it, but all of it cosmetic and reversible (I'll come on to that). More importantly, there's lots right with it. It was an ex-Porsche club car, had a thick wallet of service bills, a clean MoT history (if you've not tried it yet there's a brilliant online tool to give you a feel

for if you're looking at a rusted patchwork quilt or a well-loved motor – Google 'MoT history check') and even been in a couple of the PCGB's magazines. The car was being sold by a 'dealer' which under normal circumstances would have me suspicious at the thought of an unloved car tarted-up for a quick flip, but actually this was a bit different. The chap in question was an ex-motor trader that had given it all up and

basically had a collection of 58 classic cars he kept in some sort of rotation, he justified accumulating them by selling the odd one now and then. Which is how this 944 came to be for sale. He'd run the car for the summer and parked it at the end of its MoT.

Following a chat on the phone I was left feeling warm and fuzzy about the car and its history, but due to work commitments it was a week before I actually got to view it; a week which



was filled with me reading buyers guides, scaring myself about multi-belt cam and balancer-shaft servicing, rust, expensive clutch replacement, and then deciding to ignore it all and continue to convince myself I needed a 944 anyway. On the day I was diligent, crawled all over and under the car with an inspection lamp, checked all the history, did a HPI check, and then finally fell in love on the test-drive. It needed some work

but it drove beautifully. I haggled, got some money off the asking price, plus negotiated in a new MoT with any advisories corrected, a full belt service, a new front wheel bearing, and an oil change.

A week later and I was driving it home, where it was immediately put on axle stands to see what I'd bought in detail. The plan is to mothball the car until spring but I wanted at least a couple of weeks use out of it first, so I set about stripping the arch liners out and cleaning the underside so I could give it a thorough coat of Dinatrol 4941 – the same stuff I'd used with great results on the 911.

Messy jobs over, it was time to give the cosmetics a once over. The car had been the victim of the liberal application of 'Porsche' and '944 Nurburgring' stickers, as well as all sorts of other PCGB memorabilia, numberplate surrounds and the sort of mats you pick up in the discount bin at a motor factors when you're 17 and don't know any better. It all had to go. With that stripped away it was clear the car was very straight and original, though the paint was yellowed and had 30 years' worth of marks all over it. A good wash and

machine polish later with some great products from Poorboys and Chemical Guys and it looked like a different car. Unfortunately, as it's white, any pictures really don't do the transformation justice, but believe me the difference was beyond what I thought was possible without getting into repainting it. Fresh numberplates and a rear wiper delete finished the weekend transformation

So, what's on the immediate 'to do' list? Well, having driven it a little more, it's clear it needs a new rear wheel bearing. The bonnet doesn't hold itself up so two new gas struts are on order. The '90s multi-disc CD changer doesn't work so that needs to go in the bin. A few of the alloy wheel nuts are worn and starting to round, so they need replacing, and I want to change all the brake pads for good measure. Quite a list to get stuck into then.

First impressions of living with the 944 are wonderful. I drove the car to work for two weeks and it was a breath of fresh air. As I said earlier, it drives fantastically – full of feel but not hard work, beautifully balanced and a great GT. The 2.5-litre 8v engine is more than strong enough to deliver easy and useable performance and,

surprisingly, it goes a lot better than I expected. I've treated those two weeks as 'running-in' the car as it has been parked-up for a while and the new belts need time to settle and be retensioned. Still, it's brisk and motorway cruising is a joy. Long-term I'm thinking this car will become my daily driver. I'm over all the screens, connectivity, beeps and warnings of modern motoring. This car both cossets and excites, delivers acceptable fuel economy and can cope with any long-distance trips I need it to do. Plus, I think it's a bit of a statement. I've always passed these cars off as not really being designed for style but more function defining form. Park this among the rows of modern stuff in any office car park, however, and now, in 2016, it looks like a spaceship. So, welcome to the fleet 944, I'm your new biggest fan.

Rob Richardson
1986 944

[@Racereightysix](#)



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1994 968 SPORT

Paris, New York, Rome and Leicester. My day job takes me to many glamorous places. And Leicester. The reason for the trip to what Terry Wogan once called “the lost city” was to get my workhorse serviced – the black 968 Sport you see pictured here.

My car has always been serviced by Chris and his team at GCR Central, and servicing is almost all this car has so far needed during my three years of ownership. I dropped the car off for a minor service and an MoT and cleared off abroad knowing it would be in safe hands. A call from Chris while I was away wasn't expected; nor was the news. It needed a wheel bearing and the rattle from behind the instrument binnacle between 2000-2500rpm wasn't creaky old plastic; it was a poorly engine mount transmitting vibration. I ought to know this stuff, really, but Chris's prices are so competitive there's little point in me pulling things to bits to investigate myself. I never mind tinkering with my toys but I need to rely on this car; it's my daily driver, so it goes to those in the know.

The car got a full service, a wheel bearing, that pesky engine mount was replaced, the terminals of a dicky temperature gauge were cleaned up, and some other bits done. It was also MoT'd. The bill was sixteen hundred and something pounds. Quite a sum, but it's the first big bill I've encountered for this car so I was not overly pained.

I use GCR not just out of habit; the guys there know their stuff and take the trouble to explain things in detail. I appreciate that. I love a bit of Eighties engineering. Looking at the engine mounts on the desk, it was easy to spot the poorly one. The fluid-filled black rubber section had leaked, making it far less effective. Some aftermarket ones are solid rubber (sometimes used on the 924) but my car got an OEM part.

I also received a bit of an education about scored bores in 996 engines as one was on the operating table. I'd considered a 996 myself a while ago and while they're popular for good reason, I had wanted something a bit simpler and rarer, hence the 968.

Seeing this engine damage close up helped vindicate my choice somewhat. I hope I'm not tempting fate, typing that.

Chris and I share a love of retro metal. We can talk about it for hours. Actually, I mostly do the listening as there's little I can teach him. If you'll indulge me a little non-Porsche diversion... At GCR there's a rare Alpina B6 on snorty triple carbs. There's also an Alpina B10 Bi-Turbo sporting those wonderful Buchloe pinstripes. When launched this was the fastest production saloon car in the world, capable of 180mph. Inside there's a BMW 2002tii built from bits – I'm itching to try that out someday. This is not GCR's stock for sale, they're the guys' own cars. They wouldn't sell them anyway (I've tried buying), they're simply cars they love. They're from what Chris and I think is a golden era of automotive design – the late Seventies to early Nineties. A time when designs were not saddled with fat NCAP-compliant A-pillars and ugly lines. These are cars with robust drivetrains delivering enough performance to enjoy without being overly cossetting or saddled with unwelcome complexities or fripperies. These cars are appreciating classics that are rarely seen and always appreciated. Sorry, I wandered off on a tangent there. I do love this stuff. That's why I have a 968.

