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MARCH 2017

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Issue 184



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Ignition



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Issue 184
March 2017

That Porsche would launch a GTS version of the second-generation 991 seemed rather obvious. Its vehicles wearing the Grand Turismo Sport signature have become a mainstay in its contemporary line-up; crucially they've often been the pick of the bunch. See whether that is the case for this latest model on page 20.

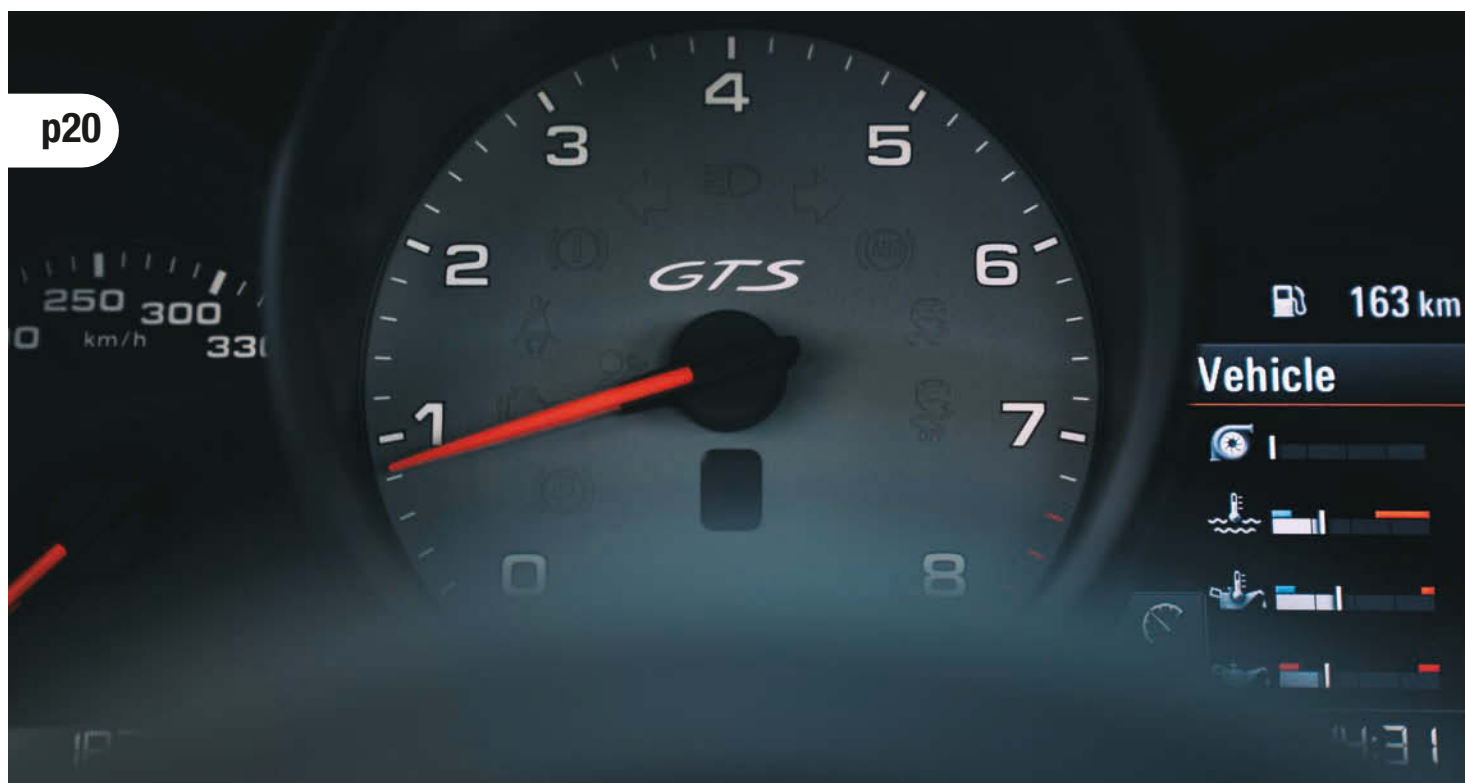
Far from being an exercise in badge engineering, as I have seen some suggest of late, Porsche's GTS models are, as you'll read in Andrew Frankel's editorial, somewhat more than the sum of their parts. At one end of the scale we're accustomed to GT Porsches offering unparalleled levels of sporting ability and at the other end the more 'run-of-the-mill Porsches', for want of a better expression, being both adept and highly useable. GTS models strike an attractive balance between those two worlds, and that's largely what makes them so popular. Ignoring the evocative historical links that Porsche will draw with GTS models of old, the badge has come to guarantee an exciting and rewarding drive.

Case in point, I spent some time in the Macan GTS this month, p88. It too served to impress. As Porsche's best-selling model, the Macan is already a great all-rounder, but the GTS version provides it with the exciting edge for which Porsches are

so famed. In short, if you could own only one Porsche to do it all, then a GTS might well be on your shopping list.

Sticking with the Macan, we've also been behind the wheel of the Macan Turbo with Performance Pack. See how it fared on page 82. TechArt has produced one of the first reworked 718s in the form of its Boxster S; we test it on sweeping German roads to see if the famous tuner can improve the roadster, p36. Talking of tuning, Rich Covill's 964, p54, is a personalised take on a classically cool 911. See also whether you agree that it's time the 944 Cabriolet was welcomed in from the cold, p44, and read about Autofarm's latest 2.7 RS find, p72; it's quite a tale. We also celebrate the 50th anniversary of the 910 winning at the Targa Florio and the Nürburgring 1000km races this month, p63.

Last, please note that our contact details have changed. The magazine, along with its four sister titles, have moved to a different publishing house this month after more than 15 years under Unity Media. From now on *GT Porsche* will be published by Kelsey Media. We'd like to thank everyone who has been involved with producing the magazine under Unity Media. We look forward to a bright future under the new ownership of Kelsey Media.



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

This month: Andrew drives the latest 911 GTS in South Africa and discovers there's more to it than merely a special badge...



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: As Bernie Ecclestone departs the sport, Colin has a brainwave to spice up F1. It involves Porsche...



Johnny Tipler
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Journalist, historian and author, Johnny's specialist subject is Porsche. He also drove the 2011 *La Carrera Panamericana* in a 914.

This month: Johnny gets to the bottom of what is involved in securing a rare and desirable 2.7 RS - yes they're still out there

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Features

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The Macan Turbo with Performance Pack might be the fastest compact SUV Porsche has yet built but is it the one to have? For £12,885 less, you could buy a Macan GTS...



NEW 911 GTS REVEALED

Porsche has revealed its new 450hp turbocharged 911 GTS, available in five different variants...



The latest addition to Porsche's GTS model range is the much anticipated second-generation 991 and, yes, contrary to some speculation it is turbocharged. Five GTS models will be available from launch, comprising two coupés, two Cabriolets and a Targa. All will be available with either a seven-speed manual or PDK automatic gearbox. You can read our first drive report further into the magazine, but here are the facts.

Each GTS will be powered by a version of the 911's existing 9A2 3.0-litre flat-six engine which has been reworked with a pair of newly-developed turbochargers. The revised engine now develops 450hp. That is 20hp more than the outgoing first-generation 991 GTS and 30hp more

than the current Carrera S. The GTS sits above the Carrera S in the 911's ultimate model hierarchy.

Peak torque is delivered between 2150 and 5000rpm, and it is up 75lb ft over the old GTS model at 406lb ft, affording it more torque than all but the Turbo and Turbo S first-generation 991. This added performance means that a new C4 GTS coupé is capable of reaching 62mph in just 3.6 seconds. That's faster than a 911 R. Despite this Porsche claims impressive fuel consumption figures of 34mpg (combined) with emissions of 188g/km.

Lowering the car by 10mm comes PASM suspension, fitted as standard, while Sport Chrono (also standard) incorporates both dynamic engine

mounts, a steering wheel-mounted switch controlling the driving mode, and a switchable sports exhaust system. All GTS models borrow the all-wheel drive 911's wide-body, while adding further presence is a new Sport Design front spoiler. A tweaked rear spoiler now extends further also. Both aid the new car's aerodynamics.

GTS cars have always been stylish and this new addition is no exception. Smoked rear light clusters are joined by gloss black air intakes, and a new black strip between the rear lights serves to differentiate a rear-wheel drive model from its all-wheel counterpart. Sport Design mirrors, and 20-inch centre locking wheels add to the aesthetic signifiers, for the first time the roof bar on Targa models is

finished in black which is sure to prove a popular move by Porsche.

Inside you'll find a typical mix of Sports seats, Alcantara trim and GTS logos. On the technology front the latest PCM system appears, so too the facility to integrate the car's Sport Chrono stopwatch with your smartphone via the Porsche Track Precision App. It is freshly updated in line with the launch of this new 911.

The latest 911 GTS is available to order now. First deliveries are expected in March. Prices start from: £94,316 for the entry-level Carrera 2 coupé; £99,303 for the Carrera 4 coupé; £103,158 for the Cabriolet; £108,144 for the C4 Cabriolet; and £108,144 for the Targa 4 GTS. Read our driving impressions on page 20.





911 GOES VIRTUAL RACING

Online motorsports simulation, iRacing, has announced that the latest 911 GT3 Cup car is to join its virtual offerings...



iRacing's online racing portal is said to be one of the best in the world, populated by a global online community of 65,000 racing enthusiasts. The service mimics the real world of motorsport competition as closely as possible, offering players competitive head-to-head racing, practice, qualifying, testing, and time trials. Its officially licensed replica cars are reproduced in cooperation with manufacturers and race teams alike, boasting accurate mechanical and dynamic models. Furthermore these cars race on officially sanctioned and

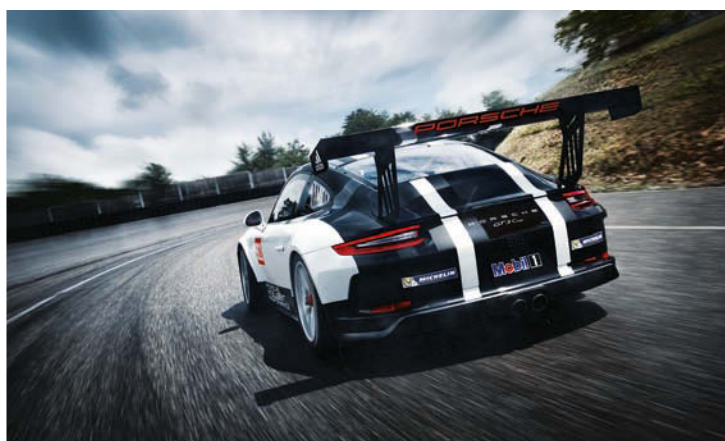
highly precise (laser scanned) replicas of the world's greatest circuits in more than 40 series organised by iRacing.

The announcement that the latest 911 GT3 Cup car is to join iRacing's offerings came just days after Porsche's exclusive 17-year contract with EA Games expired in December 2016, paving the way for the German marque to be represented to a wider extent in the gaming world. The inclusion of a digital second-generation 991 GT3 Cup car will be overseen in partnership with Porsche itself, ensuring the virtual 911's realism in

terms of both its looks and handling characteristics. Currently iRacers enjoy racing more than 50 digital sports, open wheel and stock cars, competing in private leagues and officially sanctioned series. In June 2016, the iRacing 24 Hours of Le Mans saw more than 475 teams participate in a virtual version of the great race.

Up until now the iconic Porsche 911 has only been available to virtual racers outside of EA Games products via versions replicating tuner RUF Automobile's incarnations. Oddly, thanks to its production of

performance enhanced Porsches, RUF is recognised in German law as an automotive manufacturer in its own right. So iRacing gamers have been able to enjoy the RUF RT12 R RWD, which produces 730hp from its 3.8-litre twin-turbo flat-six engine, and the RUF C-Spec car, an option tailored toward single-make racing. Also available is the RUF Track Car with its normally-aspirated, 4.0-litre flat-six engine producing 500hp, and finally the RUF RT12 R AWD, a 685hp 3.8-litre twin-turbo car. For more information visit www.iracing.com.



OBITUARY: BRIAN LABAN (1948-2016)

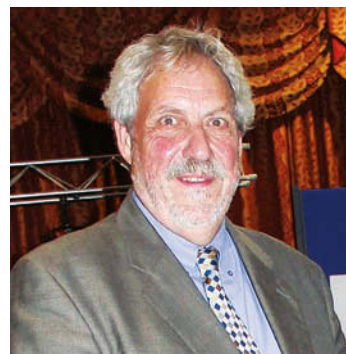
Motoring writer and historian, Brian Laban, a contributor to *GT Porsche* for a number of years, sadly passed away on Tuesday 27 December 2016. Brian was being treated for bowel cancer in hospital near his home in Sussex. A member of the Guild of Motoring Writers, the Fleet Street Motoring

Group and the Southern Group of Motoring Writers, he was 68.

Author of more than 40 books, Brian had been a professional motoring writer since 1978 and was a highly regarded contributor to many motoring titles. Brian was particularly known for his specialist coverage of

the Le Mans 24-hour race, which he covered for this very publication on a number of occasions.

Brian's wife, Mary, predeceased him and the couple had no children. He is however survived by his 94-year-old mother, Irene. All at *GT Porsche* extend our sincere condolences.



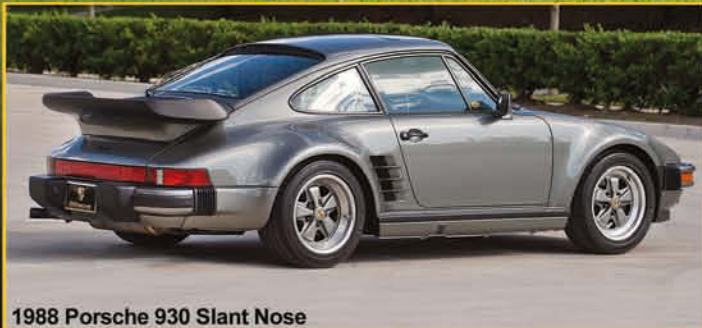
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RECORD PORSCHE SALES IN 2016



Porsche sold more than 237,000 vehicles worldwide in 2016, breaking its 2015 total...

Porsche exceeded its 2015 sales record last year delivering a total of 237,778 vehicles around the world, six percent more than its previous record.

The major growth markets included Europe and the USA, but China continued its rapid ascension cementing its position as Porsche's largest market. Of the current Porsche models available, the Macan and new 718 Boxster boosted the results, so too the new Panamera, but Porsche's compact SUV remains its best seller.

Drilling down into the numbers reveals that there were 12,848 deliveries of the new 718 Boxster in 2016, a nine percent increase. Naturally the 911 remains popular;

some 32,409 were delivered – a two percent gain. The Macan eclipsed the lot, though; the 95,642 delivered represents an increase of 19 percent.

While European sales grew by five percent, Porsche remained what it calls "stable" at home in Germany, with a one percent increase. By contrast it saw a five percent increase in the USA, where it continues to invest with commitments such as the Porsche Experience Centre in Atlanta. China's 12 percent sales increase showcases the importance of that region, with a total of 65,246 vehicles delivered. Porsche plans to expand its dealerships in China and open an Experience Centre in Shanghai.





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911 RSR ROARS AT DAYTONA

**Porsche's new 911 RSR debuts
at Daytona for the Rolex
24-hour race...**

IMSA



Ahead of the IMSA WeatherTech SportsCar Championship, Porsche took part in a test event dubbed 'The Roar before the Rolex 24', at the Daytona International Speedway in the USA. The test proved successful for the new 911 racer, which will have made its debut at the race proper by the time you read this issue.

The season-opening round of the IMSA SportsCar Championship, which takes place in the USA and Canada, marks the start of Porsche's Works-backed 2017 motorsport season. It's the first race for the all-new 911 RSR, too. Changeable weather conditions failed to halt the team's test programme that saw it cover a total of 2,936 kilometres at Daytona.

The new RSR has a lot to live up to, the previous generation model that it replaces chalked up 22 victories and eight championship titles between 2013 and 2016. This all-new car boasts upgrades to its suspension, body, aerodynamics, engine and transmission – all designed from scratch. Producing approximately 510hp, the new car is both more powerful and, thanks to that huge rear diffuser, more aerodynamically efficient producing greater levels of downforce. Porsche will also be particularly keen to test the RSR's new 'Collision Avoid System'. The system is designed to help prevent incidents between GT cars and the faster LMP machinery.

Six of Porsche's Works drivers took part in the

Daytona test, including Patrick Pilet, Dirk Werner and Frédéric Makowiecki who completed 1431 kilometres at the wheel of the No.911 RSR. Their team-mates Kévin Estre, Laurens Vanthoor and Richard Lietz managed 1505 kilometres in the sister No.912 911. Both trios will tackle both long distance IMSA races in 2017 – the 24 Hours of Daytona and the Sebring 12-hour race on 18 March.

"The test kilometres that we covered over the last three days in preparation for the race were very important," said Marco Ujhasi, Overall Project Leader GT Works Motorsport. "We managed to tick off all the points we'd scheduled for ourselves and now we have a much better understanding of the car on this



Pilet, Werner, Makowiecki, Estre, Vanthoor and Lietz will tackle IMSA's long distance races in 2017



race track. In addition, we experienced changeable and very diverse track conditions. It was dry and wet, warm and cold – precisely what you need in race preparations to be primed for all eventualities. We feel very well prepared for the race and the premiere of our new 911 RSR. In this respect, these three days in Florida were very successful."

The first race of the IMSA series will have taken place at Daytona by the time you read this. We'll bring you a full report of the action from the Speedway in the next issue, but to read about the event now, visit our website by pointing your browser at www.gtpurelyporsche.com



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DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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F10 530D » 305 BHP
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123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
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CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
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MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/SPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
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911 GT3 R WINS IN DUBAI

**A Porsche 911 GT3 R clinched victory at the Dubai 24 Hours.
At its wheel was Works LMP1 driver, Brendon Hartley...**



It was a successful start to the 2017 season for the latest 911 GT3 R with a win at the Dubai 24 Hours.

The Herberth Motorsport team clinched overall victory at the opening race of the season at the Dubai Autodrome, having snatched the lead during the night. The car was driven by Porsche Works LMP1 driver, Brendon Hartley. Alongside him was Robert Renauer, Ralf Bohn, Daniel Allemann and Alfred Renauer. The victory in Dubai is the first for the latest 911 GT3 R at a 24-hour race. The winning car completed 578 laps during the course of the race, followed home in second spot by the Manthey Racing 911 driven by Porsche Works driver Sven Müller, Porsche's new 'Young Professional' Matteo Cairolì, alongside Otto Klohs and Jochen Krumbach. Former SuperCup driver, Cairolì was not the only 'Young Professional' on the grid in Dubai: 2016 Cup car rival Matthieu Jaminet was also driving. His Imsa Performance-entered 911 finished in fifth in the 92-car-strong field.

Hartley, who is typically found at the wheel of

Porsche's 919 Hybrid endurance racer, enjoyed his first competitive drive in a 911. He commented: "That was a great team effort from Herberth Motorsport. I only met the squad for the first time on Wednesday and I immediately felt at home. My first outing in a GT Porsche was a great experience and I hope that I'll be back again next year. I love driving the 911 GT3 RS on the road and now I've also fallen in love with the racing version."

Sven Müller seemed equally happy, saying: "To begin my first season as a Porsche Works driver on the podium is fantastic. We put in a very strong team performance. Towards the end we had a puncture so we couldn't fight for victory but second place is more than we had expected."

Former Porsche SuperCup rivals Cairolì and Jaminet took to GT racing with relative ease. Jaminet said: "I'm thrilled with my first 24-hour race. Fifth place is a great result for us. We didn't make any mistakes and our 911 GT3 R ran faultlessly over the entire distance."



ZAMPARELLI SIGNS FOR TANDY'S JTR SQUAD

Dino Zamparelli will compete in the 2017 Porsche Carrera Cup GB championship with new squad, JTR. It is led by Porsche LMP1 factory driver and 2015 Le Mans winner, Nick Tandy...



GT Porsche contributor, Dino Zamparelli, will form part of JTR's three-car entry for the hotly contested Porsche Carrera Cup GB racing series, which begins its 15th year of competition in 2017. Runner-up in the 2016 driver's championship, former GP3 racer, Zamparelli, will be looking to renew his fierce battle with double Carrera Cup GB champion, Dan Cammish. Although it is new to the Carrera Cup GB series, the JTR team is a proven quantity with multiple single-seater championships to its name. It has already taken part in a number of successful Carrera Cup tests towards the end of last year.