Some people are surprised at seeing me use this car so often. It's practical enough to use for work even if it won't quite go under the barrier of Birmingham airport's extortionately-priced car park. I need to save a few quid in case my next bill is a big one, but, if it isn't, perhaps I'll convince GCR to sell me the 928 S4 it's restoring. Leicester might not have impressed Wogan but, one way or another, I'm rather looking forward to my next visit.

Rich Duisberg
1994 968 Sport

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



At GCR the 968 was in the good company of some other retro automobiles...



long-term fleet

1994 968 SPORT

As predicted the last time I wrote about the 968 in this space, my patience with the old, mismatched and incorrectly sized tyres on the car soon ran out. Every time I drove it, I found myself wondering how much more enjoyable it would be if equipped with proper footwear.

The point too few people appreciate about tyres is that, as the

only point of contact between the car and the road, everything you feel starts with the tyres: however good the rest of the car is, that feel will always be compromised if the tyres are in a state.

However Porsche has recently been collaborating with old OEM tyre manufacturers who between them have produced a vast array of tyres to original patterns for all manner of Porsches

from the 1990s all the way back to tyres for 356s from the 1950s. The brilliant thing is, these tyres are brand-new, made to modern construction standards but still tuned to the exact car for which they were originally designed and visually indistinguishable from those fitted when new.

Which is why the 968 now sits on a spanking new set of Michelin Pilot Sports all-round, with the correct

255/40 rear section in place of the 245/45s it has had up until now.

It is no exaggeration at all to say I could feel the difference before I was out of the tyre bay. By the time I was home, I was staggered by the changes they had wrought.

The fact there was more grip, even on brand-new and unscrubbed tyres, was probably the least important gain. The ride has improved, too, which



means the occasional squeak and rattle has been diminished as well. The car feels massively more sure-footed in the wet and, to an extent, alleviates the nagging sense I had that the car needs a limited slip differential. I'm not really sure it does now: traction is excellent and I fear any such device would hurt the car's sublime balance and push it into understeer. The tyres are quieter as well and, I have no doubt, will improve fuel consumption a smidge, too.

But all that is by the by, really, compared to the real transformation they have brought. Even on the old tyres I thought the Sport was fairly communicative and, in the dry at least, nicely balanced. I had no idea. The feel the new Michelins brings with them provides a whole new level of driver involvement. The last time I drove a Porsche that felt this connected to the road it was a pre-power steering G-series 911 Carrera.

Now, when you angle it into a corner quickly and just ease off the power a touch, the car flows into a delicious neutral stance, not oversteering or understeering as such, but seemingly floating over the surface of the road awaiting further instruction. A little more power will push the nose further out; a lot will do the same for the tail, leaving the steering wheel there to do no more than let you trim your line to perfection. These tyres aren't cheap; the cost several hundred pounds – but I know of no other way to so simply, easily, and effectively improve your Porsche for the better.

One more thing while I'm here, can I commend to you the merits of your local tyre fitter rather than going to one of the more recognised names? Okay, it's possible that yours is rubbish, but you may well find you get a better service for a fraction of the money. My local town is Monmouth where Paul Jarrold Tyres has an unbroken record of undercutting the local Kwik-Fit prices – not by a few quid here and there but enough to save hundreds if you're reshoeing a car with expensive tyres. But that's not the real advantage. Without a nationwide presence and a huge marketing

budget, all these guys have to publicise their business is word of mouth, so it's perhaps not that surprising that they try a little harder. When a car like the 968 turns up, their tyres guns go away and old fashioned torque wrenches appear because they do less damage and a more precise job. It is a pleasure to see them work.

As for the 968, the next job on the sheet is to get rid of the horrid off-the-shelf sound system and replace it with something more suitable. And I have an idea about that, too...

Andrew Frankel
1994 968 Sport

[@Andrew_Frankel](#)



Andrew has stuck some new boots on his 968, and it's all the better for it...





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1986 924 S

changed my daily driver recently and it took a while for its replacement to arrive, which meant that the 924 S had to step into the breach. Not that this has been any great hardship. In fact, it's been the opposite. I've loved every minute and I have covered quite a few miles in all weathers. What always impresses me is how well the car copes with the vagaries of our road surfaces.

Perhaps it's because I've resisted (for now) the temptation to lower the suspension and fit wider wheels/tyres. In fact, I think it's still on its original springs/dampers and the tyres (Falken AS200 all-season), which were fitted some time back, are the correct 195/65 size. All of which means that the ride quality is rather good, and there are very few occasions where the chassis gets ruffled.

That said, I do have to remind myself that there's no ABS to modulate the braking force, just my right foot.

The brakes are actually rather good, though. And, because I recently managed to adjust the rear brakes, having freed the adjusters, even the handbrake works properly.

There are however a few things, such as interior lights, and the cigarette lighter, which don't work and these are on my 'to do' list. What I have done, is check the fluid levels. In the 13 months I've owned the car, it has used hardly any oil. But, because it's cheap insurance, I'm going to change the oil and filter. I'm planning to switch to Morris Multigrade 10/40 semi-synthetic oil, as I've found it to be an excellent choice. The filter will be a genuine Porsche item.

Although it hasn't really used any oil, I have noticed the odd spots or a sticky liquid on the garage floor, beneath the front of the car. The culprit turned out to be the power steering system and the liquid is ATF. There's a possibility that one of the hoses might be

weeping slightly. A thorough clean and further investigation is required. For now, I've replenished the reservoir.

Another item on my 'to do' list, is replacing the rear hatch seal. It's been leaking for some time now and the

carpet has suffered. Then there's the rear spoiler, which has been 'nibbled' by something. Talking to a few 924 owners, I was advised that replacing the rubber spoiler was usually fraught with issues and it was best to buy a replacement



Mart has decided to switch his 924 rear spoiler for a 944 version



long-term fleet



hatch, one that has a good spoiler. So I did. Actually, I bought a secondhand one from a 944. Why a 944 hatch and not a 924? Well, I've always felt the original spoiler to be a tad restrained. And, recently, when picking my wife up from an art course she'd been attending, I happened to park alongside another 924 S. Once I'd got

over the shock of finding another one in my locality, I wasted no time in finding its owner: Frances Lester. She's had the car since new. And, it's her only car. Believe it or not, it's covered 350,000 miles in 30 years – all on the original engine and gearbox! Impressed, I went on to mention to her that her car had a bigger (944)

rear spoiler. Frances explained that the original hatch got broken and the garage that serviced her car sourced this one as replacement. Being able to compare the two be-spoilered 'rear ends', I made my mind up there and then that bigger is definitely better. All I have to do now, of course, is remove the original and fit the replacement!

Martyn Morgan-Jones
1986 924 S

[@MartynMJones1](#)



Two 924s in one town? This one (right) has covered 350,000 miles!



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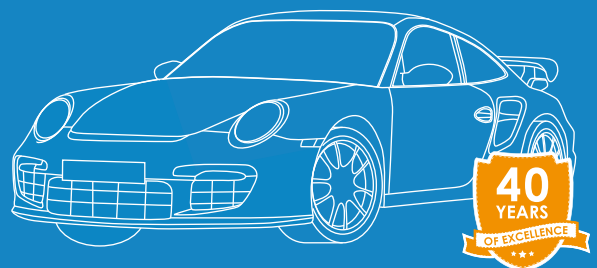


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the market place

by Philip Raby



*A specialist Porsche dealer and consultant, Philip has been driving and writing about Porsches for over 20 years...
@RabyPorsche*

Investment Porsches

With interest rates remaining low, people are asking which Porsches they should invest in. Philip Raby is here to help...

I got drawn into a long and very interesting Facebook discussion recently, which began after someone asked what Porsches would be the best investments over the next four or five years. Now, I have to admit that my usual advice is to buy the car that you want and enjoy

it; if it happens to go up in value, well, that's a bonus. That may sound like a cop-out but I genuinely believe that Porsches should be bought to have fun with, not as investments.

That said, it's nice to know that you're not losing out financially as you hoon your pride and joy down long

and winding roads, so it was good to get involved in the discussion. And reading what Porsche owners and enthusiasts think will go up in value has to be a useful benchmark.

A common theme, which I agreed with, was that air-cooled 911s remain a safe bet as a good long-term

investment. 964s, in particular, were singled-out as having some way to go, while some people suggested that the 993 has plateaued for now. Personally, I think both the 964 and 993 have levelled out in terms of price at the moment, but will see further rises over the next five years. The 964 has rarity



Reading what Porsche owners and enthusiasts think will go up in value has to be a useful benchmark





on its side but the 993 has the advantage of being the best-sorted air-cooled 911 by dint of being the last and, therefore, having the advantage of over 30 years' of evolution behind it.

What doesn't have any evolution advantage is the 996; the first of the new-generation of water-cooled 911s and, as such, for some time rather unloved in some quarters. Now, though, we're seeing 996s rise in value, and a number of commentators flagged up the 996 as a good buy. As the only 911 you can realistically purchase for under £20,000, the 996 is certainly great value for money (and a great 911, too, whatever the critics might say) but I'm less sure about it

being an investment Porsche, unless you opt for a Carrera 4S which is coveted for its wide body and attractive rear reflector.

I was interested to see a number of votes for the 997; in particular, the rear-wheel drive Carrera S (often mistakenly called 2S) with a manual gearbox. Interesting because, at the moment, the 997 is the most common 911 (if not the most common Porsche) on the second-hand market and, as such, it's not struck me as an investment car. However, I think there's something in this argument. With the 997 Porsche addressed the criticism of the 996's appearance and made it look more, well, 911-like. So here's a car that's, in

many people's eyes, a better looking 996 (mechanically they are essentially the same) and if 996s are going up in value, surely 997s will follow suit. What's more, the 997 was, to many people, the last 'real' 911 before the larger and more refined 991 came along – and I can see where they are coming from with this, as the 997 retains more of a true 911 feel to it, warts and all.

I'm not sure that the S is the car to go for, though, as the 3.8-litre engine has developed (unfairly) a reputation for bore scoring, so I'd argue that the 3.6-litre Carrera is the better buy – it's also a lighter more responsive and even more 911-like car to drive. Also,



the market place

while I can understand the argument to go for a manual gearbox, increasingly buyers are asking for Tiptronic as people have become used to automatic transmissions.

That said, the 997 GTS got a mention and I have to agree that is a good choice. With the running gear of the super-rare Sport Classic, the GTS is one of the all-time great 911s to drive and just that bit more special than a standard 997, so it is surely a classic in the making.

Moving upmarket, there were, predictably, a number of votes for the 996 Turbo, 997 Turbo and the GT2 variants with the legendary Mezgar engine and anything with an RS badge on was flagged up. Someone said that if Porsche built a 991.2 GT2 RS then that would be a good investment – and indeed it would be!

Moving away from 911s, a few people mentioned the front-engined Porsches – the 924, 944, 968 and 928. These have seen price rises

already but my feeling is that the best investments are the slightly more exotic and rare variants, such as the 924 and 944 Turbos, 968 Sports and Club Sports, and the 928 GTS.

A common thread through this discussion was that it was essential to buy good, well-sorted and original examples of whichever Porsche you choose. And that is so true. 'Projects' are rarely cost-effective as you invariably end up spending more on the restoration than the car will be worth;

far better to buy one that someone else has spent money on. 'Bargains', too, are usually anything but and you'll eat into any investment profit simply getting the car up to an acceptable standard, so it's usually best to steer clear of anything cheap and pay a bit more for a well-sorted example (which is increasingly hard when it comes to, say, 996s). Originality remains key as well – modified Porsches are a lot of fun but have a limited appeal so are less good investments ○



It is essential to buy a good, well-sorted and original example of whichever Porsche you choose





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Connectivity

Jesse Crosse looks into the world of Porsche connectivity...

Cars in general are far more technically advanced now than they were a few decades ago. The greatest advances have come in electronics, from engine management systems which enable engineers to eke out the last drop of fuel to advanced driver assistance systems creating an electronic safety cocoon around the car's occupants. But one area of

technology where cars have lagged behind the mainstream, is connectivity.