Zamparelli's focus for 2017 is the driver's title, as he highlighted: "I'm really excited to be joining JTR for 2017. Nick obviously needs no introduction, and his depth of knowledge in Porsches, and specifically in a Carrera Cup car, is invaluable. Having him as the team mentor and leader is so important; he's a winner and we want to go and win in 2017. I like the



fact that the team will be coming in with a fresh approach and, together with my knowledge, we can look to build some big successes together.

"I want to thank my lead sponsors, Disc Manufacturing Services and Bristol Sport, for their support in 2017. Without them I wouldn't be able to get on the grid. I can't wait for the year ahead and I'm excited to resume my battle for overall honours. I'm ready to go!"

Speaking at the recent Autosport International event in Birmingham, where the announcement was made, Nick Tandy said: "I've known Dino for a while

and I spent some time coaching him a few years ago. He has a great pedigree in motorsport and we saw a lot of success when we worked together before. When we announced the move into Porsches, Dino approached us and we were very keen to talk to him.

"Dino is a multiple Porsche Carrera Cup GB race winner and brings so many of the elements we would want from a driver within the team. His knowledge and experience from the past two seasons will add to our strength."

The first race of 2017 takes place in April.





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£149,995



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£64,995



911 Turbo (996)

Slate Grey • Black Leather Seats Tiptronic Gearbox • Satellite Navigation Large Carbon Interior Pack • 52,089 miles • 2003 (03)

£46,995



911 Turbo (996)

Basalt Black • Black Leather Seats Manual Gearbox • BOSE Sound System Sports Exhaust • 62,659 miles • 2003 (03)

£46,995



911 Carrera 4 S (997 GEN II)

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£34,995



Boxster S (987 GEN II)

GT Silver • Natural Carrera Red Leather PDK Gearbox • Touchscreen Satellite Navigation • 19" Sport Design Wheels 45,091 miles • 2010 (10)

£27,995



Cayman 2.9 (987 GEN II)

Basalt Black • Black Half Leather Seats PDK Gearbox • 18" Cayman S II Wheels Pioneer Touchscreen Satellite Navigation 36,525 miles • 2011 (61)

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The Best Yet?

Far from being a mere badging exercise, Andrew Frankel says the new second-generation 991 Carrera GTS is the current 911 you want above virtually all others – if you pick the right one...

Story: Andrew Frankel
Photography: Richard Pardon

There is always a moment in any road test where you discover if everything you thought you already knew about the car in question turns out to be true. Or not. You can do all the research, compare rival products, learn the press pack and crunch all the numbers, but even when combined, these oceans of information are at best approximate guides to what you'll actually be driving. An impression many days in the making can be shattered at the prod of a pedal.

For the new Porsche 911 Carrera GTS, that moment came when, after many hours of photography, short drives in other models and begging some time alone with the car, I was finally able to point it due north from its Cape Town launch venue and fire it towards the heart of South Africa. I didn't have to go far to know what this car really was.

On paper and like previous GTS models, it's not much more than a tricked-up Carrera S. The major mechanical change is a power upgrade of 30hp to 450hp courtesy of new turbochargers of fractionally larger diameter complete with a healthy 37lb ft additional slug of torque. A perhaps more stark comparison is between this new GTS and its 2014 normally-aspirated predecessor. Here the power gain is just 20hp, but the rise in torque is enormous, over 80lb ft of the stuff, generated not sky high at 5750rpm, but way down at 2100rpm. The 0-62mph may only be a single tenth quicker at 4.1-seconds for a manual, rear-drive car







(4WD GTs with PDK gearboxes require a startlingly brief 3.6-seconds) but, once more, that's what's presented on paper. It is not how it feels in reality. We will get to that in a minute.

For now, let's consider what else is new here. First, all-new generation GTs models get the wider body of the Carrera 4, pumping out the rear arches by 44mm, regardless of whether the car beneath has two or four driven wheels. This means that for the first time a rear-drive 991 gets the rear suspension hardware of a four-wheel drive 991. Centre-locking wheels are standard as are 20-inch rims, but four-wheel steering is optional. Rally and race legend Walter Rohrl says he can take or leave the system on the race track but in an emergency high speed lane change situation, it can make the difference between a controlled manoeuvre and crashing.

Sports suspension with standard Porsche Active Suspension Management (PASM) reduces

A blurred background image showing a Porsche GT driving on a racetrack. The car is in motion, with a blue and white striped barrier and a grassy field visible in the background.

*It is a car with a
simply sublime blend of
stability and agility*

the height of the coupé by 10mm relative to the Carrera S (and 20mm compared to a non-Sport Carrera) though the Targa and Cabriolet models have the same ride height and softer springs of the standard Carrera S. The plan had always been to do a bespoke suspension calibration for the GTS but, according to chief 911 development engineer, August Achleitner, when they got around to doing it his team discovered nothing they felt in need of further modification.

What's left is plain to see. There's a new front spoiler said to increase downforce and a new lip on the rear wing to balance the aerodynamics front-to-rear. There are the usual black wheels, black badges, black pipes and smoked rear glass. Targas can even have their roof bars painted black, making the coolest looking 911 look even cooler. Inside there are GTS Alcantara seats, steering wheel and centre console, with GTS badges on the seats, kickplate and tachometer.

But back to that road. If you wanted to drive a car like this, I doubt there are many better places more suited to it than this. Once away from the coastline, South Africa's population peters out pretty quickly but, unlike many of its poorer neighbours, roads don't turn to tracks the moment you're away from the big cities. They stay as roads: big, wide, roads. What's more they come with lots of high speed turns and, best of all, brilliant sight lines. The roads are so open and junctions so rare that hazards are not only few and far between, but easily spotted. What's more, in this part of the world the local law enforcement community appears to have better things to do with its time than sit at the side of the road waiting for cars to come past once in a blue moon. This, then, is 911 country.

It is fair to say I had campaigned quite hard to get this particular GTS. With coupés, Targas and Cabriolets at the launch, and cars with two- and

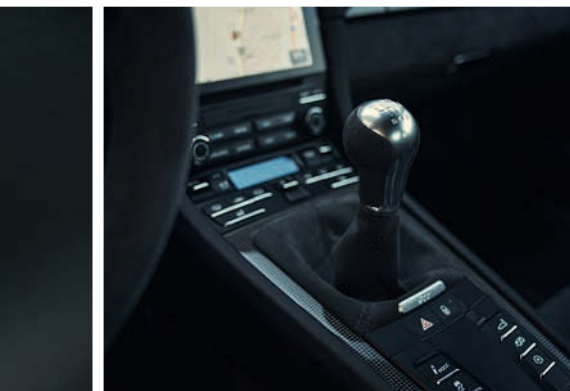
four-wheel drive, manual and PDK transmissions, the choice was fairly bewildering. But there was one version I wanted to drive more than any. In the nearly 30 years I've been driving cars for a living, it has been my experience that, with very few exceptions, the best 911s are the simplest. As if the engineers pour all their efforts into designing the best single model they can and all the others are spun off from that ideal. So the car I wanted was a manual, rear-wheel drive coupé of which there was a grand total of one in South Africa. The problem was everyone wanted to drive it and it had been allocated to none other than the aforementioned Walter Rohrl so he could scare journalists with passenger rides around the short but fun Killarney circuit outside Cape Town. But somehow I swung it or, more precisely, it was swung for me, and once Walter was done, it was mine.

Even if you've been doing this for as long as I





*It's like Porsche chose to whet our appetite
with other models before hitting us with
the one it always knew was the best*



have, the moment you're finally alone in a place like this, contemplating a rapid drive in a car like this, you become acutely aware of your heart rate and the adrenalin coursing through your veins. This is a special moment, and you'd need to be a robot not to know it.

What settings to choose? I'll put the drive selector in Sport which is better for the road than Sport Plus, but turn off the stability systems not because I want to do 100-metre skids, but because this is the only way to switch off the automatic downshift throttle blip. Clear ahead and behind? Yes? Then go. The first impression is obvious: this car is faster even than I'd expected or the numbers suggested. It's not quite shocking, like a 911 Turbo S is shocking when you first let rip so it lacks that novelty value, but it's as fast as a car can be while still feeling comfortable. A Turbo S in full flight in a low gear is magnificent but brutal too; an experience to be enjoyed for sure, but to be endured as well such are the physical forces on your body. The GTS by contrast is simply very, very quick.

Next thought: how is it quick? This is interesting. For all its extra torque, it feels more like a normally-aspirated 911 than a Carrera or Carrera S and that's because its performance is less linear. The higher the revs, the harder it pulls, just like in the old days. Unlike a normally aspirated 911 however, high revs are not a condition of its power delivery: it will still press you deep into your seat at 3000rpm or even 2000rpm in a low gear on full throttle. It sounds great, easily the best sounding water-cooled turbocharged Porsche road car there has been. Through the engine modifications, the deletion of sound deadening material and the specification of standard sports exhausts, the voice of the satin-smooth flat-six has been given additional volume and edge; the sound of a 'proper' Turbo is an indistinct blare by comparison. A normally aspirated 911 – any normally aspirated 911 – sounds better still, but

for all bar GT3 customers those days are past, and with its other strengths, this engine now brings more to the party than it takes away. So we're going quickly now. Porsche says its seven-speed gearbox is unchanged since it was redesigned for the second-generation 991, but to me it feels better than ever. Seven manually selectable gears are still one too many for my limited brain power, but its speed and precision around the gate is something to behold.

And now the first corner, a medium right with a downhill entry, but gaining gradient from the apex onwards. The car will compress in the dip and it will be interesting to see how it copes. It deals with it imperiously, almost contemptuously. This car is still wearing the optional ultra-high performance Pirelli tyres from Walter's track antics and, with the traction inherent in the 911's rear-engined configuration, it just settles on its springs, angles onto its new heading and rockets away.

The next corner will provide a bigger challenge. It's quick, undulating and apparently without end. This time the GTS will need to work. We enter in fourth gear with just a touch of throttle to keep the back planted. The nose finds the correct trajectory but soon strays a little out of line over the bumps. I'll need to ease off the accelerator now. I know what I want from the car at this precise moment and it's neither a blithe disregard for my instruction nor an angry bite back into the apex. I just want it to flow gently back onto line, which is precisely what it does. My foot goes back down again and the nose starts to peel away from the inside once more; I lift, it returns. It is as easy and adjustable as that, a car with a simply sublime blend of stability and agility.

In that moment, and the many, many more that followed that day, I realised that the only way to enjoy driving a 911 more would be to buy a GT3, yet when we were done and gently heading back to the track, it was as quiet,



comfortable and civilised as any 911 I've driven. And once more I came to consider a GTS that turned out to be so much more than the sum of its frankly quite modest list of engineering enhancements. It's like Porsche knew about this car all along but chose to whet our appetite with other models both more expensive and cheaper before hitting us with the one it always knew was the best of the lot.

Which is precisely what the new GTS is. Indeed the way I came to think of it was not as a Carrera or Carrera S with a bit more power, but the Turbo I'd always wanted. When I think of what I don't like about the current Turbo, the list amounts to

its extra-wide bodywork, the fact it comes only with a PDK transmission, the lack of a rear-drive model, the sound of its engine and its 1600kg plus waistline. Well the GTS is a Turbo with all those problems removed. In speed terms the Turbo is quicker in a straight line for sure, but even Herr Achleitner, Porsche's most senior 911 engineer, admits that around a track there'd be nothing between them.

I drove some other GTS models in my time in South Africa. A manual rear-drive Cabriolet was less accurate and more cumbersome as you'd expect, but still a delightful thing to get in and drive, while a four-wheel drive PDK Cabriolet was

remarkably quick point-to-point given I'd got it into my head it would be a car at its best cruising around the South of France. Only a beautiful PDK Targa, the sole GTS to sit on the wrong side of 1600kg and fully 155kg heavier than the manual, rear-drive coupé, should probably be judged better to look at than drive.

And it is that coupé I'll remember more than all the others combined. It may not say so on the specification sheet, but it's fast as a Turbo, as easy as a Carrera and more fun than both. This GTS is not just the best 'normal' 911 of the current generation, but it is so by a margin I'd have not imagined before I drove it ○

911 CARRERA GTS

ENGINE: 2981cc flat-six twin turbocharged DFI

TRANSMISSION: Seven-speed manual, rear-wheel drive

BRAKES: 350mm six-piston callipers (front), 330mm four-piston callipers (rear)

CHASSIS: Lightweight MacPherson struts (front), lightweight multi-link (rear), PASM

WEIGHT: 1450kg

PERFORMANCE:

Power: 450hp @ 6500rpm

Torque: 406lb ft @ 5000rpm

Top speed: 194mph (manual)

0-62mph: 4.1-seconds (manual)

Fuel consumption: 30.1mpg

Co₂: 211g/km (manual)

ON THE ROAD PRICE: £94,316





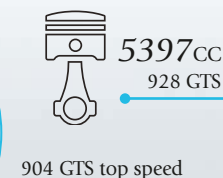
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GTS

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PDK or manual
991.2

1375kg

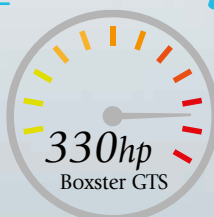


Weight 981
Cayman GTS

2150-
5000rpm
991.2 peak torque

£76,758
997 GTS
coupé price
in 2010

5.7secs
928 GTS



904 GTS

First
Porsche to
wear the
name



4200cc V8
2007 Cayenne GTS

7hrs
10 mins

904 GTS race time (1964 Targa Florio)

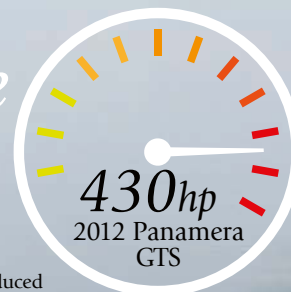
£94,316
991.2 GTS



991.2 top speed (manual)

2831

No. of 928 GTSs produced



310lb ft @
4200-5600rpm
997 GTS



GTS

Key Moments

The GTS name has enjoyed a rich history with Porsche over time, here are just a few milestones...



904 GTS races to victory at the Targa Florio

1964



928 GTS marked by wider wings and 350hp V8

1992



Cayenne GTS arrives: 0-62mph in 6.1secs

2007



997 GTS comes with 400hp from 3.8-litre flat-six

2010



Panamera GTS gets 4806cc 32v V8

2012



Cayman and Boxster GTS models arrive

2014



Latest 991 GTS launched with turbocharged 3.0-litre

2017



We reserve the right to edit letters for clarity. The views expressed are not necessarily shared by the magazine and its publishers.

993 Mystery (Part Two)

In our February 2017 issue Simon McNally wrote to us for help in identifying the origins of his unusual 993. The car is a former endurance racer yet it has a 'M64/84S' engine code – unknown in Porsche circles. Simon's saga continues...

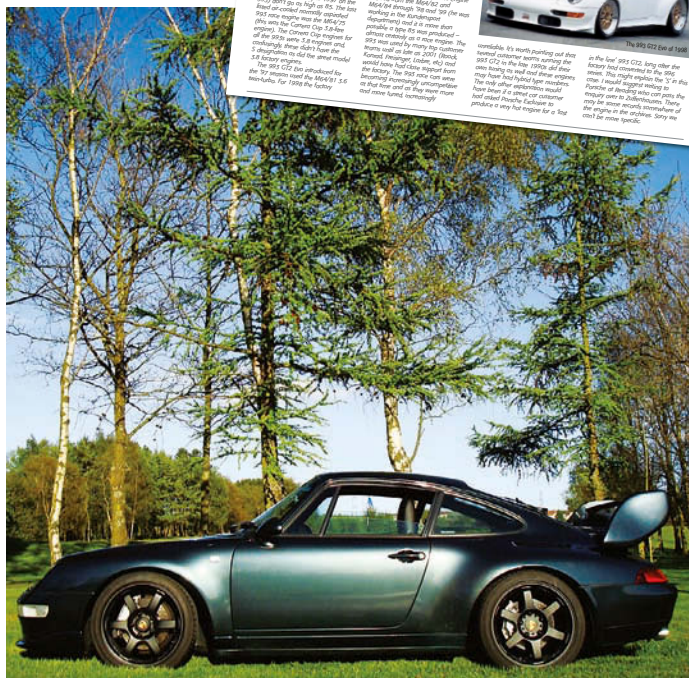
Further research has uncovered that my 993 was previously owned by Mr Labotto, multi-millionaire from Japan, who owned Labotto Die Garage – an Endurance Racing Team with three GT2s, and three RSRs. Mr Labotto owned a personal 993, a 1995 Carrera 4 63S. The team broke up in 2010. Perhaps Mr Labotto dropped the engine from one of the race cars into his own personal car, keeping it quiet as he was worried Porsche might want it back.

Porsche has confirmed that 'M64/85S' is stamped into the underside of my 993's crank arm (only seen with a mirror). The car is a normal 1995 993 C4 with RS steering,

RS flywheel, magnesium racing eight-inch wheels, a racing clutch, and lowered suspension. The engine looks like a normal 3.6-litre but it is a 3.8-litre. All that is bog-standard 993 C4; air intake, exhaust, and original ECU. Porsche Motorsports Germany contacted Porsche Motorsport Japan on my behalf; it had no information on the car either. I have had no reply from the Japanese racing teams.

It still seems as though this car is the last of the last, the most powerful engine fitted in a 993 perhaps. The mystery of the 993 GT2 Evo Powerkit 'M64/85S' continues...

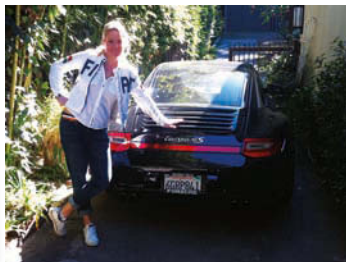
Simon McNally, email



Harald Zwart

The owner of our February issue's cover car, Harald Zwart, sent some lovely pictures illustrating his connection with cars, a connection that formed a large part of his story. Harald and wife Veslemøy can be seen here (right) on the red carpet in

Hollywood for the premiere of his film, The Karate Kid (2010). You'll also spot the Zwart's first 911 Targa (below), and their 356, pictured here in their native Norway where they spend some of their time. The Zwart's Porsche obsession continues today...



(Photography: Arvid Bertheau Johannessen, Kathy Hutchins)



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

Peter Morgan's plans to start a makeover on his 1972 911S have received a shot of inspiration from a new book...

I cannot resist the urge to take my 1972 911S apart any longer. I've owned my S for some 36 years and in that time I've raced it, done countless track days and generally driven it to events all around the country and abroad.

When I bought it in 1985, the car was derelict. It had been mostly dismantled by the previous owner who had become overwhelmed by the reconstruction task. The car was covered in green algae and had weeds growing out of the windows. But I could see everything essential was there (mainly in boxes) and, wanting a bit of a project, I knew instantly that I had to bring this Porsche back to life. I did a deal with the owner (and he couldn't believe his luck that some idiot was actually prepared to pay for what looked like a pile of scrap!).

The wholly rotten shell was reconstructed by Autofarm in Amersham and I did the mechanics. I ran it on and off for two seasons in sprints and races but, by 1989, something strange had started to happen to the values of classic Porsches. As prices soared for the first time, common sense told me to take the S off the track. My full-time work, plus being editor of *Porsche Post* and an assignment in the USA, consigned the car to storage in the early 1990s but by 1996 I decided to bring the car back to full road-spec. A bare shell repaint completely refreshed the appearance but what I discovered back then was that finding parts for an early 911 was like searching for the right sized washer in a large box full of washers of every other size. I still had all the original interior and essential trim, but I had quite a shopping list of parts needing replacement for those worn out by time.

In those days, if you needed an old Porsche part you trekked to a field just off the M1's Woburn junction for the Porsche Autojumble. The Autojumble was essential for anybody restoring an old model in the time before Porsche

rediscovered its interest in the older cars. I bought all kinds of new and used stuff that went straight on to the car or into my loft back home. The trophies I bagged include: a correct (and non-rusty!) steel S front bumper; a set of wheel arch trims and a brand-new early starter motor. The only new 'old' parts available from Porsche back then were limited to things like engine gasket sets and synchro rings for the 915 gearbox. It also led to quite a few repro parts manufacturers entering the scene, often with parts (particularly sheet metal or mouldings) that needed a good amount of fettling before they fitted properly.

But how things have changed. Over the past ten years or so, Porsche Classic has transformed the quality of the restoration landscape with its correct pattern parts and other components. I'm fortunate to live near the Lovett Swindon dealership – which has been nominated as one of the new Classic Porsche Centres. It has been selling Porsches in Wiltshire for decades and has always had a soft-spot for the older cars. When I restored a 1968 911 a few years back, I realised how comprehensive the classic Porsche inventory had become. Good, correct pattern parts availability made the restoration much easier.