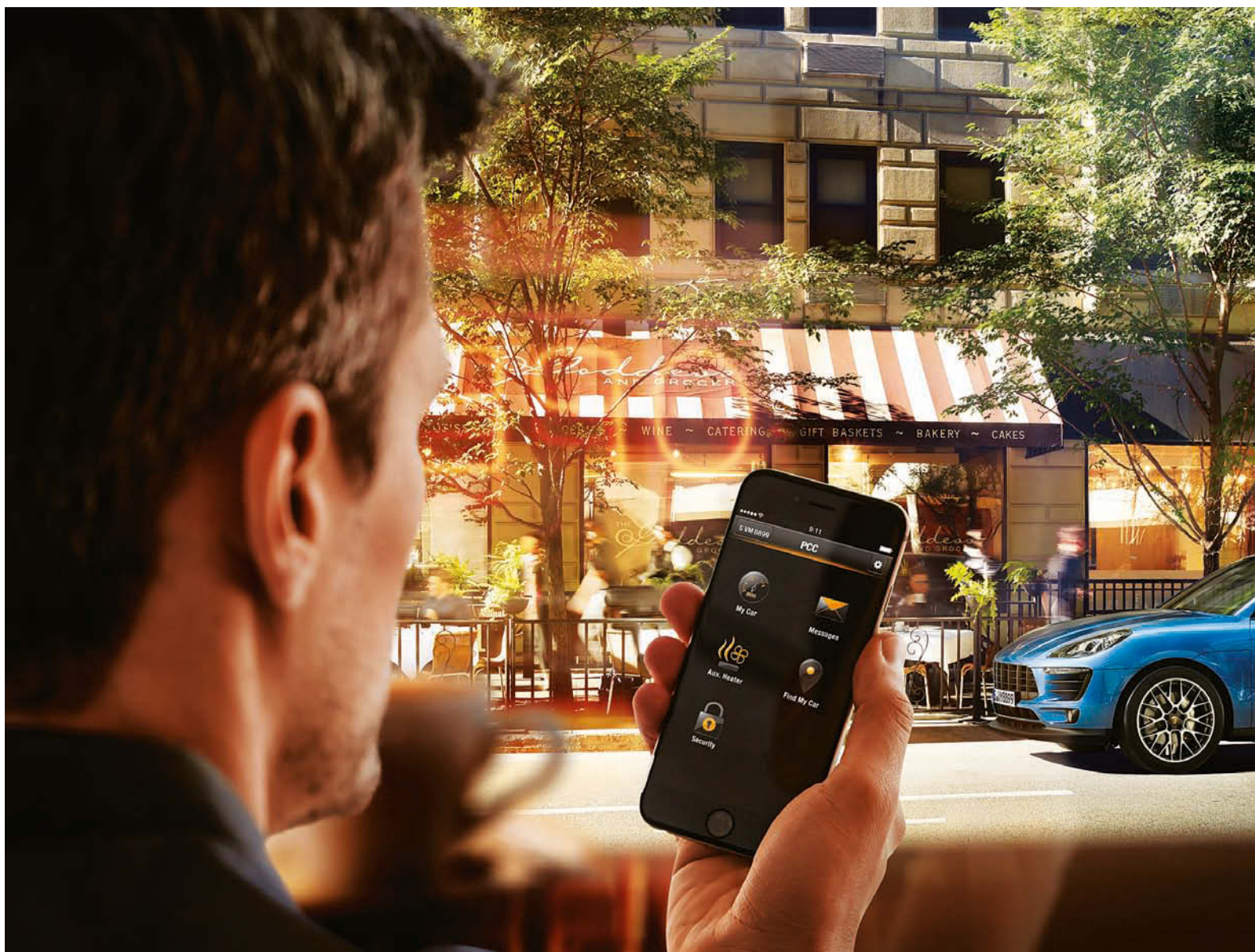
It would be easy to imagine that by now, cars would have been fully connected to every range of internet-based service imaginable. After all, the internet has been well into its stride for the last 15 years or so. In the last five or six years, though, with access to faster cellular services and wider bandwidths, car manufacturers

have been pushing hard to connect their cars to the outside world and bring the services we are used to into the cockpit.

Porsche has never been an early adopter of newfangled technology, which in many purists eyes is a good thing. However, it is now embracing the connected car culture with Porsche Connect, that is now offered in all new Porsches.

Porsche Connect comes in two varieties: Connect and Connect Plus. Connect provides basic smartphone app-based functions like remote vehicle statistics, tracking, and hybrid functions. It also provides geofencing – a tracking function whereby if the car is stolen and moves through a virtual 'fence' previously set up by the user it alerts the car's owner.

The posher version, Connect Plus,



gives all sorts of add-ons, such as infotainment services like fuel prices, flight and train information, Twitter, and message dictation. It will also give you some useful online services directly relative to navigation, like Google Earth and Street View. Real-time traffic information is also on this list, although most decent sat navs with a phone connected by Bluetooth have done this for a while. Connect Plus gives you

wireless internet connectivity in the car and both versions have a storage tray for your phone connected to an external antenna which optimises reception. Both also give you Apple Carplay, the infotainment system which kind of emulates the desktop of your iPhone on the car's infotainment screen. I say 'kind of' because it doesn't quite... Carplay displays selected apps only and supports the

Apple voice control system, Siri, as well. Again, most good car infotainment systems come with voice control systems which these days have become very effective and actually understand what you're saying.

So why do you want any of this? This is a Porsche; it's meant for driving, isn't it? You may be forgiven for thinking that, but Porsche is a premium car manufacturer and since all its competitors are providing connected car services, it is compelled to follow suit.

There are further reaching reasons why connected car technology is important to vehicle manufacturers and that has to do with autonomy and safety system. For the last 20 years or so the concept of Intelligent Transport Systems (ITS) has been a worthy one but difficult to deliver without hugely expensive bespoke infrastructures to monitor traffic, help control flow, and improve safety.

Low-cost connected car technology based on smartphones or, at least, smartphone technology combined with GPS and local area networking (WiFi) opens up immense possibilities. Cars equipped with the sort of low-cost WiFi we have in our homes will be able to communicate with each other as well as the infrastructure around them to improve safety.

For example, if the car senses its driver is failing to stop at a junction when another similarly-equipped car is approaching on a collision course, it can simply stop. This will require all cars to be connected by V2V (vehicle to vehicle) technology – which is on the way. Vehicles encountering poor conditions, such as black ice or severely flooded sections of motorways in a thunderstorm, can communicate with vehicles further back preparing them for what lies ahead. They might warn the driver or even adopt a lower cruising speed in the car's adaptive cruise control settings.

These ideas maybe counter intuitive for the keen driver contemplating

buying a modern Porsche but, in truth, they are already represented in the way the cars are configured today. The Porsche 911 Turbo can be configured in normal mode or 'nutter' mode. With the PDK gearbox, most owners won't bother with manual shifting when in a traffic queue or even when cruising on the motorway; they'll simply leave it in auto. In that case, the 911 Turbo becomes very similar in terms of comfort levels and ease of use to any other high performance premium car. So why not add some transparent safety functions in the background?

Vehicle-to-Infrastructure (V2I) technologies are already being tested in the UK and Europe in a number of programmes and will form part of the move towards autonomous driving or, at least, the capability for cars to take over when the driver wants them to. That's quite different to the idea of the driverless car which is currently dominating the headlines.

The connected car will also play a role in developing these technologies by collecting information on traffic scenarios and how drivers behave in various circumstances. This data will be used to create the algorithms needed to impart a degree of artificial intelligence to cars.

Porsche Connect may look from the outside like a fairly innocuous extension to infotainment systems, just a few more toys to play with. As it stands, that's exactly what it is. Why anyone needs to look up flight times on the car's touch-screen while driving is a mystery. But the underlying reasons for connectivity have a greater significance by allowing cars to exchange information with one another, by recognising hazards the driver may not be able to see, and protecting distracted drivers from conflicting traffic and even pedestrians. That has to be a good idea and doesn't necessarily detract from the joy of getting down to the important business: that of enjoying driving a Porsche ○





Dash cams

The increasing popularity of dash cams has Jesse Crosse looking at the benefits. Should you buy one?

The world has gone dash cam crazy since that video by a Russian driver captured footage of a meteor arriving over Chelyabinsk. The profusion of videos on YouTube exposing dangerous behaviour by drivers has also stirred the imagination of many people. So too have the many videos of cars being caught up in tornados.

The chances of grabbing another such event are fairly remote but it didn't stop the world being excited by the idea and lots of major players like Hewlett Packard, Panasonic and Garmin rushed to follow the early producers from China and elsewhere who had started the ball rolling. From being unheard of just a few years ago, dash cams were one of the fastest growing sectors in UK consumer electronics in 2015. But if you are thinking of getting one for Christmas this year, bear in mind that if you go touring the Continent they are illegal in Austria, frowned upon in Switzerland and posting footage from one in Germany is not allowed. Luxembourg, too, is not dash cam friendly and

although it's okay to own one, it's not okay to record in a public place.

So with all that out of the way, what are dash cams, why would you want one, and how would you use it? First off, a dash cam is not exactly the same as a sports camera, like the ubiquitous GoPro, but it does share similarities in that it produces a high quality image, either 720dpi or HD, and stores it on a memory card. What the dash cam also does, though, is take care of the problem of the memory card filling up, and being on when you need it to be without too much fiddling around.

Why would you want one? One reason is because you like gadgets. Another might be to protect against 'crash-for-cash' fraudsters who deliberately brake test people to cause an accident. Dash cam footage could absolve you of responsibility in an accident that you didn't cause. At the same time the police can seize the footage if there's an injury involved, so having one fitted could be a double-edged sword if you are in the wrong and the worst happens.

Unlike a sports camera, dash cams

work on a continuous loop, breaking up the footage into video segments one to three minutes long then overwriting the first when the card becomes full. Some dash cams will lock the current file if they detect a driving event that could be an accident and these can build up over time requiring manual cleansing of the chip. The best thing is to check the card at regular intervals to see how the free space is looking.

A dash cam may have GPS, which may or may not be a good asset depending on whether you are driving within vehicle speed limits. If you are exceeding the limit when an accident occurs and your speed has been logged by your own GPS camera, then that could land you in trouble. Dash cams often contain accelerometers which detect the sudden shock of a collision and it is this which enables them to lock files or mark the point in a video at which the shock occurred. Dash cams can have built-in viewing screens and if that's the case with the one you choose, it should be switched off before driving if it doesn't automatically do so once on the move.

It's illegal to view video on the move, even if it's generated by your own car.

Fitting should be easy, as most fit to the screen using a sucker. However, a dash cam should not be fitted directly above the steering wheel (directly in the driver's line of sight) and should not overlap the swept area of the windscreen by more than 40mm. They are usually powered from a 12-volt power socket or cigarette lighter socket and should power-on and power-off with the ignition. This means you shouldn't have to remember to turn one on before starting a journey.

You can buy a dash cam from your favourite accessory shop from £49 to over £300 if you're really keen. Very high-end cameras may have cloud-based WiFi options for automated backup (at extra cost) or functions which power the camera up instantaneously if the car is hit when parked and the engine turned off. When considering how much you want to spend, look for the basics first, like decent resolution images and bear in mind that with some cheaper models, you may need to buy an SD card separately ○

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1:18 AUTO ART GT3 RSR

How much? £90

Where from? www.racingmodels.com

The Alex Job Racing Porsche 911

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place in the 2005 Le

Mans 24-hour race by

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below (you'll find the Racing Models website rather handy for the answer!):

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RPM/EIBACH 996/997 LOWER ARMS

How much? £534.80 (per axle)

Where from? www.rpmttechnik.co.uk

The latest addition to RPM Technik's range of aftermarket products are these top quality adjustable suspension lower arms for the 996 (all models inc. GT3, front and rear), 997 Carrera/Turbo (rear), 986 (all models, front and rear), 987 and 981 (rear only).

Designed and produced by Eibach with technical input from RPM over a two-year development period, they will be exclusively available through RPM. Fully adjustable and serviceable, RPM Technik says the lower front suspension arms are far from like-for-like replacements, offering a broad range of geometry/camber adjustment settings. They also allow OE size and style bushings to be replaced with any aftermarket option, and there is a provision for the ride height sensor of litronic headlight-equipped cars. Born out of chassis development on RPM's 996 and 997 CSR models, the forged aluminium arms improve the range of motion available from stock items. Service item prices are as follows (each inc. VAT): replacement ball joints, £30.62; centre bush, £21.89; and inner arm bush (two required), £19.99.



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PORSCHE GLASS SET

How much? £55

Where from? www.porsche.com/drivers_selection

This long drink glass set from the Porsche Driver's Selection comes complete with four glasses, each featuring the outlines of 911 models. Depicted are the 991 of 2011, 993 of 1993, the G-series model of 1973, and the 901 of 1963. They are just the ticket for raising of a glass (or two) during this holiday season. It would be rude not to, right?



1:18 NOREV 911 RSR

How much? £65

Where from? www.racingmodels.com

The Martini Racing/Porsche Systems 911 Carrera RSR Turbo was raced to second place in the 1974 Watkins Glen six-hour race by Herbert Muller and Gijs Van Lennep. This 1:18 scale Norev model of the car is limited to only 1000 pieces worldwide. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.



2.7 RS PEDAL CAR

How much? £260

Where from? www.porsche.com/drivers_selection

Young Porsche drivers can share in the passion the adult in their lives enjoys with this fantastic 2.7 RS pedal car. Part of the official Porsche Driver's Selection the car measures 116x57x50cm and is suitable for children aged 3-5 years. It features soft rubber tyres and comes finished in blood orange.



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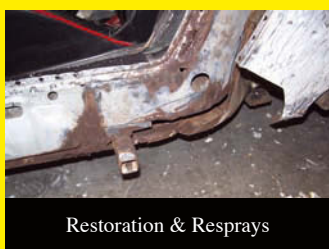
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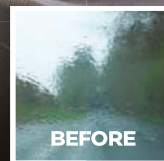
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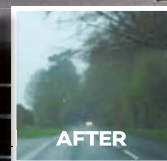
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1:18 NOREV 962

How much? £65

Where from?

www.racingmodels.com

The Camel Brun Motorsport Porsche 962 C was driven to second place at Le Mans in 1988 by Franz Hunkeler, Walter Lechner and Manuel Reuter. The team retired after an accident but thanks to Norev the car lives on in 1:18 scale. Only 1000 of these models will be made available globally. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.



PORSCHE 2017 CALENDAR

How much? £40

Where from?

www.porsche.com/drivers_selection

The 2017 Porsche calendar is entitled *Uncovered* and features the theme of 'the secret Porsche garage'. Featuring 13 fantastic images, the calendar shows how shapes and details were developed to give Porsche cars such a distinctive look. Measuring 59x55.5cm it's a good size and as an added bonus it comes with an exclusive collector's coin and postcard set.