So it was that just before Christmas, Lovetts sent me a copy of perhaps the most fascinating publication to come out of Zuffenhausen in recent years. Called *Originale (Teile, Typen, Technik)*, this modest book carries the byline 'news and products from Porsche Classic'. It's in English and illustrates quite how wide the classic parts business has become within Porsche today. As well as an illustrated parts catalogue for classic Porsches, it's also sprinkled with fascinating stories about how some of the parts were produced as replacements for those long lost from the production inventory. Of course, it is a sales brochure for Porsche Classic as a whole and there

are features on the department's restoration facility, literature and events. Nevertheless – and call me a geek perhaps – this book beat Robert Harris' latest thriller to be my bedtime reading over the holiday.

I'm looking forward to starting the new restoration project even though

the car is still running well. But it's a fact that with top values only being achieved by the very best examples, I'm giving in to peer pressure to reinvent mine (sympathetically). I know every nut and bolt on the car, but it's still due an engine, gearbox and suspension makeover. And given the restoration of my '68 911 has drawn over half a million views on Facebook, it seems tinkering with old Porsches fascinates many of you, too. Reading *Originale* suggests that Porsche agrees with this conclusion and that there's good business to be had. That's a good thing for various reasons, not least because it shows that classic Porsches have become a foundation for the company's values ○

Porsche Classic has transformed the quality of the restoration landscape with its correct pattern parts



Photo: John Colley

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

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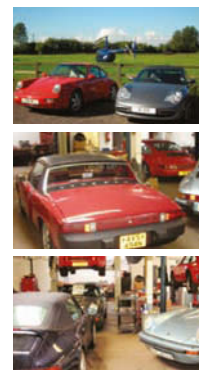
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Simon has worked across several automotive publications over the past decade

For the second consecutive year, China is Porsche's largest market. Simon Jackson wonders if this might influence the brand's future?

In comparison with most of its rival manufacturers, Porsche produces far, far less vehicles. It is not a volume car manufacturer, although you'd be forgiven for forgetting that fact given the waves it regularly makes. By way of an example, in 2015 Porsche delivered 225,121 cars globally; BMW's number was a touch higher at 2,247,485. Still Porsche continues to grow (2015 on 2016 it was up nine percent overall), and as it does so the brand is sure to evolve. In a business sense, it has to. The latest set of figures it released display a repeat pattern from 2015, where China has become one of its most important markets. Up 24 percent over 2014's tally, in 2015 China was actually the single largest market for Porsche, with 58,009 new vehicles delivered. For 2016 it remains the largest growth market, up 12 percent on 2015's number with 65,246 Porsches delivered. Compare that figure with that of the USA's number (54,280) and Germany's (29,247), an increase of five percent for the former and one percent for the latter, and it really does highlight a shift in recent years. My maths is terrible but for China that's a sizeable increase in a very short space of time.

Up until recently China has largely been led by European tastes; without the majority vote there's not been a great deal the Chinese market could do to influence design direction. That's not to say it has been ignored, though. One route to appealing this lucrative growth area has been for car makers to produce specific Asian market models. The concept is nothing new; longer wheelbase cars, models with added luxuries, they're all designed to temper any appetite for something the rest of the world might not covet but the Asian market desires. But as the balance power for sales shifts for brands like Porsche in favour of China, might this all turn on its head?

On China, Porsche says it is, "responding to the good level of demand by further expanding its dealerships, and it plans to open the

'Might Porsche feel it has to respond by tailoring its cars toward the East, and not its traditional customer base in the West?'



Porsche Experience Centre in Shanghai in 2017".

From a business perspective there's a chance it might be forced to do more than that in future; might this even change its approach to designing cars? It's little secret that the Chinese consumer can be quite different from that of European or Americans; might Porsche feel it has to respond to its new core market by tailoring its cars toward the East, and not its traditional customer base in the West?

There is often much debate about Porsche entering the SUV market, but consider that the figures I mentioned earlier also show that 32,409 911s were delivered globally in 2016, a two percent gain over 2015. But Porsche delivered 95,642 Macans – an

increase of 19 percent. In case you didn't know the Macan is Porsche's best-selling vehicle. 2016 served only to solidify that fact. Perhaps this SUV thing was worth investigating after all.

In the near future we can expect new additions to Porsche's model line-up; there's the upcoming Panamera Sport Turismo, and there are spy shots circulating of a Panamera coupé crossover of some sort, too. I bet if we polled *GT Porsche's* enthusiast-based readership that the majority would rather see a new sports car of the 911, 718, or 918 ilk than either of the aforementioned models. But arguably enthusiasts do not make up the majority of Porsche's customer base, and so it must build cars that it believes will sell in great numbers.

These days those are SUVs, it seems, not sports cars. But what next?

As times change and markets outgrow traditional patterns, so it might be the case that some brands, including Porsche, pander to popularity by building more cash cows like the Macan. I can't ever see a day when Porsche might abandon its traditional sports car models but, as it moves with global tides, there will be little point in enthusiasts fighting against the advent of new models they do not believe deserving of a Porsche badge. Not only are those new vehicles, some as diverse and far removed from something like a 911 as possible, here to stay, there's a chance they will soon be around in greater numbers than Porsche's traditional sports cars ○

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



The Silver Lining

Tuner TechArt has reworked the 718 Boxster S with 400hp and a raft of other modifications. In doing so has it improved Porsche's divisive four-cylinder roadster?

Story: Simon Jackson Photography: Gus Gregory



Internal optimists may tell you that with every cloud there comes a silver lining. In automotive terms this means that for each element of a car you dislike, there should be a part that you will, in some fashion, find favourable. It's a kind of trade-off I suppose. For Porsche's 718 Boxster some might

argue that the 'cloud' in question has been the much reported transition from normally aspirated six-, to four-cylinder force-induced motors, and with it all the associated negatives that come with that shift. We have covered most in great detail already in these pages, but what of the silver lining that should accompany?

There are plenty of positives to be found from the new system of propulsion, but one we have yet to touch heavily upon in *GT Porsche* is the relative ease (in theory) with which the performance of Porsche's range of new turbocharged engines can now be improved. Indeed the results one can achieve by altering a turbocharged car's software

management system alone outweigh any gains possible on normally aspirated motors. Fitting larger turbos and improving cooling will serve to astonish further still.

Ultimately, a force-induced engine is far more predisposed to fast, straight-forward and cost-effective performance tuning than its normally aspirated sibling, and it'll reward far more handsomely as a result. Tuning a Porsche properly, however, is not a job for the foolhardy, and that's where an experienced company such as TechArt becomes invaluable... enter its upgrade program for the 718 Boxster S.

Since its inception in 2016 I've been itching to see what the tuning fraternity could do with the 718's 2.0- and 2.5-litre engines, so it's fitting that the first reworked example I get to drive is from such a reputable name as TechArt. The German tuning goliath has developed not just engine-based upgrades here, but a full and largely

modular suite of improvements for Porsche's latest Boxster comprising; exterior, interior, and chassis. Visually this Boxster is not as conspicuous as, say, the wild 911 GTStreet R featured in our previous issue, but that's not to say it is sedate. There's a colour-coded front spoiler that incorporates a black splitter element, and a fixed two-piece rear spoiler, and both work harmoniously with the 718's factory styling.

Fleshing out its arches are 21-inch TechArt Formula IV alloy wheels staggered in 9- (ET50) and 9.5-inch (ET58) widths, their flat black finish is accented by an Acid green pinstripe. Vredestein 245/30 (front) and 265/30 (rear) tyres offer little in the way of sidewall, while on the rear axle TechArt has employed spacers pushing the wheels out further to the car's arches to ensure this 718 is sitting just right. Aiding that stance (and of course its handling capabilities), are TechArt's sports suspension springs which lower the

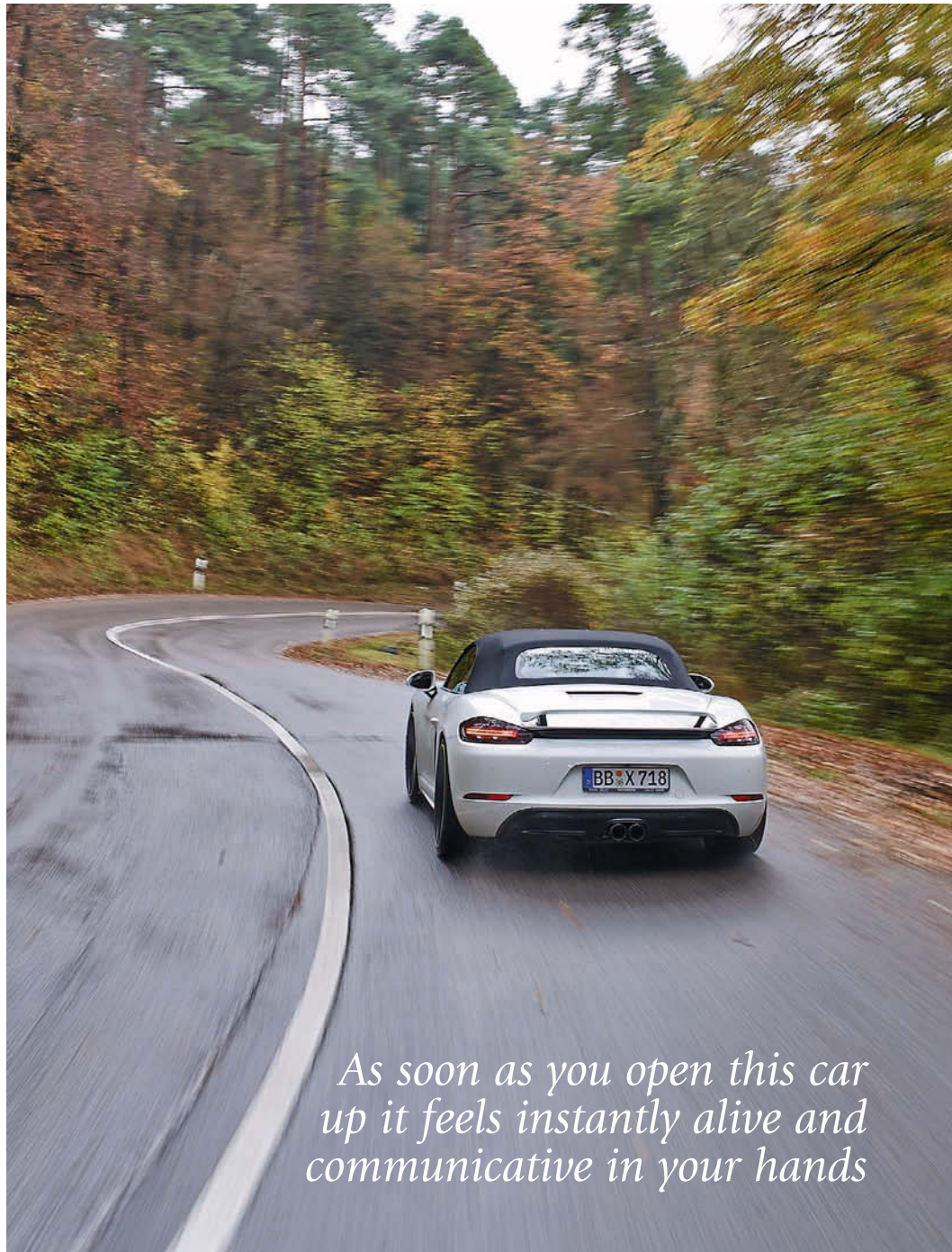
Boxster approximately 35mm, and PASM-equipped cars by 25mm. Matching the Acid green wheel rims are corresponding colour-coded brake callipers, that signifies the TechArt Sport brake kit fitted here. There's little else on the outside of this car to give the game away, other than a TechArt exhaust system with titanium tailpipes and carbon fibre tips. It also features a two-stage valve control of which we'll discuss further later.

It's safe to say that TechArt's trim shop is one of its unique assets, and the team in Leonberg has not missed an opportunity to tweak the 718's factory inners. Extended black leather and an Alcantara mix dominate the cabin, picked out with Acid green pinstriping and stitch work. TechArt's logo is embossed on the seat headrests, while its Type 7 three-spoke Sport steering wheel appears with contrasting Alcantara, perforated leather and green stitching. A multitude of elements are now freshly colour-coded and



lacquered in the cabin, from switches to air vent surrounds, the Sport Chrono clock surround to the car's key – these are small details but it all feels innately factory in its look and feel.

So what of the engine? TechArt's TA082/S1 Techtronic powerkit offers what it calls a 'significant increase' in performance and driving dynamics through upgrades to the car's ECU. That affords it new engine maps for its driving modes, which one can cycle through in the traditional fashion using the wheel-mounted rotary dial and activating Sport or Sport Plus. TechArt says the installation and removal of these alterations to a 718's engine management systems are quick to implement. What's more they are intelligent working in harmony with the car's factory systems. TechArt is keen to impress that none of the 718's onboard vehicle diagnostics, nor its electronic safeguards are affected by the installation, that its alterations



As soon as you open this car up it feels instantly alive and communicative in your hands





TechArt's trim shop is one its biggest assets, the inners of this Boxster have been reworked yet retain a factory feel...

are EU Type approved and, last but by no means least, a free TechArt warranty covers any damage to the engine or gearbox.

The numbers are good; power is increased from 350hp as standard to 400hp, torque is up 44lb ft to 354lb ft, and it's a couple of tenths of a second quicker than the standard car (in PDK with Launch Control) to 62mph at 4.0-seconds. It'll go on to a VMAX of 183.9mph too – about 12mph quicker than a car in factory trim. TechArt's team of specialists have been working on this kit, and others like it, since the 718 first became available. This version retains the original turbo setup, but the brand isn't averse to swapping the turbochargers out for larger ones. What's clear is that time has been taken during the research and development phase of this Techtronic powerkit's development to ensure it extracts the best from the new four-cylinder turbo engine. The key question is this: does all this hard graft translate well from behind the wheel? Best we find out...

If there's a better route for testing this car than the hills around Weissach, Porsche's own real world proving ground, then I know not of it. It's the logical place to navigate toward in these parts and as we clear the town's sea of Porsche AG registered company runarounds, we head into the countryside with its winding forest roads. It's possible to throw this 718 around a little here, through hairpin turns, up and down twisting

climbs, and as soon as you open this car up it feels instantly alive and communicative in your hands. Even in these testing conditions it's clear TechArt has unlocked an extra level of performance from Porsche's new turbocharged four-pot, for it displays an eagerness that I've not felt before in a 718. I'd say that 400hp really suits this car and its chassis, but of course it's not just the headline power figure to consider but the way in which it delivers its kick, and TechArt's alterations are entirely OE in their execution.

This 718 S now charges from point-to-point with a mid-range punch of the type not many Boxster drivers might ever have imagined possible, and there's more good news – it sounds cool too. TechArt is still in the process of developing exhaust options for the 718 range of cars, but this initial offering improves the 718's natural gravelly din a treat, providing a touch more aggression when it's needed without becoming overpowering. Maybe Porsche could learn a thing or two here...

especially as we pass a number of its employees during our photoshoot. For me this all bodes well for what the future may hold for the soundtrack of Porsche's flat-four motors, and hopefully it may go some way to allaying the fears of those who are sceptical of the 718's factory thrum.

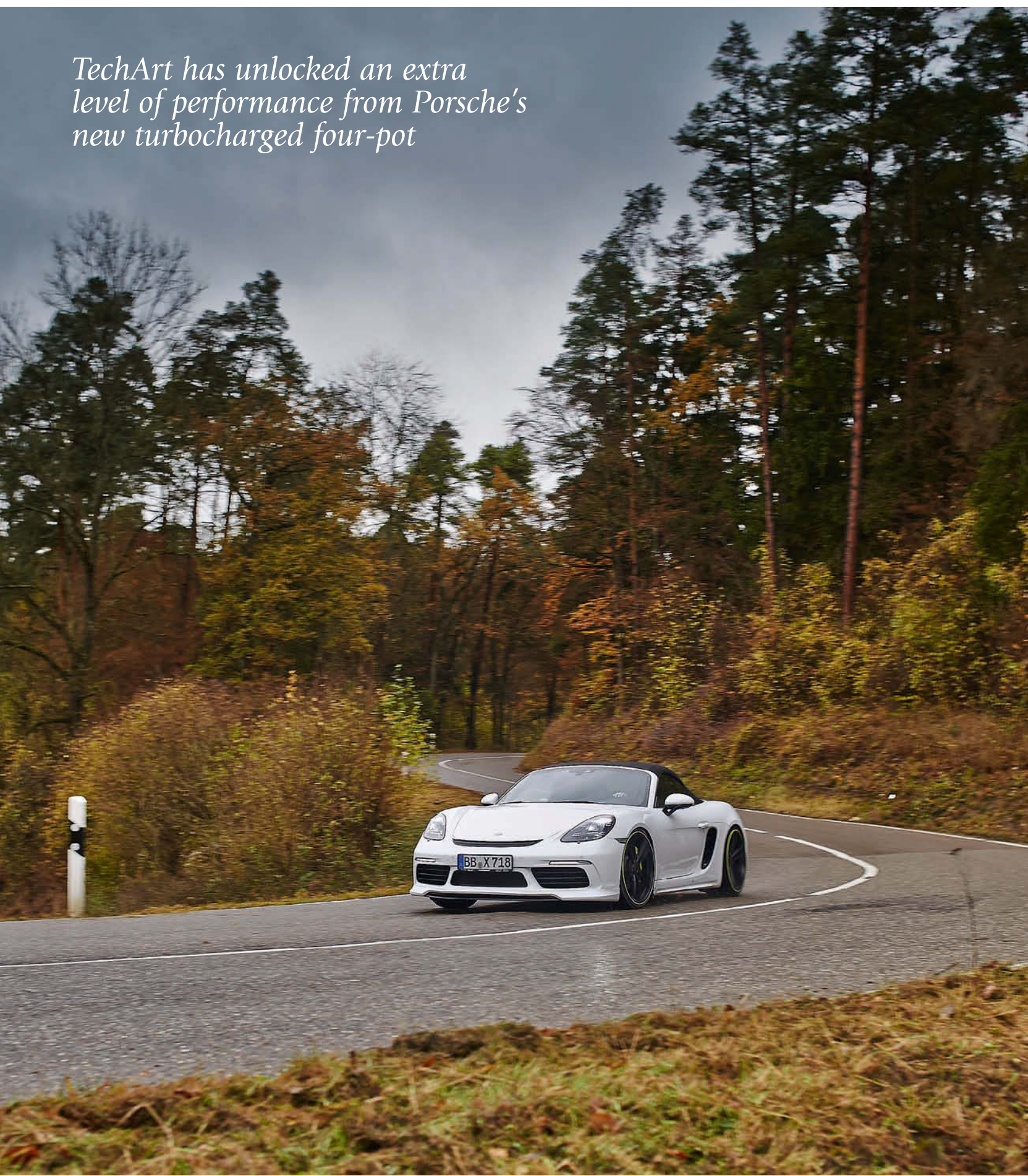
Changes to the chassis, while subtle, do have an impact on the way this 718 Boxster drives. The wider rear track and slightly lower posture seem

to promote a livelier rear end, it remains planted in most respects but it's playful too. It's possible to pivot the 718 around on its throttle and yet it's still eminently driveable in every way. These changes by TechArt lift its character to offer an extra dimension to the driving experience. I like it. In fact I could play in it all day long. It's an addictive little car to keep on its toes, this, and it seems equally content driving on smooth, sweeping German back roads as it does cruising down rutted side streets in the local villages.

In essence it would appear to have lost none of its original Porsche useability and practicality (despite those larger wheels and rubber band tyres) than a stock factory car, and yet it has gained a welcome vigour when its legs are being stretched out in the sticks. A stock 718 Boxster S does not feel slow, and yet with the addition of 50hp and a similar wedge of extra torque, it has gained more personality – the chassis could easily handle more power still.

From inside all the typical touch points are of the highest possible quality. Care and attention have been taken to ensure you'd be hard-pushed to finger the parts that did not leave the Porsche factory that way. But there's a distinctly individual and quality feel with this car too. That quality is not only skin deep, for far from hooking up a laptop computer to the car and pressing a few buttons, each and every stage of this car's

TechArt has unlocked an extra level of performance from Porsche's new turbocharged four-pot



transformation has been carefully considered. Even the styling additions will have had their aerodynamic properties studied, the wear and tear on the interior stitch work designed for longevity. All this is part of TechArt's style and ethos. The brand has evolved over the years to become something of an unofficial Porsche tuning arm. At least you get the impression that is how it would like to be viewed by the wider Porsche community.

This package is priced from €19,207.65 and at today's exchange rates that's £16,664.82. TechArt offers it with a view to painting and installing the package's various elements on-site in Germany or via its various endorsed international stockists, but as I said before it is a modular concept whereby customers can cherry-pick whichever parts they so wish. Be those styling, interior or powerkit options, each sub-category comes with its own price tag and can be tailored to your requirements. Fitting the entire package you see here to your Boxster S will cost €38,359.65, just over £33,000 by our reckoning. Factor in the cost of the car (from £50,695) and that's certainly a hefty chunk of change, but there's every chance you'll see the benefits of every

aspect each time you hit the road. What you will certainly be benefiting from is TechArt's in-depth and largely unrivalled research and development practices that have born fruit for many, many years.

Going forward there will be a glut of reworked 718s brought to our attention from all corners of the world, some will boast more successful changes than others, but all will seek to improve on the general basis of Porsche's latest entry-level model. TechArt is one of the early adopters and this Boxster is the evidence, and yet there feels nothing rushed about its offering, which boasts all the usual hallmarks of quality, with the factory-esque fit and finish we've come to expect. The advent of the turbocharged four-cylinder Porsche has not been universally well-received, that we can confidently state. But, for all the negative points, if these new power units allow for the extraction of extra power with relative ease, perhaps they are not too bad after all. They do indeed open up a whole new dimension to modern Porsche cars, one that is crying out to be explored by a specialist such as TechArt. Every cloud has a silver lining, right? ○



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Looking for Love

The 944 Cabriolet is arguably one of the most unloved
Porsche convertibles – perhaps it is time that changed?

Story: Wilhelm Lutjeharms Photography: Kian Eriksen



When most of us think about a topless Porsche, visions of V10-engined Carrera GTs, rare 550 Spyders, 356s and G-Series 911s tend to pop into our heads first. These cars are rare, except maybe in the case of the 356 or G-Series, and a healthy bank balance is required in order to source and acquire most of them. Financially speaking, then, it might make sense to see what is available at the opposite, more realistic, end of the market. At the bottom end of the current Porsche cabriolet range you'll find early Boxsters as well as 996 Cabriolets. Each has an appeal of its own but for roughly the same price as that early 996, a classic 944 Cabriolet could be yours.

Although some enthusiasts frown when you mention investment values,

most of us will quietly admit that in an ideal world we don't want to lose money on a car. Fortunately most classic Porsches are a safe bet these days, and that seems to ring true for 944 Cabriolets, too. It is unlikely that one will appreciate dramatically over the coming years, but the model does seem to have bottomed-out, which means you are unlikely to lose on your investment.

I hadn't driven a 944 Cabriolet before this example crossed my path. I first met this collector, who has close to 200 cars in his vast array, a couple of years ago, and I was surprised to learn that this 944 S2 Cabriolet is the only Porsche in his ensemble. I immediately pondered which cars in his collection I would sell so that I could substitute them with Porsches, including all the auctions I'd have to attend to acquire the best examples.



However, we're not all wired the same way. This collector is most interested in American cars, more so those with rag-tops. The latter explains why the white Cabriolet you see here found its way into his collection in South Africa's dry Free State province. As we park the car for our static photography on a warm spring day in Bloemfontein, he tells me about this car: "I bought this 944 around five years ago. At the beginning the owner didn't want to sell it to me but the second time I approached him he still had the 944, as well as a Mercedes-Benz SLK, so I offered him a price for both cars, and he accepted my offer. I particularly like the colour combination (the white body colour with the dark blue soft-top and the purple interior). Apart from that, the car's overall condition is very good. That was initially the big draw for me."

On closer inspection, it is clear that the car has indeed been well-cared-for. The paint finish looks in good condition, and the interior shows only a few signs of wear, which is in keeping with the odometer reading of 138,900 miles. The colour of the interior might polarise opinions but, having said that, if you prefer some pizzazz on the inside of your car, this 944's cabin would definitely appeal to you. The seats, carpets, sun visors and tonneau are a very rich and dark purple, which not only contrasts beautifully with the white exterior paintwork but also gives a basic level of luxury to the interior. It looks so much more welcoming than a standard 944's plain black interior. The only item that deters from the otherwise original state of the interior is the aftermarket radio, which is a necessary evil in these days when motorists prefer to enjoy their choice of music in

digital formats. I open the bonnet and find the engine bay in a tidy state, which shows little evidence that the Cabriolet has covered the indicated mileage. As is usually the case, it is the discoloured plastic from the fluid containers that gives the car's age away.

To the left of the engine, against the firewall, is the chassis number: WPOZZZ94ZMN430888. According to *The Porsche Book* by authors Jürgen Barth and Gustav Büsing, this particular car was one of 1864 examples manufactured in 1991. For curiosity's sake, I also take a look at the luggage compartment. It has the same purple hue as the interior, and the carpets and trim are in near-perfect condition. The rear deck lid features a neat rear brake light. Having seen (and looked at) a number of 944 Cabriolets, this is the first one I've seen with such a brake light configuration. Lower down you can also spot the diffuser, first seen on the later S2 models, which wraps itself around the bottom edges of the car's rear fenders.

The 944 Cabriolet only went into production towards the end of the 944's production cycle (in January of 1989), which means all Cabriolet models featured the updated cabin and exterior face-lift. The Cabriolet was based on the 944 S and, as was the case with the entire four-cylinder range, was assembled at Neckarsulm in Germany. However, before anyone frowns upon those enthusiasts who have a soft-spot for Porsche's early four-cylinder sports cars, bear in mind that the 944's complete powertrain was assembled at Porsche's Zuffenhausen plant. The convertible roof was installed by the American Sunroof Corporation (ASC) at its German plant in Weinsberg. However, in June 1991, the entire assembly of the 944 was



The 944 shows little sign of the wear and tear you might expect inside, its interior is a unique colour combination, too, one we quite like...





Push this 944 and it will rise to the occasion, but it's not that kind of Porsche – it's happier at cruising pace



moved to Zuffenhausen. The 944 Cabriolet's launch price was DM76,700 – slightly higher than the DM58,950 the 944 S coupé cost at the time. Today, the prices of these cars obviously depend on mileage and condition. However, you can still expect to pay more for a decent Cabriolet than a coupé, and even a pretty penny for the much rarer (around 500 built) 944 Turbo Cabriolet.

With the first part of our shoot complete, I climb behind the Cabriolet's steering wheel and shut the driver's door. For the record, fewer rattles and vibrations emanated from the car's doors and cabin than I thought would be the case. You sit low in the car, more so than in a Mercedes-Benz SL from the same era, and the dashboard and instrument panel would be very familiar to any 944 owner. Everything falls easily to hand; the gear lever, in particular, is perfectly positioned for my left arm to operate it. This is also the case with the feel of the steering wheel, which was shared across Porsche's range of the transaxle cars as well as the 911.

Compared to some modern sports cars, including new 911s, the steering wheel has a thinner design, which feels perfect in your hands, allowing you to grip it firmly. This is rather important during parking manoeuvres, as the steering wheel does need proper input from the driver. The cabin is otherwise a simple space: there are two stalks attached to the steering column, the ventilation buttons are situated below the centre air vents, while even the analogue dials seem slightly lost in the large instrument binnacle. Apart from the speedometer and rev counter, you also have oil pressure, battery volt, and coolant temperature gauges. Turn the key and after a crank or two the engine catches. As expected, there is less fanfare

than in any of the 944's contemporary 911 models but this is, after all, one of the most useable boulevard cruisers Porsche has ever built. Still, as the Cabriolet pulls away, I slot the gear lever into first, second and third; the gearbox has a lovely, relatively direct shift quality. The ride quality is good, I have a perfect view through the windscreen and across the bonnet. Moreover, the four-pot engine is very happy to potter around the first third of the rev range.

For a car that has clocked up so many miles, the cabin panels still feel tight; I don't detect any notable rattles or creeks. The previous and current owners have done an excellent job in keeping the interior preserved, especially taking into account that it is a Cabriolet and has spent its life

"The car's overall condition is very good. That was initially the big draw for me"



You don't need to wring the engine's neck to make it pile on the pace...

under the harsh African sun. As I start to increase my pace, the weight of the car is noticeable. It is, after all, between 50-80kg heavier than the coupé, depending on the exact specification and model year of the cars you compare. However, no drive would be sufficient without pushing the engine all the way to its redline. I select second gear and give the throttle pedal a decent prod. The revs rise gradually to around 4500rpm but once the needle swings past this mark, the engine evidently gets its second breath and spins up eagerly to 6000rpm. I do it a number of times, and every time the engine obliges and canters to the redline. Even though the motor does so willingly, the engine is similarly well-suited to leisurely driving conditions. As the maximum torque of 207lb ft is already delivered at 4100rpm, it means that you don't need to wring the engine's neck to make it pile on the pace. In the end, that means it is an ideal propulsion system for a cabriolet.

Not unlike 911s, the moment you use all the available performance, the

nose lifts ever so slightly, and the rear ducks a smidge. I feel little need to hustle the car through corners. I'm not saying it shouldn't be, but if that is the kind of thrill you are after, a 996 Cabriolet or 986 Boxster will definitely be a better option to consider. As this area of South Africa receives minimal rain or wind, and the afternoon sky during our visit presented a perfect sunset, I never had the urge to raise the roof – surely a grand luxury to have when you own a car such as this. However, should you wish to change that, or store the car with the roof up, it is manually operated.

As expected, there is some scuttle shake discernible in general driving conditions but, again, it's nothing out of the ordinary, and it's worth repeating that a Boxster and 996 Cabriolet would be the more dynamic proposition at 944 Cabriolet money. This was proven by dropping to a low 2000rpm in fourth gear and putting my foot down. Slowly the revs start to rise and then, past 4500rpm, the needle further awakens. A peak output of 211hp at 5800rpm is not a lot of power, especially in a substantial cabriolet, but it is enough to entertain and make things at times exciting when you want to string a few corners together or use all the available revs.

After a number of hours in the company of the 944 S2 Cabriolet, my opinion of the car had changed somewhat. It is a true Porsche, albeit not the most dynamic one. If you're going to drive mostly on your own and seek an engaging experience, I'd suggest you consider one of Porsche's other cars, but if someone is going to be joining you for the trip, and you're going to be driving at seven tenths most of the time while enjoying the manual gearbox, it'd make a worthy addition to your garage. And if you still find it hard to believe the car's owner only has this single Porsche in his collection, he is also looking for a modern 911 that he can enjoy, too. We're sure he won't be disappointed... ○







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In this month's *Auction Watch* we've focused on the recent Scottsdale Auction in Phoenix, Arizona by Bonhams. Here a 904 GTS, 911 Carrera 3.0, 930 Turbo, and a 944 S caught our eye...

1964 904 GTS

Hammer price:
£1.8m

Auction House: Bonhams
Auction: Scottsdale Auction
Location: Phoenix, USA
Date: 19 January 2017
Estimate: £1.6m

We ran a full feature on this very car in the February issue of *GT Porsche*, so it seemed only right that we report on the figures it achieved at auction late last month. The 904 GTS was described by Bonhams as being "a highly original and minimally used example", it was raced sparingly yet successfully during 1964 and 1965, then tucked away and preserved. Presented with its original matching numbers four-cam Carrera engine, documentation, and a factory Kardex, it was expected to generate some serious interest... and it did, selling for £1,874,222. That number is inclusive of the buyer's premium.



1977 911 Carrera 3.0

Hammer price:
£49,086

Auction House: Bonhams
Auction: Scottsdale Auction
Location: Phoenix, USA
Date: 19 January 2017
Estimate: Not provided



This matching numbers European-specification Carrera was expected to generate interest at auction in Arizona. Nicely optioned from new and remaining very original, even today. The 1977 911 was advertised as having a very low (and believed genuine) mileage of just 50,000 miles. It was offered for sale with books and tools, too. Bonhams noted that its five-speed transmission made it a rather useable prospect.

Built for the Belgian market and finished in the rare colour of Copper Brown Metallic, its cork leather interior trim certainly looked the part. The car was later exported to the USA. It reached \$60,500 at auction.

1987 944 S

Hammer price:
£21,419

Auction House: Bonhams
Auction: Scottsdale Auction
Location: Phoenix, USA
Date: 19 January 2017
Estimate: Not provided

This 2479cc 944 S was described by Bonhams as quite the "exquisite example", and with less than 15,000 miles on its clock it is easy to see why. Delivered new to the American market, the car has been a resident on the East Coast, in New Jersey, ever since, boasting just one previous owner. Recently serviced, its Zermatt Silver Metallic paintwork over a black interior sends all the right signals. Bonhams said, "this extremely well-presented, low mileage, five-speed example deserves serious consideration". The car sold for \$26,400, which equates to around £21,419 in Pounds Sterling.



1979 930 Turbo

Hammer price:
£75,861

Auction House: Bonhams
Auction: Scottsdale Auction
Location: Phoenix, USA
Date: 19 January 2017
Estimate: Not provided



This matching numbers, 'black-on-black', 930 Turbo looked great. Built to US specifications and equipped with an electric sunroof, sports seats, and a black headlining, it was offered to auction with its original window sticker confirming it was delivered new through Porsche of Lansing, Michigan. Subject to a recent engine-out service it was described by the auction house as: "solid and with good panel fit. It presents beautifully and is in largely original condition throughout."

The odometer read less than 50,000 miles, which was believed to be genuine, and it came to market with its maintenance manuals, original key, space-saving spare wheel and original tool kit.



THE PERSONAL TOUCH

The 964 has long attracted those who wish to manipulate its factory form. Rich Covill's latest project, this 1990 Carrera, reflects his lifelong affinity with the Porsche brand.

Story: Simon Jackson
Photography: Steve Sharp

Navigate your way to the Porsche Exclusive pages on the brand's official website, and once there you'll discover something I consider to be entirely refreshing. Yes, there's some marketing blurb, emotive jargon, and slightly sickening images of beautiful people looking at material swatches for seat trim but there's also an overarching notion not promoted by many modern car makers these days. Indeed, unlike most automotive manufacturers, Porsche actively encourages prospective owners of its cars to explore their creative side when specifying the form their new car should take. 'Why shouldn't you make the special even more special?' is the first question these pages pose to the viewer, and Porsche goes further. Ferry Porsche, it explains, strongly believed in quality over quantity, and this philosophy, it suggests, goes hand-in-hand with a Porsche tradition to create bespoke, one-off cars. There's a motto that it cites, too: 'Individuality straight from the factory'. In short, it actively promotes the building of 'a truly unique vehicle'.

Porsche Exclusive has been offering this service since 1986, but the roots of the concept go much further back in time. The brand's Sonderwunsch programme (which translates to



'Special Wish') was born in 1978 and shares its essence with today's Porsche Exclusive. The end goal of both is the same: to create a car unique to an individual customer's tastes and desires. But the real genesis of all this can be traced way, way back to special customer requests on the very first Porsche sports cars. A 356 covered in fur anyone? Sure. And, yes, there is a picture of it online. Today, by offering boundless exterior colours and hundreds of trim options on its contemporary cars, Porsche talks of creating vehicles with heart, soul and character – poignant and attractive fundamentals for any true car enthusiast. Now coming from some car manufacturers, those sentiments would simply be marketing hyperbole, but from Porsche? Well, the philosophy in question is entrenched in the very ancestry of the company. Need I remind you of

the most famous Ferry Porsche quote of all? "In the beginning I looked around and could not find quite the car I dreamed of. So I decided to build it myself."

At Porsche today, there remains an ingrained culture of car personalisation, an ability to see beyond what exists, to imagine a vehicle that is more tailored, more unique. So, far from being an idea to deride and hold in contempt, as some might suggest, the concept of a modified Porsche is, in theory, true to the very ethos of the brand.

While Porsche Exclusive caters for the very latest cars, modifying an older car largely falls to the specialists who populate the Porsche aftermarket network. There are many of these firms, both those who manufacture parts and who fit them with factory-esque levels of skill, honed over decades. But ultimately it is the owner

of the car, the individual themselves, who must select the correct elements in order to make a car their own – hopefully without sacrificing its inherent sense of Porsche style. Naturally there are those who are more adept than others at getting this mix right, and one such enthusiast, who is no stranger to personalised Porsches or these pages, is Richard Covill. Regular readers of *GT Porsche* may recall Rich's name, for it was he who owned the personalised 991 featured in our November 2016 issue. Those same loyal followers of Porsche print media will likely know too that the Leeds-based creative director has a distinct eye for design, and it is this that truly drives his life and feeds his automotive cravings. Hell, he even art directed the photoshoot for this very car, such is his all-encompassing love for creating the perfect aesthetic, be that a picture or a moving



object on four wheels.

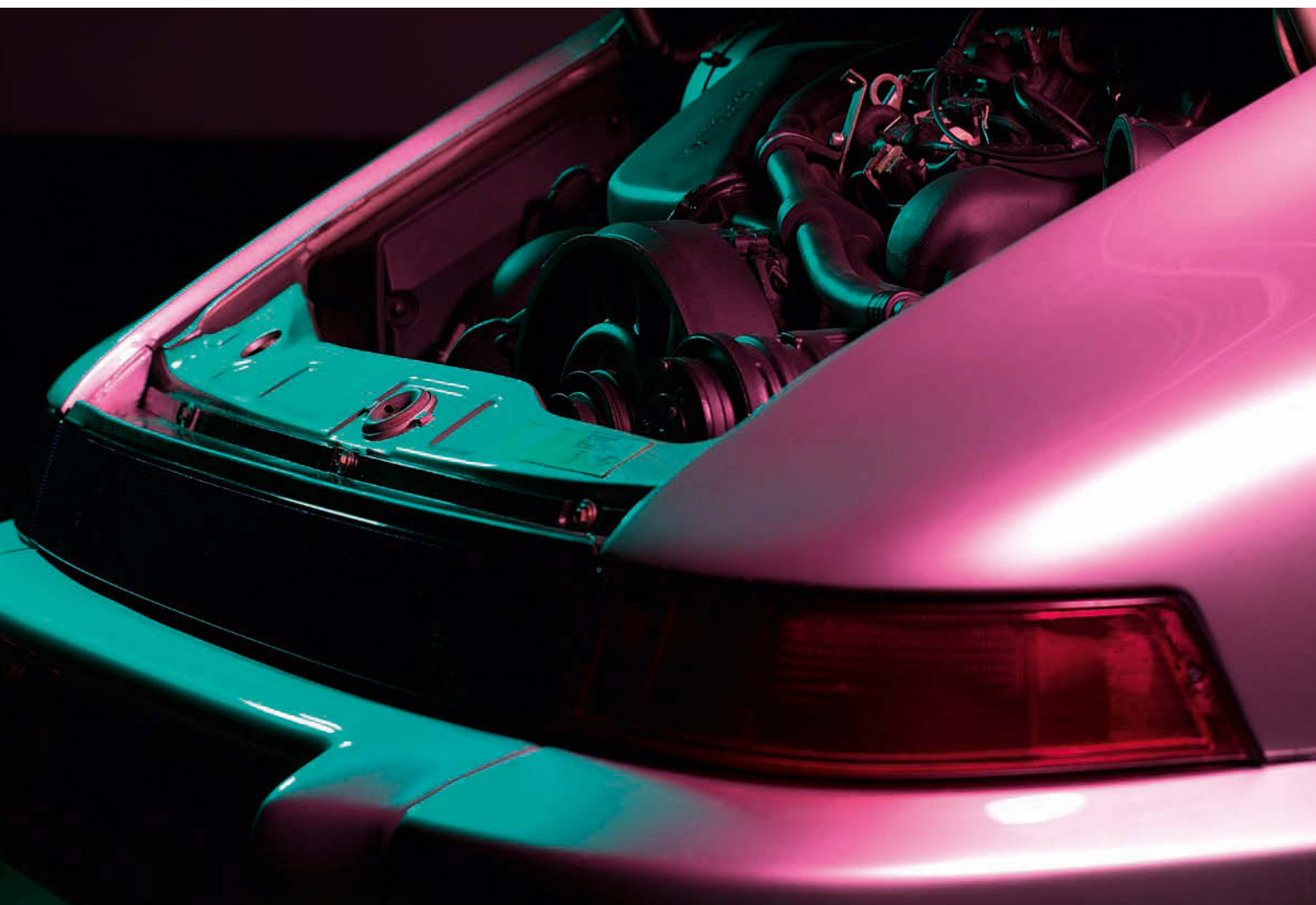
"After selling my Amethyst C2 a couple of years ago I thought I'd never buy another 964," Rich confessed. "That was for a couple of reasons: I'd had my time with them; and prices had rocketed!"