MIVUE DASH CAM

How much? £159

Where from? www.amazon.co.uk

With a high quality Sony optic sensor and 1080p full HD recording, the Mio MiVue 688 dash cam comes with a host of impressive features as standard. Its F1.8 lens offers a wide angle view of the road ahead, while the GPS tracking facility will keep tabs on your speed and precise location. If the worse should happen, a three-axis G-sensor will record the direction and force of an impact, as well as turns and acceleration. The MiVue 688 packs a lot of tech into a compact and stylish design, including a speed alarm, speed camera alert, a parking mode that starts recording automatically if someone shunts your car in the car park, photo mode and a lane departure warning system. Recording onto a micro SD card, the MiVue is mounted easily to the windscreen.



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TECHART 2017 CALENDAR

How much? €29.80 EUR

Where from? www.techart.de/2017

Limited to just 1500 copies worldwide, the 2017 TechArt wall calendar presents 12 beautifully photographed vehicles from the German tuner. It's the brand's 30th anniversary in 2017, so this large 70x50cm calendar is the perfect way to celebrate the milestone. Printed on high-grade art print paper and coated with an additional layer of protective lacquer, this is a high quality item that's sure to prove a nice focal point in your office or home throughout the year.



CLASSIC COLLECTION DRIVER'S GLOVES

How much? £100

Where from? www.porsche.com/drivers_selection

Another new addition to the Porsche Classic Collection, these driver's gloves for men are made from 100% Nappa lambskin leather. They feature two stylish rows of perforations on the front and back, and are available in black only. There are small, medium and large sizes available.



1:43 PREMIUM CLASSIXXS TRANSPORTER

How much? £65.50

Where from? www.racingmodels.com

The 1979 Essex Motorsport Porsche Team Mercedes Benz 0317 Transporter may have a long name, but we think this Premium Classixxs 1:43 model is great. It is highly detailed, featuring opening rear doors with ramps inside, and is limited to only 500 pieces worldwide. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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CLASSIC COLLECTION JACKET

How much? £300

Where from? www.porsche.com/drivers_selection

The Porsche Driver's Selection is commemorating the legends of 1963 with a dedicated collection. Featuring what Porsche describes as 'clear lines, classic cuts and the charm of the 1960s', the new Classic Collection mixes the inimitable style of Porsche with the themes of days gone by. This classically tailored men's quilted jacket is made from 100% polyester and is available in this stylish shade of dark blue.



CLASSIC PORSCHE CHRONOGRAPH

How much? £500

Where from?

www.porsche.com/drivers_selection

This stunning Swiss-made 44mm chronograph watch is new from the Porsche Driver's Selection. Limited to 1356 units, it features a limited-edition serial number, a Swiss movement with 13 jewels and a fine satin waterproof casing (good for 100 metres underwater). Its metal dial in black/green replicates the dash of early 911s. You'll also spot the 'Porsche' logo depicted in silver. To complete it, a fawn brown NATO leather strap is joined by a slick pin clasp.



1:43 SPARK 2.7 RS

How much? £28

Where from? www.racingmodels.com

This budget Spark 1:43 scale model depicts the 1973 911 Carrera 2.7 RS. Coming in blue with orange lettering, it would make a fine way to kick-start your model collection. Add code POR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



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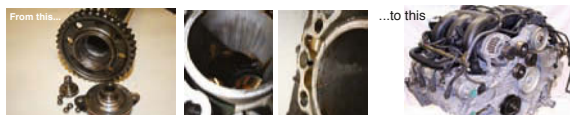
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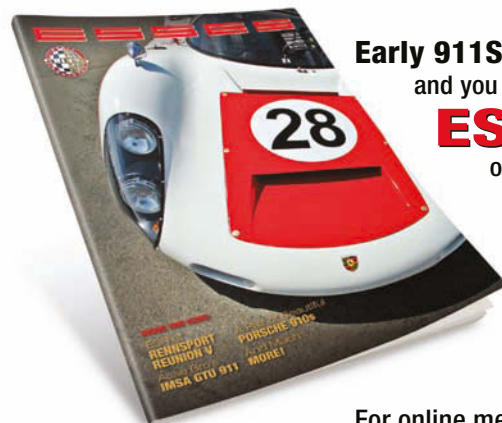
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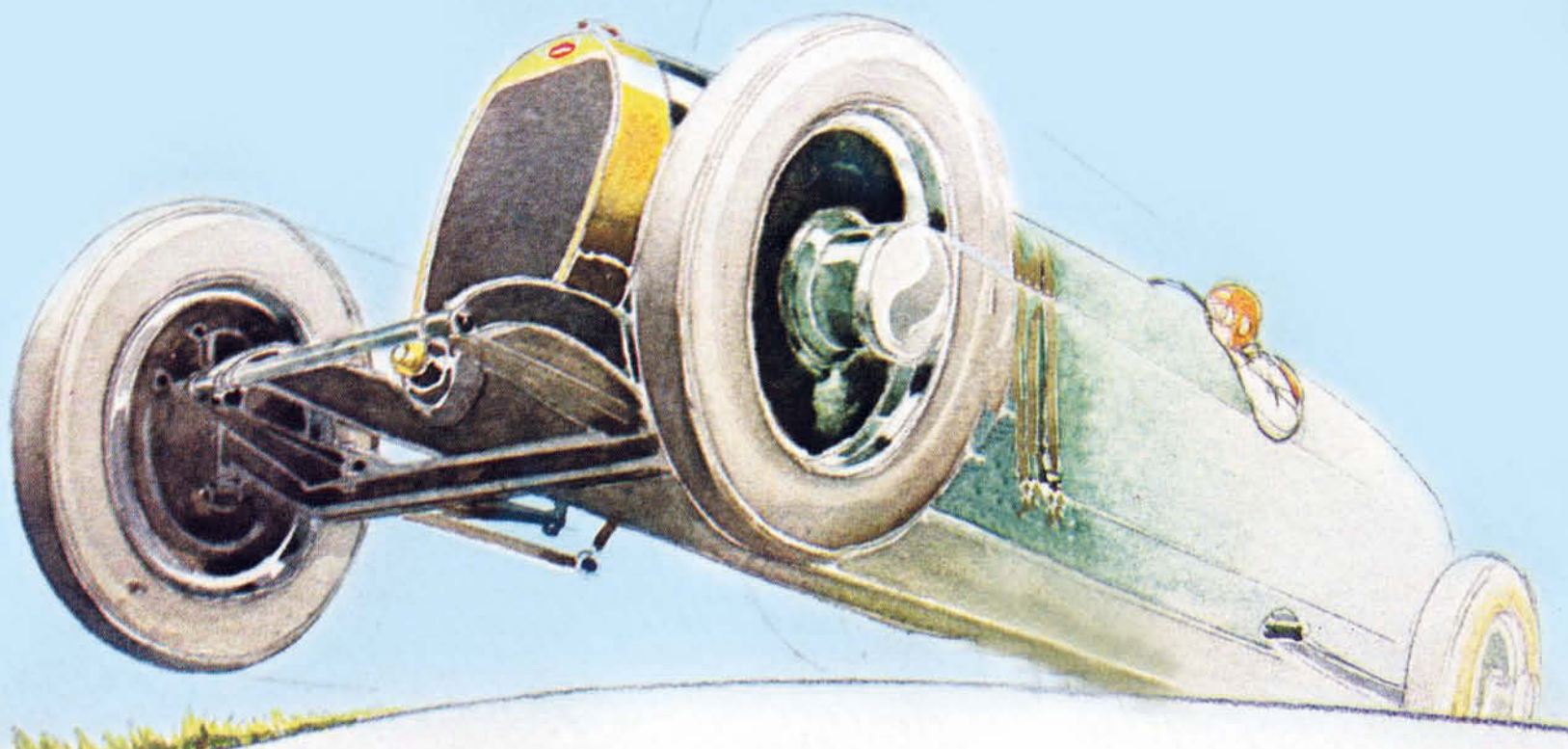
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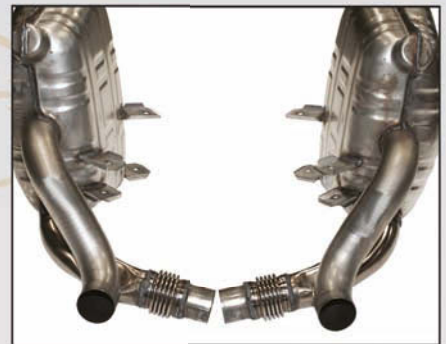
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Greatworth Classics