As a serial 911 owner and modifier, Rich may have doubled his money on that Amethyst car, but moreover it was his creative side steering his line of thought about what happened next. For someone like Rich, choosing your next set of wheels is as much about what you might do to alter said car from its factory appearance as it is about the car itself. For a man addicted to 911s, and one with an existing history with the 964, it was surely only a matter of time before another reappeared on his radar. And so it was...

"A pal said he was considering selling his

*Far from being an idea to deride,
the concept of a modified Porsche is
true to the ethos of the brand...*





*"I knew another 964 in this colour
and specification wouldn't be
available any time soon"*

pride and joy; he'd owned it forever and I never thought he would sell it," Rich recalled. "The car was a silver 964 Tiptronic, a somewhat rare colour and my favourite on the 964."

Rich's acquaintance had customised the car close to RS specification, and the transformation had been conducted in such a way as to appeal to Rich's passion for anything which diverged from a 911's factory look.

"I didn't want to buy it but I had to, if that

makes sense!" Rich explained. "I guess my reluctance to purchase the car made the negotiation easier as I wasn't excited or eager, but I knew another 964 in this colour and specification wouldn't be affordable or available any time soon."

Rich's inability to turn down the purchase of an interesting car can be traced back to his father, who was constantly restoring and building classic cars of all shapes and sizes when Rich was

growing up, from AC Cobras to Coombs Jaguars. "He is still doing it to this day – I guess you're never too old," Rich laughed. "So I blame my father for my habits; I am a true petrolhead."

The 39-year-old might have grown to become the director of Agency TK, with offices in Leeds, London and Los Angeles, but there's a part of him that remembers those childhood days very fondly. But playing with cars isn't reserved for kids: adults can play, too. It's just that for Rich the cars in

question got bigger and more expensive.

Rich confesses that his long relationship with Porsches has centred entirely around the 911 and dominated his motoring life. Indeed he has owned a staggering 13 911s consecutively. "I've never owned another type of Porsche. I fancied a 968, and a Macan for the Mrs but, as yet, it hasn't happened," Rich announced. "I have owned 964s, 993s, 996s, 997s and 991s. I have also restored a 1968 Outlaw 911 that is sitting pretty while I work on an Audi S2 and an RS5 Cabriolet that I also own."

As you might have gathered, Rich is quite a busy chap. But what of the 964 you see here and its transformation? "The car wasn't perfect; it is 27-years-old now," Rich highlighted. "It needed a lot of attention to get it to a point where I was happy. As soon as I picked it up I took the car to the garage in order for it to give me the good, or bad, news upon inspection."

Rich had spotted what he calls the "signature 964 oil leak, typical of the early cars but entirely curable". Some time spent up on the ramps at Rich's chosen specialist, Strasse, local to him in Leeds, was in order. Soon enough the car diagnosed and put to rights to ensure it was mechanically fighting fit once more. Next Rich's new addition had a date at a spray booth with a view to eliminating the odd rust spot here and there. While it was in for paint Rich had the shop smooth over a few elements of note, namely the rear bumper, while also deleting the headlight washer jets from the front end.

Rich's approach here was not to completely strip down and rebuild the car, for that was not required, but rather to tidy up some areas of the exterior and finesse some elements of the interior. Perhaps it is those simplifying touches here and there that really make this car. Rich's main personal touch, though, as is often the case with his cars, has been centred around the wheel, chassis and brake areas. "I like to look through the spokes of a wheel and see mint hubs and brakes. I hate to see rusty hubs. When I see this on brand-new cars my OCD goes into overdrive!" Rich laughed.

With this in mind, Rich refurbished all of the 964's brakes, choosing to refinish them an industrial shade of grey. This, he says, ensures they stand out but do not shout, as they might were they finished in a colour such as red.

"The car came with some wheels from a 996. I didn't feel that they suited the era of the car, so I built up the BBS Le Mans wheels you see here, in gold, which I think look great," Rich added.

The 18-inch BBS LMs in question are shod in 35 and 40 profile 235 section tyres, but despite their narrow gauge Rich assures they promote good handling. He's clearly of the school of thought that wheels maketh the car. Despite this, the rims are not Rich's favourite part of this project. That falls to another element, the steering wheel: "The steering wheel is a rare Momo Porsche Design version. It goes really well with the carbon paddle-shift, which is also rare," we're told.





There are many creative aspects in putting together a car like this, the skill comes in blending them together

The aforementioned interior touches are complimented by RS-style seats. They're a throwback to this car's previous guise but ensure this 964's cabin both looks and feels good. And those touch points are complimented by a Sports exhaust to ensure Rich has a suggestive soundtrack to accompany his head-turning 911.

There are many creative aspects in putting together a car like this and despite the fact that its raw ingredients do not amount to a lengthy list of physical parts, the skill comes in successfully blending them together. Should Rich have bought this 964 new in 1990 and worked with Porsche Exclusive to create it, it would've ended up looking very different to how it appears today. But, it's safe to say that his reasons for altering it most certainly link with that aforementioned famous Ferry Porsche quote. Here he has built a car for himself, for his own tastes, in much the same way as the Porsche Exclusive and the Sonderwunsch programme customers have enjoyed doing ○

PORSCHE EXCLUSIVE: SERIES CARS

Porsche Exclusive also produces production run models in limited numbers. The first Exclusive series car was the 911 Turbo 'Flachbau', a 930 with its styling based upon that of the 935 race car. Its unique look featured folding headlights in combination with modified front wings. Some 984 were sold between 1982 and 1989.

Between 1992 and 1993, 86 Exclusive lightweight 964 Turbo S models were built in cooperation with Porsche Motorsport. Featuring a 381hp engine, the model weighed 180kg less than that of the production car. In 1993 this was followed with the production of the 964 Carrera 2 Speedster, Porsche Exclusive produced just 15 cars, all of which boasted the Turbo-look. In addition, 76 911 Turbo 3.6-litre cars were produced, followed two years later by 14 993 Turbo 3.6-litre Cabriolets. Just two examples of the 993 Carrera Speedster were ever built, making it one of the rarest Porsche sports cars of all time. In 1997 and 1998, an Exclusive series of 993 Turbo S cars were created; a total of 345 units were produced packing 42hp more than the production Turbo model. In 2009 the 997 Sport Classic (limited to 250 units) revived the concept of a series produced Exclusive Porsche. Following that, Porsche Exclusive's next car marked its own 25th anniversary; it was a 997 Speedster based on a Carrera S and just 356 were made.

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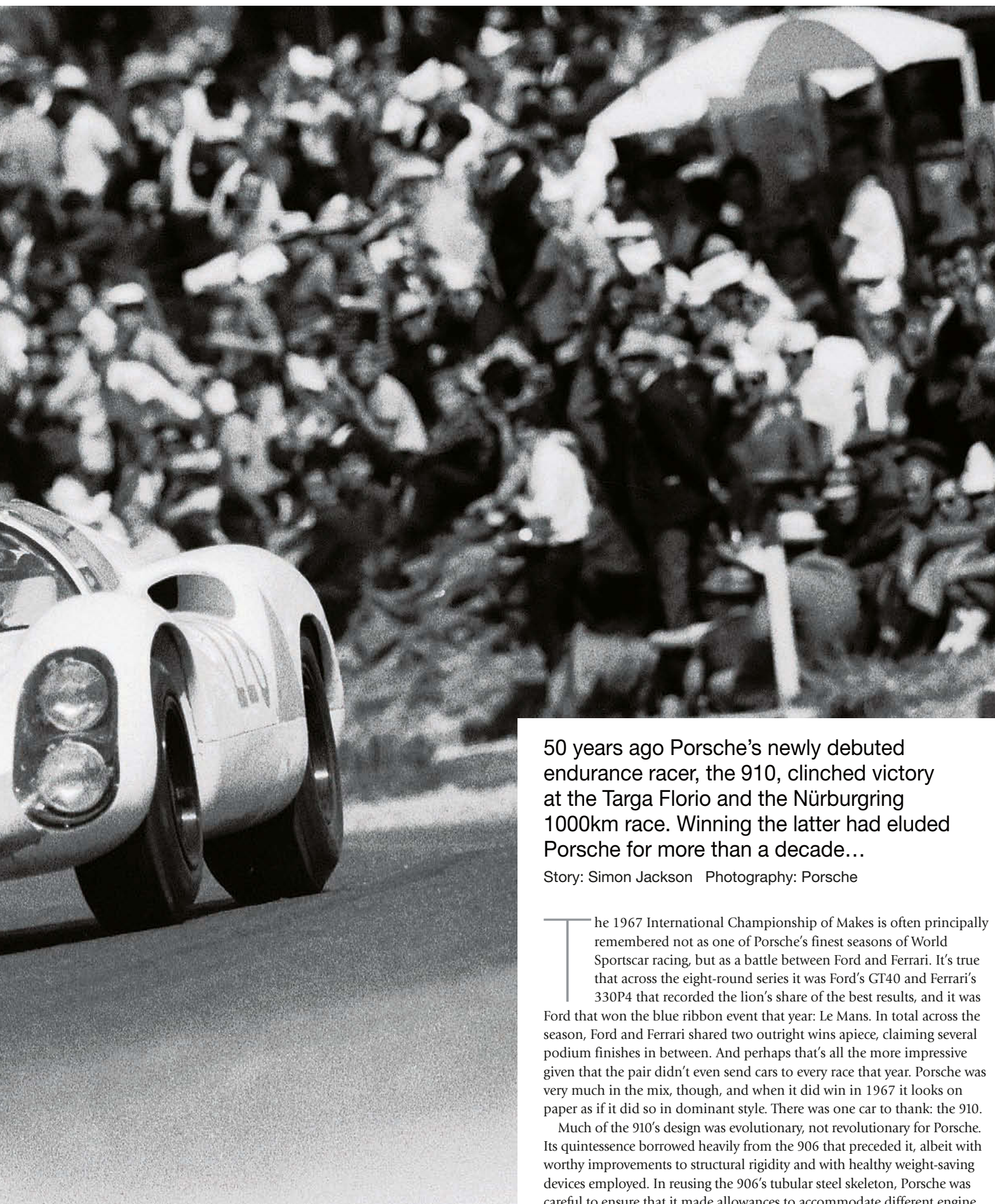
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FORTITUDE





50 years ago Porsche's newly debuted endurance racer, the 910, clinched victory at the Targa Florio and the Nürburgring 1000km race. Winning the latter had eluded Porsche for more than a decade...

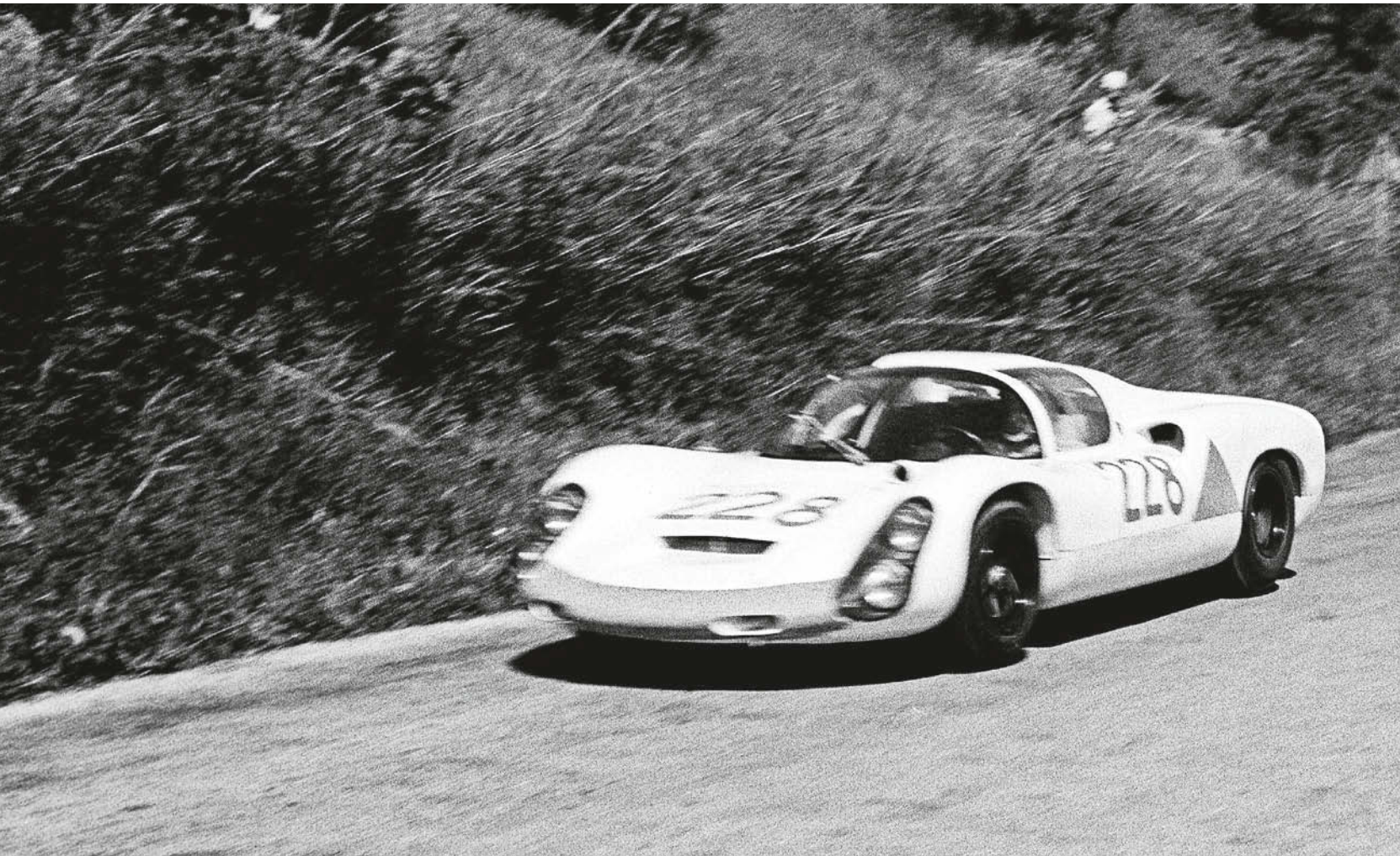
Story: Simon Jackson Photography: Porsche

The 1967 International Championship of Makes is often principally remembered not as one of Porsche's finest seasons of World Sportscar racing, but as a battle between Ford and Ferrari. It's true that across the eight-round series it was Ford's GT40 and Ferrari's 330P4 that recorded the lion's share of the best results, and it was Ford that won the blue ribbon event that year: Le Mans. In total across the season, Ford and Ferrari shared two outright wins apiece, claiming several podium finishes in between. And perhaps that's all the more impressive given that the pair didn't even send cars to every race that year. Porsche was very much in the mix, though, and when it did win in 1967 it looks on paper as if it did so in dominant style. There was one car to thank: the 910.

Much of the 910's design was evolutionary, not revolutionary for Porsche. Its quintessence borrowed heavily from the 906 that preceded it, albeit with worthy improvements to structural rigidity and with healthy weight-saving devices employed. In reusing the 906's tubular steel skeleton, Porsche was careful to ensure that it made allowances to accommodate different engine

Right: The Targa Florio 1967 – Gerhard Mitter and Colin Davis shared No.226, Jochen Neerpasch and Vic Elford No.166. The latter finished in third place overall

variations, chiefly 2.0- and 2.2-litre six- and eight-cylinder units. Smaller in diameter but wider magnesium centre-locking wheels were utilised (appearing for the first time on a Porsche) and wrapped in slimmer tyres. The 910's suspension was almost completely new, too, in terms of both its components and design layout. This allowed for greater flexibility when it came to geometry setup. Reminiscent of racing Porsches that had come before it, the body shape was not initially fashioned in a wind tunnel but rather sculpted the old fashioned way, by feel, although it was later determined to be equally as slippery through the air as the 906 before it. So, the new car was slightly larger, with a greater overall footprint, yet it was lightweight, too, tipping the scales at a diminutive 569kg. For power Porsche turned to a known quantity at first, its 2.0-litre six-cylinder Type 901/21 engine producing 220hp – a proven engine similar in style to a 911 mill, and one in which Porsche had faith, now modified to run a new Bosch fuel injection system with the injection pump driven by a toothed belt. Later on Porsche also fitted the Type 771 2.0- and a 2.2-litre eight-cylinder engines to the 910. This was an engine which started life as part of its abandoned Grand Prix challenge.





Testing of the new car went well during 1966, its handling was praised by all who drove it, and at first 910s were predominantly run in anger at hillclimb events. For Porsche, though, the bigger picture was endurance racing, and so the car was massaged toward that end for the 1967 season. The World Sportscar's International Championship of Makes beckoned. History records that it was Ferrari who dominated the first round at Daytona in February that year, occupying the top three places with two 330P4s and a 412P which finished the 24-hour race ahead of Jo Siffert and Hans Herrmann in fourth – the highest-placed Porsche. But Porsche's chances perhaps need to be put into perspective. Both Ferrari and Ford had tested at the Florida track before Christmas of '66 giving them an instant advantage over any rivals. The Works Ford team consisted of six GT40 Mk2s and a staggering army of more than 150 personnel. By way of a modern comparison, the Manor Formula One team ran with approximately 200 staff in total during 2016. In addition, there were three further privateer Ford cars entered. By contrast Ferrari's effort must have looked relatively tame, but it was no less serious about pinching the Manufacturers' Championship of '67 from the previous year's victors: Ford. Porsche looked even less equipped. The factory entry consisted of a pair of Carrera 6 cars and a single 910/6. In addition, there were two Swiss-entered long-body 906s and various privateer 911s populating the field. Running in opposition to the Works Porsche squad was a sole Ferrari Dino, Porsche's only rival in the under two-litre class. Both factory Carrera 6s retired before the flag but the new 910 managed to run reliably, aside from a slight gearbox issue denying it an otherwise possible third place finish. What's even more astonishing, though, is the fact that the car managed to run the entire 24-hours on a single set of Dunlop tyres...

Two months later the tables were turned at the following round, Sebring, in favour of Ford. Zuffenhausen now fielded a pair of 910s as part of its Works entry, driven by Gerhard Mitter and Scooter Patrick, with a return by Herrmann and Siffert; they were supported by two 906s. The 910s finished third (Mitter/Patrick) and fourth (Herrmann/Siffert), one of the 906s clinched seventh, the other retired after a collision with what was described at the time as a 'large' dog! Ford didn't turn up at Monza, all but gifting

*The next round was
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Ferrari victory, indeed the Scuderia squad went on to claim first and second spots. In the hands of Mitter and Jochen Rindt a 910 placed third, while the sister car of Siffert and Herrmann limped home for fifth having suffered broken front suspension three laps from home.

Just one week after Monza came the Spa-Francorchamps 1000km race. With such a tight turnaround for the teams the starting grid wasn't as healthy as it might have been. Ferrari fielded a single P4, Porsche again sent a pair of 910s for Hermann and Siffert, Mitter and Gerhard Koch to the typically sodden Belgian circuit. The former 910 finished second, behind the victorious Mirage Ford of Dick Thompson and Jacky Ickx. It was an epic race that could fill this entire magazine, such was its level of high drama. In seventh came the second 910 of Mitter and Koch. But the next round was the Targa Florio in the Sicilian mountains, and for this Porsche went in all guns blazing.

Porsche entered six 910s to the 1967 Targa Florio: three six-cylinder cars and three new 2.2-litre eight-cylinder versions boasting 270hp. It was gunning not only for a win in the two-litre category but overall victory, too. Mitter and Herrmann led an eight strong team of drivers, which included two new additions: Aussie Paul Hawkins and German youngster Ralf Stommelen. Every effort would be made to prepare for a race Porsche had previously won six times, and so a full week of testing ensued in advance of the Italian classic, with further test days bolted-on just prior to the event proper. By way of contrast Ferrari sent just a single Works 330P4 to tackle the 44-mile endurance colossus. Despite this, it was the favourite. While outright pace was a factor, it was not the way to win the Targa; rather a team required stamina and reliability, and these were two things for which Porsche was famed. Embarrassment seems too meek a word to describe how Ferrari must have felt when its lone entry crashed out on just the second lap. Porsche was there to pick up the pieces and it was quick with it, setting lap records. Mitter mirrored the Ferrari's fate, crashing out in one of the eight-cylinder 910s on the very same lap. To make matters worse, the Herrmann/Siffert-shared eight-cylinder car suffered gearbox gremlins, while the third 910/8 was somewhat off the pace in the initial stages. Adding insult to injury, in the two-litre class Porsche's 910/6 cars were trailing Alfa Romeo's entries. Perhaps this race wouldn't go the way of Porsche after all.

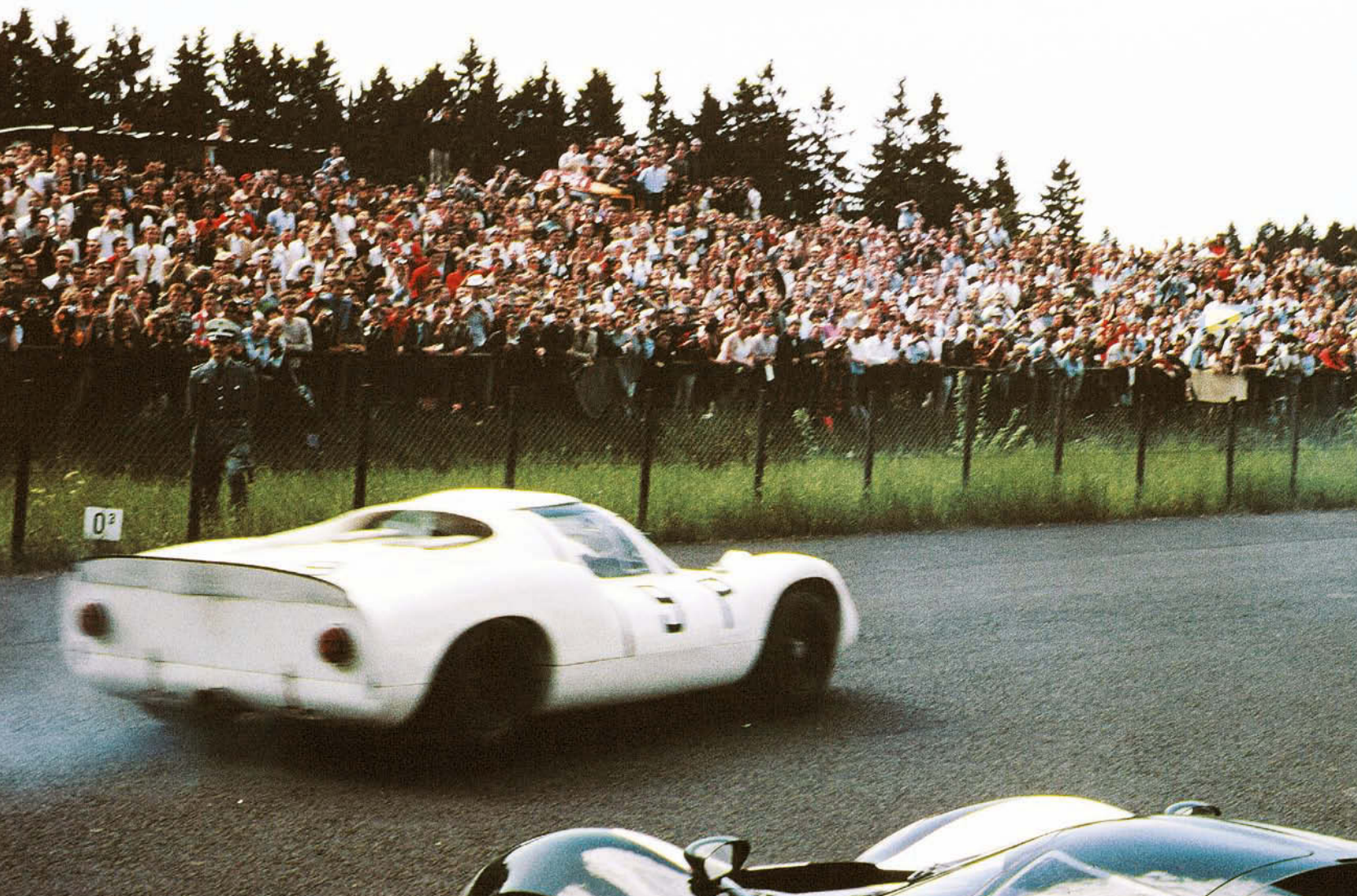
A lot can happen on a 37-minute lap, especially on a gruelling temporary road course such as that found at Piccolo. So it transpired that reliability and stoicism saw Porsche take the lead of the race come the seventh lap. It found itself with cars in the top three positions, and it was its newest driver additions, Hawkins and Stommelen, who were out front. With four laps to go Hawkins began to feel unwell, a result of the noise and heat in the car. It was so bad, in fact, that he was violently sick in the car but he soldiered on to cross the line nearly one-mile ahead of the next car. Both he and Stommelen had appointed themselves well during their first outing in a Works 910, they were followed home by Leo Cella and Giampiero Biscaldi in a 910/6, Jochen Neerpasch and Vic Elford also in a six-cylinder car, with the





Siffert/Herrmann 910/8 finishing sixth. Porsche's new eight-cylinder 910 had proven its worth... but there would be more glory yet for the brand and its latest endurance racer in 1967.

Later that month Porsche entered three 2.2-litre 910/8s and three 2.0-litre 910/6s into the Nürburgring 1000km – a race that it had not won in more than a decade. Slight improvements were made to the eight-cylinder cars, one being the fitting of ventilated brake discs to eradicate fade experienced during the Targa, but it was the six-cylinder cars that would shine. Keen that, should a Porsche win, it had within its driver pairing at least one German pilot, the line-ups were arranged in such a fashion as to ensure just that. In the 910/8s Mitter was partnered with Lucien Bianchi, Herrmann with Siffert, Stommelen with Kurt Ahrens. Meanwhile, in the six-cylinder cars were Jochen Neerpasch and Vic Elford, Hawkins and Koch, and Udo Schutz who was joined with American driver Joe Buzzetta. At well over six-feet tall, Schutz's size was an issue given that Buzzetta was vastly shorter. The German



only fitted into the 910's petite cabin with its roof panel removed for added head room, and the positioning of the car's pedals to allow him to race it left Buzzetta falling short – literally, barely able to reach the car's controls. On the sections of the Nürburgring where the car would become airborne, Buzzetta would be physically lifted from his seat with his feet off the pedals!

A Le Mans-style start tripped up a few competitors, including Phil Hill in his Chaparral, and so Porsche made a hasty getaway with Siffert leading Stommelen and Mitter in the 910/8s. Neerpasch and Hawkins followed in the six-cylinder cars. But Hill made a storming recovery and was on the tail of Siffert within four laps. The race was on. Hill settled into a rhythm in second purely because he believed he was leading. It took a number of laps for his pit board to convince him otherwise, at which point he set about chasing down the leading Porsche 910/8. On lap nine he overtook it but the hard fought battle was, in the end, futile. That both Hill's Chaparral and Siffert's Porsche hit mechanical drama on the same lap was almost uncanny, but the long and short of it was that both cars were forced to retire. This left the two remaining eight-cylinder 910s out front with little to challenge them and, come half distance, Porsches occupied all seven of the top eight positions. Porsche's reliability woes were not over though. Further engine trouble halted the Stommelen and Ahrens 910/8, the Mitter and Bianchi car developed a battery fault, the Neerpasch and Elford Porsche suffered a broken valve, while the Hawkins and Koch car struggled with terrible

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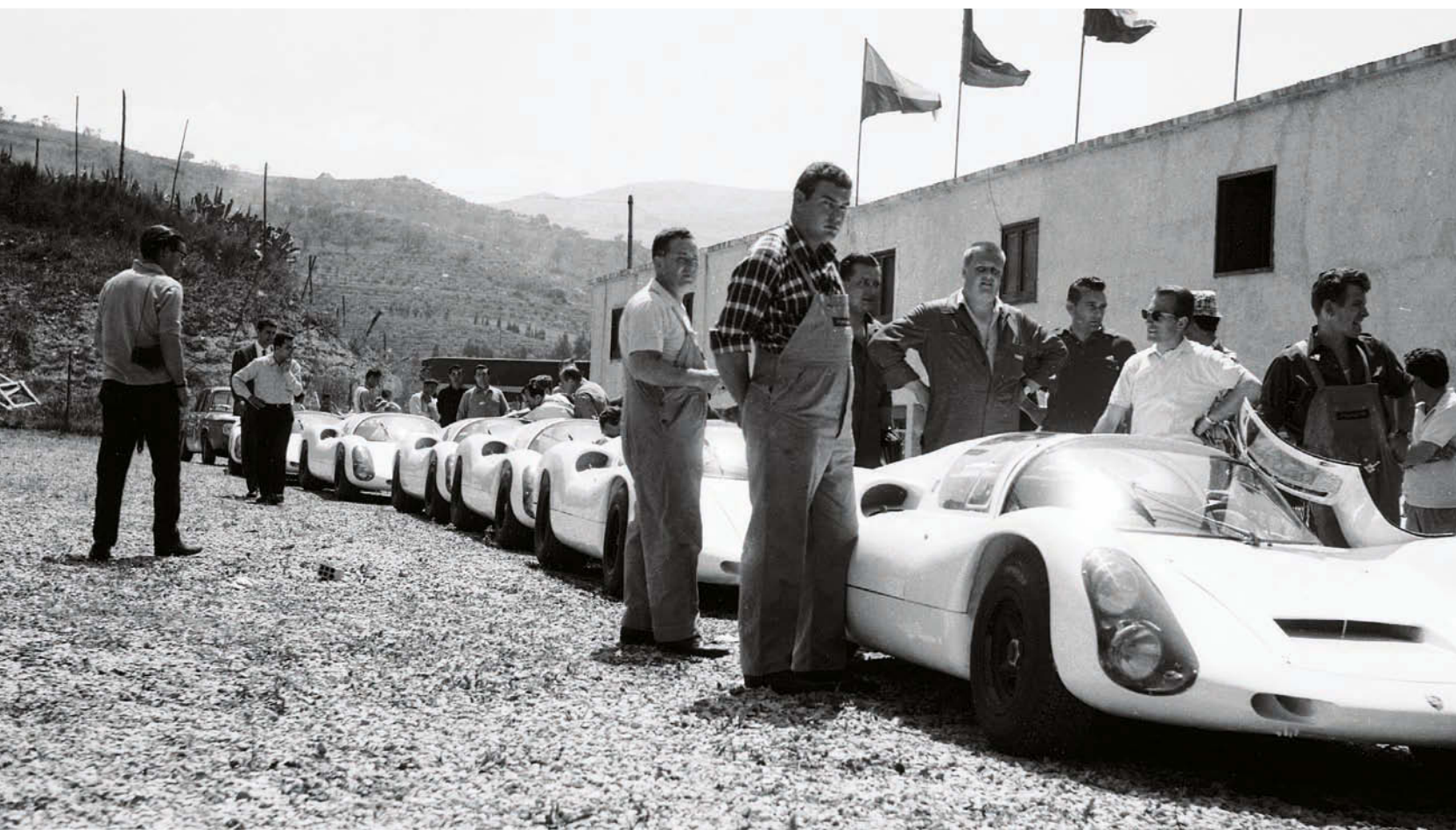
handling woes. With Mitter slowing, Buzzetta and Koch in their two 910/6s were right behind, close enough to inherit the lead and second place when Mitter's car expired just half-a-lap from home. The unlikely pairing of Buzzetta and Schutz won the race, followed by Koch and Hawkins in second, Neerpasch and Elford in third – all six-cylinder cars you'll note. And despite ending the race on the sidelines, Mitter and Bianchi were classified fourth in the last remaining 910/8. Porsche had finally won the Nürburgring 1000km, but it had not done so with any particular level of panache. One wonders if the outcome may have been different had Ferrari and Ford mounted a serious challenge.

Porsche's emphasis on securing victory at the Nürburgring may have come at the cost of Le Mans in 1967. For the French classic it entered just two 910/6s, support for its new 907s. One 910 retired, the other finished sixth in the hands of Stommelen and Neerpasch. It was a Ford Mk4 GT40 that ended up covered in the winner's champagne that year.

After Le Mans all that remained of the 1967 championship season was the final showdown at Brands Hatch in July: the BOAC 500 six-hour race. Porsche was in with a shot of clinching the International Championship of Makes crown, and so it fielded four 910s (two with eight- and two with six-cylinder engines) and a sole long-tail 907 against its rival, Ferrari, in the Group Six Sports Prototype category. In a bid to keep the 910/8s cool, at Zuffenhausen new radiators and cooling ducts were trialled, but even so at a circuit like Brands Hatch the marque would have its work cut out to place well. Siffert was teamed with Bruce McLaren and the duo ended up leading the Porsche assault, but the best they could muster in their 910/8 was third place behind the winning Chaparral 2F-Chevrolet and one of three Works Ferraris. Two Porsches retired, the others were distant. And so it was that Ferrari clinched the 1967 championship by a single point over Porsche.

Left: Nürburgring 1000km of 1967.
Below: The victorious Schütz/Buzzetta 910 at the same race, note the open roof – a result of Schütz's height...





Above: The Targa Florio in May 1967.
Top right: Schütz and Buzzetta at the
Nürburgring took Porsche's first overall
victory in the traditional 1000km race

Perhaps little consolation was taken from the fact that the 910/6 took the silverware in the under 2.0-litre category.

The 910 would appear again, most notably in 'Bergspyder' trim competing on hillclimb events. But in terms of its endurance racing capacity, Porsche had already started work on a replacement, the 907, very early on into the 910's life. Although the two cars shared much in terms of their structure and suspension, as the 910 did with the 906 before it, the 907 is arguably remembered as the more treasured prospect. But, in 1967, largely the only season in which it was campaigned, and a year where the headlines were dominated by Ford and Ferrari, the 910 won two very important endurance classics for Porsche ○

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Knowledge is power. Autofarm founder, Josh Sadler, has been actively involved with the 2.7 RS since it first appeared in 1973, a lifetime for many of us. Time and again his in-depth experience of the model has paid off in transactions and advisory situations. Josh is always on the lookout for good 2.7 RS cars, so he had a story about Autofarm placed into a luxury lifestyle magazine. Hey-presto, this elicited a response from a French hotelier, Olivier Aunay, offering a pair of 1973 RS cars from his late father's estate. It turned out his father was no less a figure than Philippe Aunay, former President of the Porsche Club de France for 25 years prior to his death in 2004. Twelve years after that Philippe's wife died and so, in 2016, their eldest son, Olivier, decided to put *père's* RS collection up for sale. By now there were just six cars left, but in order to avoid the shark

effect he made a conscious effort to offer the collection to just six specialists: three in France, two in Germany and one in Great Britain. That British firm was Autofarm. After a great deal of going back and forth, Josh was able to secure the car you see here. But a bit of a saga unfolded prior to purchase, as it wasn't one of the cars he had originally wanted...

Josh first travelled to France in January 2016 to inspect the cars on offer but initially he wasn't too impressed: "Olivier had contacted us as well as five other specialists. In fact, we were the only English speaking specialist," Josh recalled. "Philippe enjoyed attending occasional club events with an RS, and would no doubt have preferred to retain at least one of them, but he was trapped by the family's wish to sell, and so he was obliged to help dispose of the full collection. Initially he offered me



FRENCH DRESSING

Twelve years after the President of the French Porsche Club died, Autofarm's Josh Sadler was invited to bid on his RS collection. Just what is involved in securing a rare and desirable 911?

Story: Johnny Tipler Photography: Antony Fraser

a couple of cars - a blue one and a green one. I think he was simply putting out feelers to help him decide what to do with them because neither were particularly special. They were clean and tidy, solid and straight, but they were all 'enthusiast owned' rather than 'collector owned'. The older ones had all been fiddled with, as you did back in the '80s, and just used for fun."

According to Josh even the more modern Porsches in the collection - a 993 GT2 and 964 RS 3.8 - had not been meticulously maintained judging by the paucity of their paperwork. The blue 2.7 RS was in Lightweight specification with quite a few modifications, though it was one of just four RS cars originally finished in Rose red. "It looked to me as if it had been involved in a shunt, as if it had been dismantled, left in a corner and gradually cannibalised. Then, when values started to

change, it had been put back together. Hardly anything matched on the car, with different date stamps on its various bits and pieces," Josh said.

He was more enthusiastic about the green example: "That had been reshelled in an excellent '74/'75 bodyshell and built-up as a modified track day car with a 2.9-litre twin-plug engine. Because it was reshelled it didn't have much value, it was just a logbook really. I made Olivier an offer on that but ultimately I was outbid."

The collection was kept in two locations, split between Olivier's hotel in Beynac, near Bergerac in the Dordogne, and a garage in Rouen called IMSA Porsche (Innovation Mécanique Service Automobile). Olivier's father Philippe had set the garage up in the mid-'90s with racing driver Raymond Narac and it had eventually become an OPC. Philippe had bought the 993 GT2 new while the 964 RS 3.8 was a road-going version



that had been one of the factory demonstrators; those two cars were kept at Beynac. Josh takes up the story: "When Philippe died, Raymond took over the garage and hooked up with a hands-on partner, Franck Rava, who runs the race team. They subsequently got big sponsorship for running in all the International events. The race shop is staggering; full of GT3s and old RSRs, and they've just opened a Porsche Classic Centre." Indeed, Narac had considerable racing success from the outset, winning the French GT2 title in 2005, and the GTE-Am class at Le Mans in 2013 in one of the team's 997 GT3 RSRs. Josh attended Classic Le Mans last July, and he passed through Rouen on the way back to England.

"I called in to look at the other two cars, one of which was a Gulf Orange RS, but sitting beside it was a red '74 3.0 RS which Olivier said had been modified," Josh explained. "But it had run at Le Mans in '75, plus it still had its original engine, and it had also won the French rally championship, so it had a stonking history. It was a little bit knocked about, in 'oily rag' condition, and so I tried to buy it. Olivier had a chap value all six cars, though, and he obviously didn't really know old Porsches as he hadn't put a very sensible value on it. I was bidding slightly over its valuation, and it would have cleaned me out."

Whilst he was there, and as an afterthought, Josh also looked at the Gulf Orange RS. "Philippe had bought the car in '86. It had always been his road car. He'd lent it to a mate for the Tour Auto in '96 but I don't think Philippe had used it in competition himself, other than for track days," Josh said. "He'd colour-changed it – it was Sepia brown originally. The problem was that, in Olivier's mind, it was a matching numbers car but I knew it wasn't. I could tell that the engine had been rebuilt with a brand-new, unnumbered crankcase – which I suspect was done fairly early on in Philippe's ownership. And the gearbox was a factory exchange 'box – so I don't think Philippe was short of money!"

Later on, Josh travelled to Olivier's hotel in the Dordogne to view the 993 GT2 and 964 RS – clearly there was some potential here, too. It turned out that Olivier was no slouch behind the wheel himself. "He took me out for a test-drive in the 964 RS, and I was impressed by his fast and consistent driving style. He was evidently very comfortable and





capable behind the wheel," said Josh, clearly impressed by the car, but no closer to a deal on it or any of its stablemates. "Out of the six cars available, I'd looked at five very thoroughly, and the orange one really rather quickly because I was actually looking at the 3.0 RS next to it in detail. I went back to Rouen again to look at it properly up on a ramp. You can look at a car and, in five minutes, if it's clean and tidy and you know the marque, you can get a feel for it."

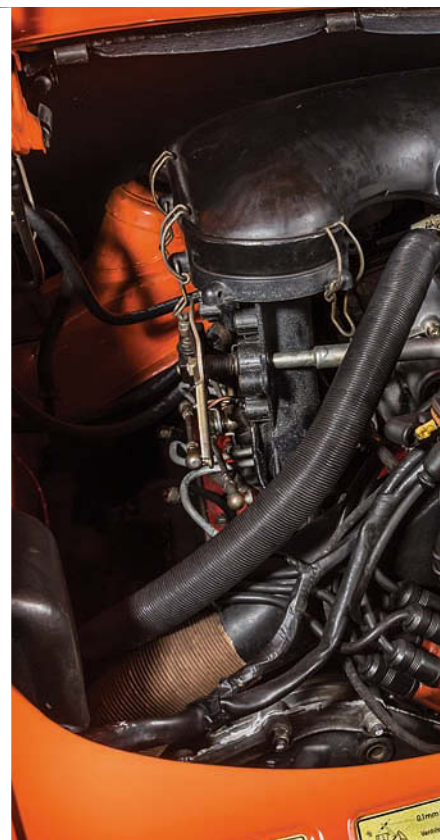
In the past we have observed Josh in action as he evaluated a dilapidated classic 911; he knows exactly which bits to examine and where to find those elusive dating tags and other miniscule giveaway features. And we can be sure that's what he was up to here. Scrutinising half-a-dozen Porsches was more straightforward than making the purchase, though, as Josh explained: "In France, handling a deceased person's estate gets very complicated as it goes through the courts and the hands of lawyers," he said. "Olivier's brother had died but there was a 14-year-old son who the courts had to take into account. There was a sister as well but she was fine with the sale of the cars. But it dragged on for the best part of a year, which didn't really surprise me." When Josh had almost given up on acquiring anything at all from the collection, he took a call from Olivier: "He'd described the Gulf Orange RS to the valuer as a matching numbers car, so the valuer put quite a high number on it, and of course, people who came to look at it realised that wasn't the case so after he'd got acceptable bids on five of the cars, and I'd been outbid on both the 3.0 RS and the green 2.7 RS, he contacted me and said, 'look, I haven't got a bid on the orange one'. I replied, 'well, I haven't got the sort of money your valuer says it is worth'. It seemed to be a stalemate."