Air-cooled expert, Greatworth Classics, offer servicing and restoration for classic Porsches...

How long have you been established and how did you get started?

Greatworth Classics has been going since 2014 as a trading name for the Porsche side of The VW Camper Company, which was set up in 2005. Our experience with air-cooled engines in Volkswagens has an obvious synergy with other marques in the Porsche/Volkswagen/Audi Group.

Who is in charge and what is their background?

Angus Watt, the business owner, is a trained mechanic having completed his apprenticeship with the MOD and aerospace many moons ago. He was also involved in motorsport for 15 years. During this time he worked on the World Rally Championship, the British Touring Car Championship, and F1, fulfilling many roles including engineering, sales, sponsorship hospitality, and driver management with Prodrive before starting up his own classic car business.

Tell us a little about the products and services you offer?

Our main business is servicing and restoring classic Porsche, Volkswagen and other quirky air-cooled cars. We have become known as an expert on the Porsche 914 as we have done quite a few notable restorations of

them encompassing various facets such as the interior, the engine, the gearbox and the bodywork. As such, we consider ourselves as a one-stop-shop for your entire restoration project. We also have a sister company that sources cars for sale, in case you haven't found your project yet.

What do you think your customers are looking for in an independent specialist such as yourself?

We are trustworthy, happy people with a keen interest in the older Porsches, and are confident and qualified to handle all aspects of any project. This is in addition to all the usual things you'd expect from a quality garage, such as value for money and the in-depth knowledge that we are willing to share with our customers. We offer our customers a truly personal service.

What facilities do you have on site?

We have over 200 square metres of full mechanical workshop including up-to-date machinery and equipment such as a Celette jig and various ramps. We also have shot blasting facilities, a full paintshop and paint booth, a welding and fabrication workshop, an engine and gearbox workshop and, most importantly, an excellent coffee machine!

What is your USP?

We offer a personal, bespoke service that caters to your needs, as well as the needs of your vehicle and budget constraints. Most importantly we value our customer's input into their project. We want you to come and visit us any time, even if it's just to chat through upholstery and colour choices. We work with you as well as for you! We may not be a pristine showroom, but we are definitely a sharp-end, serious working garage.

Which Porsches do you cater for?

356, 914, 911 (especially Targa), 912, 993 – anything air-cooled basically!

What is your background with the Porsche brand?

Angus's racing experience goes back a long way with the brand and our heritage in air-cooled engines means that, whilst we've only been specifically targeting our business at Porsche customers for a short time, our experience with many types of classic cars is pretty impressive.

How many staff do you employ?

We have six full-time staff – four experienced and qualified mechanics, two body and paint specialists, and a few carefully selected ad-hoc gurus for certain specialist skills sets.

What exciting new products or services should we expect from you soon?

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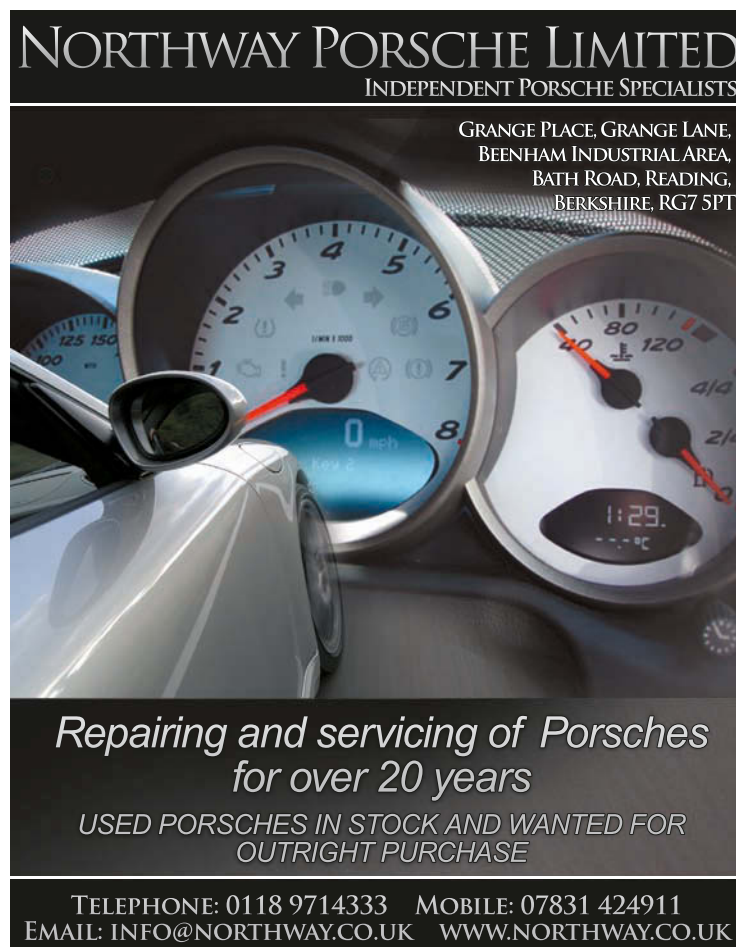
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

Colin Goodwin doesn't think Porsche's new mid-engined 911 RSR is much for the traditionalists to worry about, but is he right?