By this time Josh had been over to France four times and stayed with Olivier at his hotel. They'd got to know each other fairly well, so there was a bit of a





Josh is enjoying this RS but he hopes to uncover further history to prove its true provenance





frank discussion, as Josh recalled: "It doesn't take long to see that it has no numbers stamped on the crankcase but, equally, a five-minute inspection told me that it looks like an original car that's been maintained on a no-expense-spared basis," Josh said. "So when Olivier came back to me and said he hadn't had a decent offer against the valuation I told him that not only could I not afford the valuation, I wouldn't make him a decent offer against the valuation either." Subsequently an agreement was reached with both parties seemingly happy, and then the value of Sterling crashed against the Euro... slightly spoiling the scenario, but that's life, isn't it? The eventual handover of the RS was very formal, documented in-depth in front of a Notaire – an official translator and a legal representative of the French equivalent of the DVLA. Josh collected the car from Rouen in November 2016 and trailered it back to Autofarm's HQ for dissection.

"As much as anything I bought it because it's an enthusiast's RS," Josh reflected. "Philippe bought it 30 years ago and it's been in storage since he died at the end of '04; that's the thick end of 12 years. Sure enough, the fuel was gummed up and a fine filter on the suction side was blocked but, apart from that, once we'd cleaned it out, performed an oil change, and checked the brakes were free it popped back into life, as an RS does."

Since that time the car has done just a few hundred miles – including our own run around the local Oxfordshire lanes. The first few miles weren't without problems, as Josh illustrated: "We had a classic CD box failure due to old electronics, and the right-hand door catch and the seat adjustment were stiff because the grease had dried out, things like that, but quite routine, peripheral sort of things. We fitted a couple of new batteries, too."

There were a few bonuses: the car currently sits on 7x16- and 9x16-inch Fuchs wheels, plus it came with a set of original 15-inch Fuchs, too, along with some original panels including a rear bumper assembly. It went straight through an MoT, and Josh plans to switch the uprated front brake callipers for the period-correct versions, as well as the fixed rear spring plates so he can get HTP (Historic Technical Papers) accreditation for the car.

"It came with a simple factory roll-cage, which I've taken out because it makes it a little bit more usable," Josh said "We've got to fit some inertia belts as it's got three-point harnesses at the moment, so it's coming together as a nice, usable everyday RS."

RSs regularly come and go in Josh's life, and it's not hard to see the attraction. "There was an element of 'I bought it because it was there' with this car, and because it just appealed to me. It's a first series car, a nice, simple specification with no sunroof," he said. You'll gather that Josh is growing to love this car despite the fact it sounds like a bit of a consolation prize having missed out on the two cars that interested him most. Josh is content to chip away at various sources to uncover this car's full provenance, though. "I'm not the slightest bit fazed that it's not a matching numbers car because I wouldn't have been able to afford it if it had been!" Josh laughed. "As far as I'm concerned it's going to stay unnumbered. Sure, I would love to find out the story of the engine, but Olivier was never that involved when his father was alive; he just tagged along to the odd event. His father was obviously extremely active on the Porsche scene, and he had a 3.0 RSR as well. That was sold a few years ago. He wasn't a serious competitor, though, he just enjoyed the involvement and as President he was very involved with the Club. He had a habit of collecting stickers and putting them on the cars. I went through them and logged all the dates of the events from the stickers and badges. There aren't many with the orange car but it gives a general picture of the range of events he liked to attend."

One of those stickers is for the Rally of Ten Thousand Corners in Corsica, which turns out to be a regular run for GT supercars and historics. In fact, the decals and badges Josh logged amount to something of a record of this car's history, making up for it not having a massive amount of official documentation with it, suggesting that much

had been lost or mislaid after Philippe died. Olivier thinks that legendary Porsche race car builder Louis Meznarie looked after the car in the early days. Meznarie was responsible for numerous successful 911 race and rally cars between 1971 and 1983 for such luminaries as Jürgen Barth, Gérard Larrousse and Anny-Charlotte Verney – which would be a neat connection if Josh can pin it down. As he admits, with scant documentation to secure the car's provenance, there's a lot of groundwork to do.

Having chatted about this car's acquisition, it's time to see how it drives. The correct '73 Touring-spec Recaros with double-locking crossover mechanism underneath hug their occupants. They were unique to 1973, in this specification, as earlier versions had a different design. The headlining, the dashboard, the carpeting – it all contrives to make this car more or less RS Lightweight in its style. It also has a fire extinguisher just inside the driver's door. The odometer reads 56,161km, and since it's the original speedometer the best guess is that this car has really covered 156,161km. "This is where I'd love to find that early history because I suspect Philippe Aunay bought it as a standard car and

then set about doing the prep work to his personal standards and setting it up the way he liked it," Josh added.

It fires up easily and runs evenly, this car. Once out on the open road it's acutely responsive, driving very nicely indeed. The ride is not over-firm either. The steering is par for the course for a '73 RS: light of feel and extremely biddable as I whisk it through the twisty bits, allowing it to perform its delicate balancing act. The gears are a little tricky to find, especially third because the plastic bushes in the linkage have gone hard and broken up. But, on the whole, it's a very nifty car with swift acceleration and plenty of power. It's an aural delight, too; that spine-tingling snarl of a 2.7 RS flat-six on full song is tough to beat. That's why this Gulf orange RS has found a good home at Autofarm. For the time being at least ○

CONTACT

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*It's an aural delight, that spine-tingling snarl
of a 2.7 RS on full song is tough to beat...*





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40,000 miles, (07 - 2007), Basalt black with black leather**£36,000**



Porsche 911 (997) "4S" cab 3.8 tip
54,000 miles, (56 - 2006), Basalt black with black leather**£33,000**



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48,000 miles, (57 - 2008), Silver with black leather**£33,000**



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55,000 miles, (07 - 2007), GT Silver with black leather**£33,000**



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27,000 miles, (05 - 2005), Slate grey with black leather**£32,000**



Porsche 911 (997) "2S" 3.8 cab
59,000 miles, (06 - 2006), Cobalt blue with ocean blue leather**£32,000**



Porsche 911 (997) "4S" 3.8 tip
59,000 miles, (56 - 2006), Cobalt blue with grey leather**£31,000**



Porsche 911 (997) "2S" 3.8
54,000 miles, (06 - 2006), Basalt black with black leather**£29,000**



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 Cayman "S" 3.4 pdk
25,000 miles, (13 - 2013), Yellow with black leather**£42,000**



Porsche Cayman 2.7 pdk
13,000 miles, (64 - 2014), Red with black leather**£39,000**



Porsche Cayman 2.7 pdk
22,000 miles, (14 - 2014), White with black leather**£38,000**



Porsche Cayman 2.7 pdk
16,000 miles, (14 - 2014), Red with black leather**£37,000**



Porsche Cayman 2.9 "Gen 2" pdk
41,000 miles, (61 - 2011), Platinum silver with black leather**£27,000**



Porsche Boxster "S" 3.4 pdk
24,000 miles, (63 - 2013), White with black leather**£40,000**



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 Cayenne 3.0 diesel tip
34,000 miles, (63 - 2013), White with black leather**£39,000**



Porsche Cayenne "GTS" 4.8 tip
53,000 miles, (09 - 2009), Basalt black with black leather**£26,000**



Porsche Cayenne "GTS" 4.8 tip
62,000 miles, (59 - 2009), White with black leather**£25,000**

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10TH



Porsche has enhanced its baby SUV to deliver a family car that's almost as fast as a 911. We sample the quickest Macan to date...

Story: Aleksi Koskinen Photography: Porsche

DRACULA

While the Macan Turbo's engine ticks over impassively, the warm snugness of the interior presents a welcoming alternative to the white, low-light exterior surroundings. The landscape might be inhospitable but it's astonishingly beautiful here in Finland.

It is an indicated -5°C outside, but the luxurious and well-appointed cabin of the Performance Pack-specification Macan Turbo is basically on the same level as that of the more expensive Cayenne. The cabin is more compact than the Cayenne's inners, yes, but the cockpit feels more intimate and enveloping than in the Macan's big brother.

We set off on our route, but, given the conditions, we can't immediately deploy all the newcomer's available performance in the snow; that opportunity will present itself soon, however. Up until now the Macan Turbo has been Porsche's sportiest compact SUV, but the firm has upped the ante with this, the optional Performance Pack. It is a thorough update, though, featuring a lowered sport chassis, updated brake system (the front discs are 30mm larger at 390mm, compared with the standard Turbo), Sports Chrono Package, and a sports exhaust system fitted as standard. The twin-turbo engine has been upgraded with a Powerkit to deliver an additional 40hp and 37lb ft of torque. This brings the total power to 440hp and 442lb ft of torque. In other words, it's on par with the engine output of the Cayenne GTS. However, at a claimed weight of 1925kg, this Macan is 185kg lighter.

Porsche's latest seven-speed double-clutch transmission (PDK) delivers near instantaneous shifts. Press the exhaust button and the deep tone from the double exhaust pipes becomes

slightly louder. On the snowy roads of north Finland the chances to fully exploit this Performance Pack-enabled Macan's abilities were few and far between, especially in terms of testing its cornering capabilities, but fortunately we had a date with a clearing in the woods outside of Rovaniemi.

This area of Finland is often utilised for cold weather testing programmes. Further north Further north is a massive playground for Porsche. It is also where up to 2000 customers get a chance to experience driving a Porsche on ice during the winter. As we arrive at the facility, there are several cones set out to facilitate wanton sideways action. As I press the throttle pedal, all four wheels (shod with winter tyres, of course) spin up. With some lock on the steering wheel the rear end steps out immediately, but progressively. It's enormous fun. I decrease my throttle input, the tyres regain more grip, and the car swings in my desired direction. At these slow speeds it is easy to control the car in such perilously low-grip conditions.

I do this a few times until the slalom ends, drive the route through the forest, stop at the start, and do it all again. The best thing about it is that neither tyres nor car take punishment in these conditions. Isn't it marvellously mischievous – and immensely satisfying – to spin a performance car's tyres at least once when the opportunity presents itself? Unlike drifting in a standard rear-wheel-driven road car, where you can only achieve certain angles, it is a different case in machines such as the Cayenne and Macan. Owing to their permanent all-wheel drive configuration (although the transmission can continuously apportion the amount of torque delivered to the respective axles), even if



All four wheels spin. With some lock on the steering wheel the rear end steps out...





Considering its list of added equipment and improvements, it is the Macan to own...



you get it horribly wrong, with the steering on full lock, the slide can still be saved. It is best to flick the transmission lever over the left and then use the shift paddles to immediately select second gear when you start. Now you don't need to worry about changing gear again, just use the throttle and steering wheel to direct the car. Even in third gear there is enough torque available to perform the same exercise. Overall, this Macan is extremely playful, and it might not come as a surprise to learn that it's the sportiest compact SUV I've driven to date. Practice makes perfect, and now, more than ever, I understand why so many professional rally drivers originate from Finland.

But back to the road driving. If you consider the extreme elements that these public surfaces are exposed to, as well as the fact that they're laced with salt in winter, the current conditions

are near-ideal to afford a smooth and comfortable ride in the Macan Turbo with the Performance Pack. The Pirelli Scorpion winter tyres have more cuts and grooves on their tread than standard tyres, so grip levels are higher than I expected in these conditions. Unlike the UK, where the snowfall combined with rainfall leaves the roads in a wet and sludgy state, here the snow has not melted and is rather dusty and dry on, as well as off, the road. At the times when grip levels are near their best, the rev counter's needle effortlessly swings to the 6800rpm redline – and with almost zero wheelspin. The braking system is equipped with carbon ceramic discs (PCCB), and I find the brake response sensitive and immediate, which is perfect for when you get a little too enthusiastic behind the wheel.

On the highway, the Macan rides with

appreciable comfort, combined with the sure-footedness that we have come to expect from Porsche's compact SUV. This model will cost £5533 more than the standard Turbo's £62,540 retail price, but considering its list of added equipment and mechanical improvements, in many ways it is *the* performance Macan model to own. Furthermore, although it costs more than an entry-level 911, in this latest state of tune the Macan now boasts significantly more power and torque. While its claimed dash to 62mph is a fraction faster than that of the iconic Porsche sports car, the latter still pips the Macan when it comes to its top speed. Still, it shows you how far Porsche's baby SUV has come. Ultimately when you meet this latest family version at the lights in your 911, you'll have to think twice about challenging it to a drag race. Who said Porsche shouldn't be building SUVs, hey? ○



WINTER DRIVE

The launch of the Macan Turbo with the Performance Pack tied in with Porsche's annual Winter Drive activities. These drives are available for any enthusiast who would like to experience most of the Porsche's products in icy and snowy conditions.

The 2017 season started in January and will end on 17 March (the dates will be similar for 2018). Package prices range from €3990 to €11,990 depending on several factors, such as the type of course, the cars, and whether you are sharing a vehicle or not. Visit www.drivingexperience.porsche.com for more information.



FINLAND: PORSCHE'S WINTER WONDERLAND

Porsche AG utilises several locations in Finland for a number of different reasons, such as cold weather and tyre testing. The facility outside Rovaniemi, which we visited, merely provided a taster of what the full customer experience, on the outskirts of Levi, a 170km drive further north, beyond the Arctic Circle, entails.

The potential line-up of Porsches that can be made available to be driven as part of the client programme is quite tantalising, as Jukka Honkavuori, one of Porsche's instructors, explains: "Every year, the cars we have available are different, as it depends on what models have been launched, for example. However, we offer drives in the SUVs as well as 911s and Panameras. In the 911 range, that includes Carreras, the 911 Turbo, and the GT3 RS. We even have a GT3 Cup car, fitted with studded tyres, that customers can drive, too."

I wonder if they have ever cancelled an event,

or put it on ice (ahem), if the temperature dipped too far below zero? Jukka's answer surprised me: "No, we have never needed to cancel an event. The lowest temperature we've recorded during one of our events was -41 °C. Nothing was changed or modified on the cars, and we also didn't experience any problems."

"At these temperatures, or actually any temperature below -10 °, while using the cars we never switch them off. It also helps that we can store them indoors during the night where they are not exposed to the most severe nocturnal temperatures. In the end, we are driving the cars for around six hours every day."

I find it fascinating that modern cars can operate at such low temperatures, and at up to 40 °C. However, if I need to choose an environment to play in, it will definitely be the former, not the warmer!





A QUESTION OF SPORT

The Macan Turbo with Performance Pack you've just read about might be the fastest compact SUV Porsche has yet built, but is it really the one to have? For £12,885 less you could buy a Macan GTS...

Story: Simon Jackson
Photography: Porsche





At £55,188 the Macan GTS is over £9000 more expensive than the S version with which it shares its 3.0-litre six-cylinder bi-turbo engine. But it's also £12,885 cheaper than the Turbo with a Performance Pack you've just read about over the preceding pages. The GTS incarnation of Porsche's popular compact SUV follows a stalwart line of cars bearing the badge, populated in contemporary times by the brand's entire line-up; 911, Panamera and Cayenne with 718 Boxster and Cayman versions expected soon. It's true that those three letters may once have identified full-bloodied Porsche sports cars, but today, for many, they simply denote a level of trim. In each guise the Gran Turismo Sport tag now stands for what

Porsche might label 'extra-sportiness'. However, is there more to it than that?

The numbers serve partly to strengthen the argument for the Macan GTS. Its 360hp is a full 20hp more than the S from which it borrows its powertrain – that's 40hp less than the Turbo that it is positioned below in the model hierarchy. Likewise its 369lb ft of torque is 37lb ft less than the Turbo, but 30lb ft more than the S, while it runs a deficit of 80hp and 74lb ft to the aforementioned range-topping Turbo with Performance Pack. All those numbers translate to a car that can hit 62mph in 5.2-seconds. That's two-tenths of a second quicker than the S, four-tenths slower than the Turbo, and eight-tenths off the rather rapid Performance Pack version. But

the figures don't tell the whole story.

If you're of the opinion that, taking into account its price point, the statistics stack up nicely in favour of the GTS, then its specification is likely to sweeten your appetite further still. The GTS moniker promotes a certain level of expectation when it comes to trim and toys, and there's good reason for that. GTS Porsches are very nicely appointed, and this Macan is no different. As standard the GTS comes with a PASM chassis setup, sitting it 15mm lower to the ground on steel springs – air suspension is an option too (£1004), instead dropping the body 10mm. Porsche's seven-speed PDK automatic gearbox is your only option on the transmission front, of that there will be little shock, but what

The composure of the SUV's body, its handling traits, practicality and sense of style form an utterly impressive package



you also get here are monstrous six- (front) and single-piston (rear) brakes from the Turbo. More on their might later. Sat on each corner you'll find attractive 9- and 10x20-inch RS Spyder alloy wheels (finished in satin black). Meanwhile furthering the aesthetics are the typical GTS exterior and interior highlights; black body accents, sports seats, Alcantara, and of course the latest PCM infotainment system swiped from the 911. All this equates to a very stylish SUV, and things only get better from behind the steering wheel.

The GTS is certainly not the fastest Macan, but as a package it's pretty tough to fault. Belying its weight and dimensions, were it not for its elevated driving position, the GTS would fool

even an expert into thinking it was a sporty family hatchback, not a 1895kg SUV, and therein lies its ultimate appeal for true Porsche fans. This mid-level model might just be the best Macan on the market for it combines the compact SUV's practicalities with the benefits long associated with sporty Porsche cars – it's simply fantastic to drive. At no point does its 360hp feel lame, in fact it's probably all the power a driver in the real world would ever need, and it's relatively economical too – 30mpg isn't out of the question. Where this car shines, though, is through the chassis department, with components unique to the model. Long gone are the days of SUVs that wallow through corners, pitching and rolling in a cumbersome fashion. Indeed all manufacturers have done their utmost to make vehicles in this category feel like 'normal' cars to drive. This GTS sharpens things to a far greater extent though.

It'll accelerate and turn-in on its nose in the same fashion as any Porsche worth its salt, to the

point where you'll forget what you're driving. You're only reminded of its mass when you begin to scrub off speed and recall that there is the best part of two tonnes of weight you should be making additional allowances for. That's not to say that the GTS doesn't stop well, the brakes borrowed from its Turbo sibling are ludicrously potent. When you're on a charge that's an advantage for sure, but when you're manoeuvring at low speed their vigor, even right at the top of the pedal with the deftest touch, is rather too harsh. Quite why you'd need to upgrade to the optional (£5463) PCCB carbon ceramic brakes on this car is anyone's guess!

Overall, then, the composure of this SUV's body, its handling traits, practicality and sense of style form an utterly impressive package. The bi-turbo V6 engine's note could be a little throatier for me, even with the (standard equipment) sports exhaust opened up it sounds a little too strained to my ears. But, perhaps we'd rather this than some overshadowing sound symposium



system? It sounds better from the outside but that's little consolation if you're driving it – I guess there's no replacement for displacement and this GTS doesn't boast a V8 engine to aid its acoustic blare.

Our test car didn't benefit from the Sport Chrono Package (£729), but I can't say I missed it. Chiefly that's because now the GTS comes with a standard 'Sport' button – the depressing of which stiffens the dampers, sharpens throttle response and speeds up gear changes as a kind of halfway house between normal operation and Sport Chrono's Sport Plus mode. Sport Chrono-equipped cars are indeed able to take this heightened feel a stage further with Sport Plus. In straight GTS Sport mode steering feel increases marginally, there's a lovely weight to it, but the PDK gearbox is the element that really does benefit from the switch to up-tempo conduct. I found the seven-speed 'box to be a little lethargic at times, especially when moving off, but Sport mode does its best to eliminate that sense.

Naturally you won't always want to be charging about, so the GTS is fine at cruising, with its running mode returned to normal it will happy sail about town in the relaxed manor you'd expect, soaking up the UK's potholes and adverse cambered roads with ease. Never though, does it lose the essence of its exquisite balance and uncanny ability to cloak its bulk. And it really is that sense of driving enjoyment and usability that makes it such a sage choice. Is it, though, the pick of the Macan range?