So here's another thing to get stressed about. Porsche has built a 911 RSR racing car that is mid-engined. Twitter was alive about it when the news came in from the Los Angeles motor show. General panic, another disaster in a month that has seen Trump elected to the White House. You'd expect an old traditionalist like me to have added my voice to those in uproar that Porsche is committing a sacrilegious act in putting the horse before the cart.

Well, for one thing, I've rather run out of puff. The past few years has seen a flurry of turbochargers and the loss of cylinders, both resulting in disappointing cars. And it's not just over the last few years that Porsche has chuckled bad news my way. It's been happening for decades with water-cooling, an SUV, the ugly Panamera, and then another SUV. I've dealt with all of them because usually they've been followed by great sports cars. With luck the same thing will happen with the 718 Boxster and Cayman: Preuninger and his team will come up with a fantastic six-cylinder Boxster/Cayman that will excite and calm down the purists. And, of course, the RSR is a racing car and doesn't indicate that Porsche is about to do a mechanical volte-face.

For one thing, Porsche knows a bit about engine positioning. I had forgotten that the first ever Porsche road car was mid-engined. The first sketch made of the Type 356 in July 1947 clearly shows a flat-four engine placed in the middle of the car with a Volkswagen gearbox placed behind it. That was the layout that Ferdinand Porsche had chosen for the pre-war Type 114 sports car that was going to be fitted with a 1.5-litre V10 double overhead camshaft engine. What a shame the war got in the way of that car.

Making the 356 mid-engined was

not a simple job, not least because a dire shortage of funds in the postwar period meant that Porsche had to use as many VW parts as possible from the Type 60 'Beetle'. And that meant using not just the gearbox but also the rear suspension components. The snag was that simply fitting the gearbox onto the back of the engine would mean that there was no room for the two tubes that contained the rear suspension's torsion bars. The solution was to turn the whole suspension around so that the tubes ended up at the back of the car. This also meant that the steel plate trailing arms, which are familiar to anyone who's owned a Beetle, became leading arms. Fine, but this also meant that the rear wheels would toe-out when the car rolled in corners rather than toeing-in. The result: substantial oversteer. Fortunately in our prototype 356 the mid-engine configuration and low centre of gravity meant that there wasn't that much roll.

But what turned Porsche's mind, and the engine and gearbox around, was a packaging issue. In its midship position that engine occupied space that could be usefully used for luggage and therefore make the 356 the practical sports car that it became. And it is for exactly this reason that I am unperturbed about the RSR. Porsche is highly unlikely to mess around with the 911's engine placement because it would ruin the car's legendary practicality and everyday appeal. The limitations of the rear engine position have been matched over the last few decades by the consistent hard work and genius of Porsche's engineers and by the progress of modern electronic systems.

That to remain competitive in motorsport it has had to move the engine is only logical. Porsche has always been extremely skilful in adapting its cars for continued success in competition. Possibly the best

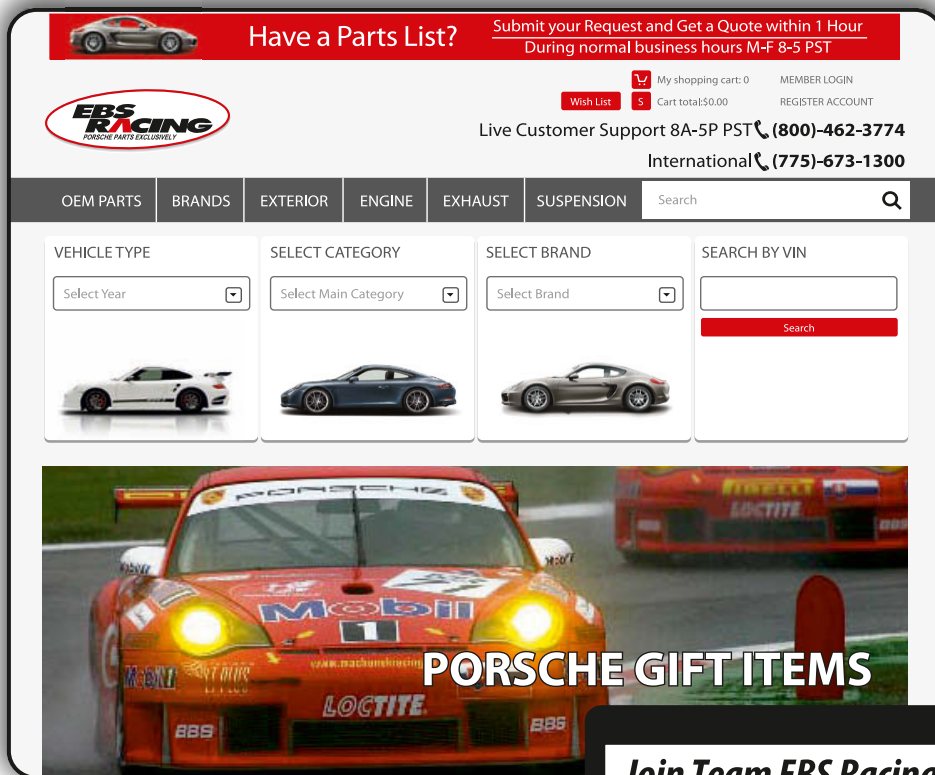
example was the 935/77 'Baby', a 1.4-litre turbocharged version of the 935 built for the gloriously named Deutsch Rennsport Meisterschaft series. 'Baby' won the only race it was entered into by a mile and then retired to the Porsche museum. Porsche, it must be noted, never again made a flat-six with such a small displacement ○

Porsche is unlikely to mess around with the 911's engine placement because it would ruin the car's legendary practicality and everyday appeal



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

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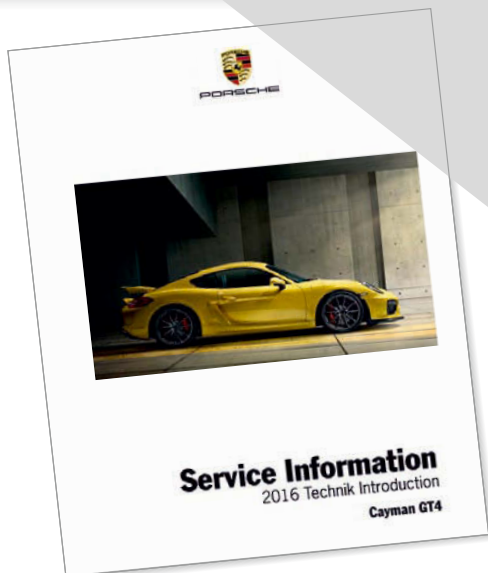
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