Admittedly this GTS is not the range-topping Macan, therefore it's missing a few tricks up its sleeve in comparison with its siblings, but that doesn't stop it from being a version we'd recommend. While the GTS label might have

come to signify something different to its original purpose, it still identifies a very special Porsche, and this Macan is most defiantly one of those. I imagine there are still a few non-believers out there who don't wish to accept or adopt Porsche's SUVs into their hearts, but anyone (even those stepping from 911s) into this GTS cannot fail to be impressed by its aptitude. Porsche's propensity for making its cars drive with added zeal over and above what is expected in the category or sub sector has certainly not been lost with its SUVs. The Macan GTS being a prime case in point. What this car may lack in overall power to its more expensive relations, it more than makes up for in driving dynamics and style. I for one would have to think very long and hard about spending a further £12,885 on the range-topping model when this GTS, a consummate all-rounder, is this good... ○

MACAN GTS

ENGINE: 2997cc six-cylinder bi-turbo

TRANSMISSION: Seven-speed manual PDK, all-wheel drive

BRAKES: 360mm vented discs with six-piston callipers (front), 330mm discs with single-piston callipers (rear)

CHASSIS: Multi-link front and rear axles, steel springs, PSM, PASM

WEIGHT: 1895kg

PERFORMANCE

Power: 360hp @ 6000rpm

Torque: 369lb ft @ 1650-4000rpm

Top speed: 159mph

0-62mph: 5.2-seconds

Fuel consumption: 30.7mpg

Co₂: 215g/km

On the road price: £55,188

As tested: £67,200



There will still be Porsche enthusiasts who don't accept the brand's SUVs – those people should drive this GTS...

gt porsche retrospective

ONE
YEAR
AGO
MARCH
2016



A year ago we put together a head-to-head test we'd been considering for some time; where is your money best spent: Cayman or 996? We said it was a tough choice, but ultimately there should be no loser here, and there wasn't.

Further into the issue we drove the new 911 Turbo S for the first time. Andrew Frankel said: "Its punch leads you to wonder not whether you should overtake the car in front, but why you should not..."

We also looked into the famous story of James Dean's ill-fated 550 Spyder, the car in which the star was killed, drove a Powerkitted 993, witnessed the birth of a Cayman GT4 at East London Porsche, and slid a second GT4 around!

FIVE
YEARS
AGO
MARCH
2012



Five years ago we got our first taste of the new 981 Boxster and the 2.7- and 3.4-litre DFI models looked promising. Also inside this issue we put the 991 together with its generational forebears in an evolutionary group test: G-Series, 964, 993, 997 and 911. Andrew Frankel said: "If you could only have one, and it had to be an all-purpose, everyday car, it would have to be the 991."

We also got four of our contributors to choose their favourite Porsche duo, one from the then current range, and one from the firm's back catalogue. The answers were as varied as you might think. Delving deeper into the issue uncovers a beautifully photographed feature on crash helmets, depicting their evolution.

TEN
YEARS
AGO
MARCH
2007



One whole decade ago we featured a 997 GT3 versus 997 Turbo road and track test on our cover. We looked at the GT3 in isolation, initially. Our next step was, logically, to put it up against the 997 Turbo in a head-to-head. The two cars went at it pretty hard and, after pondering whether or not the Turbo was a better all-rounder, we concluded that it probably was the one to have. Last, we threw a spanner in the works, suggesting a Powerkitted 997 Carrera 4S might be a better car. It presented its argument well but decided that a GT3 or 996 Turbo would be a wiser way to spend your money.

We also got behind the wheel of Ninemeister's rather lovely 964 RS Club Sport.

Further Education

The Porsche Sport Driving School's one-day Precision training course enables you to explore the full potential of its vehicles on the Silverstone Circuit with on-one expert coaching.

Story: Simon Jackson Photography: Gus Gregory



Porsche's 100th Anniversary is celebrated alongside the longer straight at Silverstone, has been around since 2008. Since that time the brand has expanded its concept globally. Last year it opened operations in Leipzig, Le Mans, and in its new US base of operations in Atlanta. Ground has been broken on two further sites to open in 2016, one in Los Angeles and the other in Shanghai, adjacent to the International Circuit and by Formula One.

These venues uniquely differ from one another, but all share common themes and the very same purpose: to effectively demonstrate the full potential of Porsche vehicles. The Silverstone Porsche Experience Centre (PEC) has played host to some 40,000 drivers over the last eight years, and the success of that first year was established as effective formula that Porsche has followed during the development of its comparable sites around the world. Silverstone's key elements – the Handling

Circuit, 1000 Plus, the 1000, Low Friction and 1000 Road circuits – comprise around three miles of track with two independent areas offering a mix of configurations and surface conditions, designed to replicate certain scenarios. It's the same story in France, the USA and China. Leipzig is a little different. Here you'll find a Handling Circuit featuring 11 corners mimicking famous ones from race circuits around the world, all variations, including the Red Bull Ring. One from Spa-Francorchamps, Laguna Seca's Collector's

March 2016 61

James Dean's 'Little Bastard'

The world's most famous Porsche, the ill-fated 550 Spyder of iconic movie star James Dean, was recently claimed to be hidden away in Washington state. But what's the truth about this car's whereabouts and the dark myths surrounding it?

Story: Philip Bingham Photography: Curtis, Gus Gregory Illustration: Kippenberger



In 1955, the Porsche 550 Spyder was a small, lightweight sports car, often referred to as the 'little bastard'. It was built in the same spirit as the other Porsche models of the time, with a focus on performance and handling. The car was designed by Ferdinand Porsche and was built by Porsche Engineering. It was a two-seater sports car with a top speed of 120 mph. The car was driven by James Dean in the movie 'Rebel Without a Cause'.

The car was claimed to be hidden away in Washington state. But what's the truth about this car's whereabouts and the dark myths surrounding it? The car was claimed to be hidden away in Washington state. But what's the truth about this car's whereabouts and the dark myths surrounding it?

March 2016 61



History Repeating

With every successive generation of 911 it's claimed Porsche has moved the game on once more. To illustrate this we pit the new 991 against its formidably predecessors and chart the progress. Story: Andrew Franks Photography: JRM/AP

94 WWW.GUYPORSCHE.COM

MARCH 2012 65

Heads up!



The crash helmet has come a long way since the days of cork hats, as we discovered when visited Porsche's official race wear supplier, Stand 21. Story: Paul Fearnley Photography: Malcolm Gillies

MARCH 2012 67

A LEGEND REBORN...

Acknowledged as one of the greatest drivers 911s, the 964 RS Club Sport is an ultra-expensive left-hand drive rarity... or so we thought.

Words: David Hinton Photography: Mike Eady



MARCH 2007 75

SPLITTING HAIRS

The new GT3 is an astonishing piece of kit, one of the best ever, so should you really cancel the Turbo and opt for a GT3 instead?

Words: Stuart Gallagher Photography: Anthony Pirelli



62 GT PURELY PORSCHE

MARCH 2007 63

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Our Long-Term team explain the trials and tribulations of running a Porsche in the real world ...

Jack Wood
2015 981 Cayman GT4 and 2004 996 GT3

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Rob Richardson
1978 911 SC, 1986 944

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



Matt Biggs
1986 924 S, 1981 911 SC, 2005 987 Boxster S

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



Andrew Frankel
1994 968 Sport

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Ryan Stewart
2007 987 Cayman S

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2002 996 Turbo

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1986 924 S

[@MartynMJones1](https://twitter.com/MartynMJones1)



Philip Raby
2009 Cayenne Diesel

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



long-term fleet

2007 987 CAYMAN S

A n electronics gadget that totally revolutionises the way your car handles without making it any less comfortable and can be installed in five minutes. It sounds too good to be true right? Wrong. DSC Sport's V1 Plug N Play PASM module really is as good as the internet says it

is. Allow me to explain...

In late 2015, about to pull the trigger on my first Porsche purchase, I was struck with a bit of a dilemma. Should I pay a little more and get a PASM-equipped car or save my money for tuning parts and plump for a lesser spec'd model? Back and fourth I went, consulting the myriad internet

opinions as I travelled.

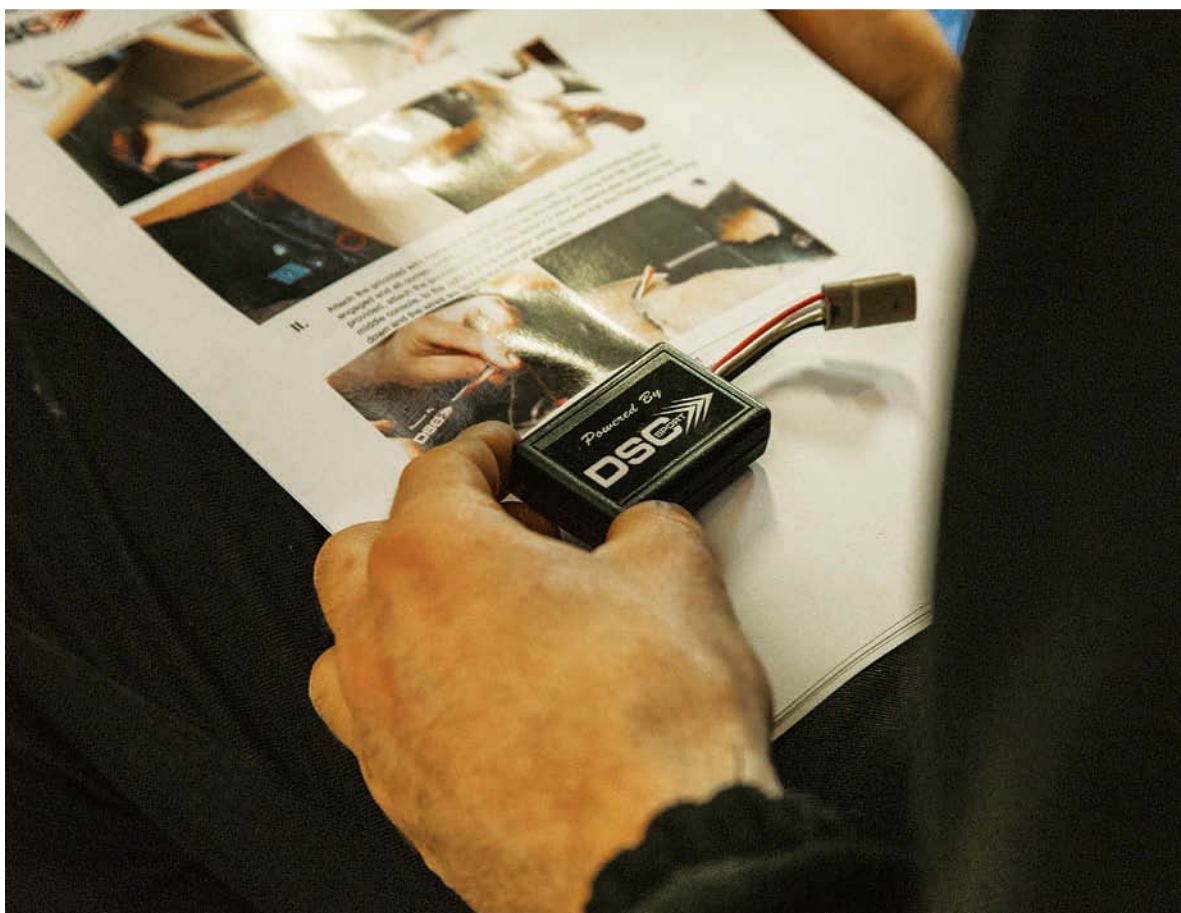
It seemed the consensus was that electronics were not needed for a true track experience and good old-fashioned race dampers were the way forward. This was true for everyone except for one hardcore, race-winning group of gentlemen from Maryland who went by the name of DSC Sport.

They championed the use of electronics to aid on-track performance and had their own range of PASM manipulating products that were putting them ahead of the competition. Putting the parts down on the 'one day maybe wish list' my mind was made up – I'd build my project on a PASM base.

Fast forward to SEMA 2016 and I

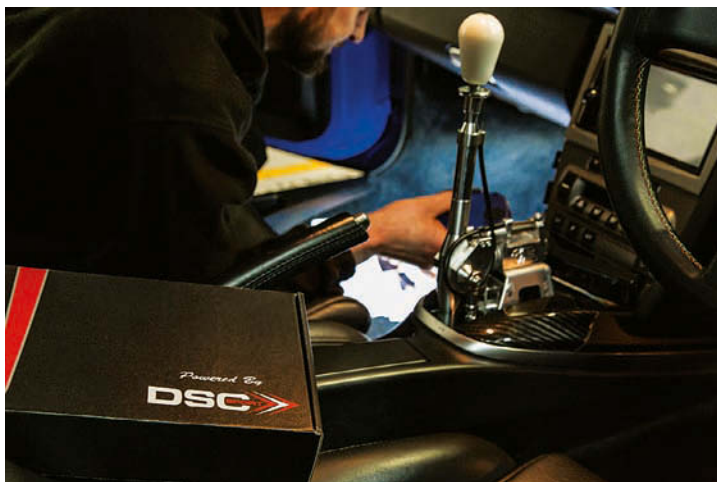


happened upon DSC Sport guys again, this year being their first at SEMA show. My Cayman project was edging ever closer to completion and I was on the look out for parts to take it a little further than perhaps other people in the UK were going. It seemed like the perfect opportunity to understand a little more of how





Ryan has fitted some DSC kit to his Cayman this month...



this module worked and if the buzz was justified – no harm in learning something new I thought. Here I met with technical wizard and brains behind the module, Tom Chan. Tom explained how the DSC Sport module increased the number and frequency of inputs processed by the stock PASM controller, understandably

resulting in a more sophisticated control of my Bilstein B16 DampTronic dampers. What's more the DSC Sport V1 Plug N Play module could be tuned to suit my driving style and setup with DSC Sport's matching software package. I was sold. Upon my return to the UK I put my order in for a V1 module and three-axis

accelerometer. This accelerometer allows the suspension to adapt to g-forces in three planes and resist cornering, acceleration or braking and also compression forces. Tom took a list of my vehicle setup and provided a baseline for me to begin my digital suspension journey.

Installing the DSC Sport V1 Plug N Play module itself really is plug and play. Regal Autosport in Southampton is well versed in the install of these units and took virtually five minutes to unplug the stock PASM unit and swap it for the DSC Sport counterpart. The three-axis accelerometer intercepts the stock wiring and DSC Sport give a comprehensive guide to the installation. All-in-all with removing the

trim and a little soldering the work was completed in just under an hour. These are the kind of installations I like – neat and tidy with minimal disturbance of the original parts. With everything bolted back into place Ben and I took the car out for its first spin in a new digital age.

Ryan Stewart
Cayman S

[@RyanStewart](#)



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long-term fleet

1986 924 S

I go through phases with car tinkering where I have very little patience, mostly when I don't have specialist tools and the job is more difficult than it needs to be. This was the case for the 924 S in 2016 – several times I had been to the garage only to return a short time and minor hissy fit later, frustrated.

The best strategy for getting the 924 S back on track was to start with something easy. I went for fixing the leak from the centre section of the exhaust again as it was one of the MoT failure points. The problem was due to the design of the Dansk middle section. Unlike the factory exhaust that bolts on to the manifold it uses a sleeve, which is a little too wide. Rather than trying to patch the leaks I felt it

would be better to strip everything off and begin again. The other note with the exhaust, an advisory rather than a fail, was the pipe for the back section snagging on the rear anti-roll bar. I suspect this is due to a combination of using a non-standard exhaust and having fitted the thicker 968 ARB.

Under the car and the nuts and bolts from the exhaust were all coming off easily, it paid off replacing them all when I did the engine work the other year. With the centre section off the car and on the bench I cleaned the join, removing all of the GunGum paste that I'd caked on last time. I used a brush and then some wet and dry to take it back to the metal, assuming it was best to start afresh. Slotting it all back together I was then faced with the

problem of having to get it to set – this isn't usually an issue as I'd take the car out and ming it up and down the local 60 limit, but it was on stands with no brakes and, more importantly, no MoT or tax. So, I cut a surplus section of hose from my tumble dryer and tin foil to make something to vent the exhaust fumes. This didn't work too well so I left the door open and went inside for tea.

The paste appears to have set, but I am not sure how well it will all hold together once the car is on the move and things are twisting, I may add some heat wrap, or something similar, to help keep it all in one piece.

For the clunking of the pipe against the roll bar I looked and couldn't find any suitable, larger rubber hangers.

Instead I bought a metal strip hanger that wasn't suitable for the job, but something I could cut and use to lower the exhaust box a little. It seems to have done the trick but I will not know for certain until I get the thing out on the road, or track. There are a few leaks and service items to do, and as much as I want to get the SC in the garage I should get these jobs done now while I am so inclined.

Matt Biggs
1986 924 S

[@PawnSacrifice](#)



A leak in the 924's exhaust system has been addressed by Matt



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long-term fleet

1986 944

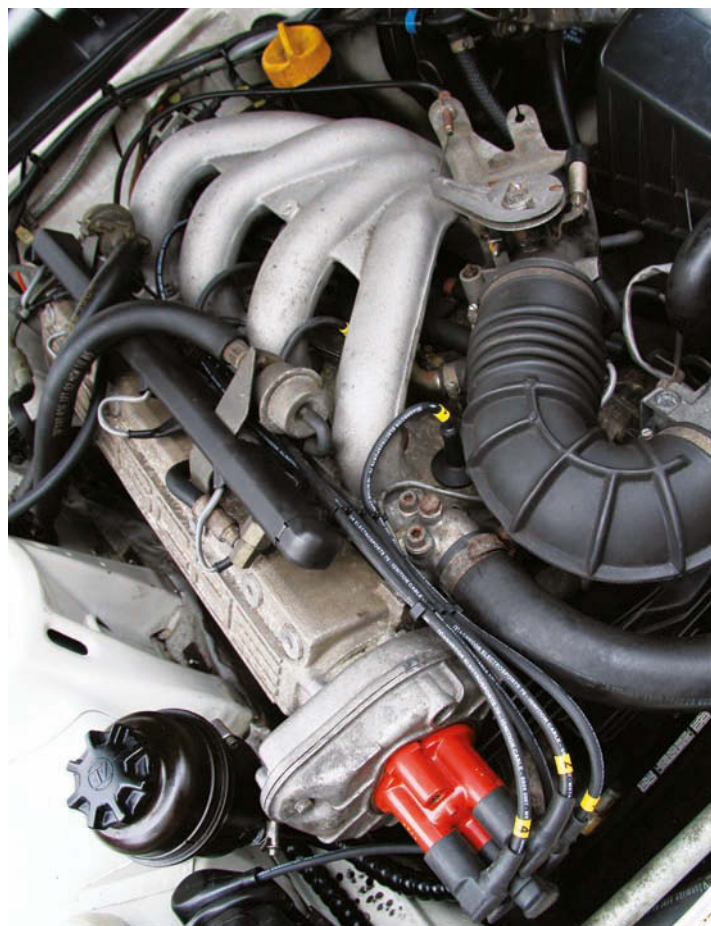
The 944 project, well, mini project, continues and this month it's been more basic servicing and wear and tear replacements.

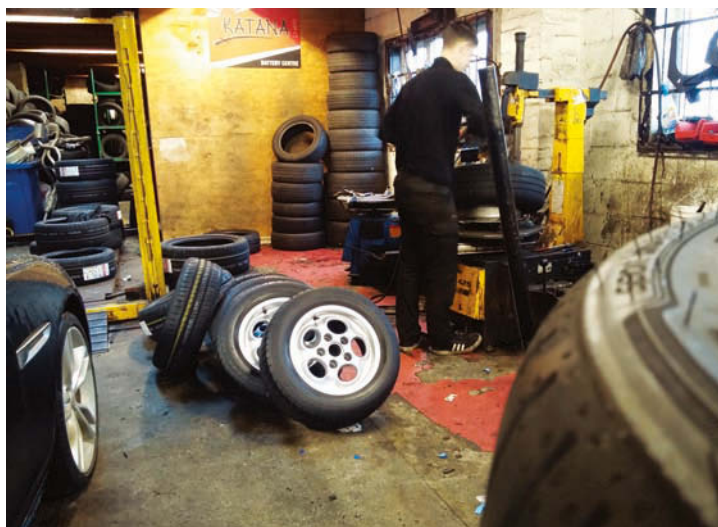
First up was the plug leads. While the car started and ran perfectly, even in hot, cold or damp weather without so much as a splutter, looking at the ignition leads it was clear they needed replacing – so much so I hadn't dared disconnecting or removing them until I had a fresh set available. As you can see in the pictures they were stiff and perished beyond belief and when I did finally remove them they literally crumbled in my hands. Also, the main coil lead was completely corroded where it plugged into the distributor cap; I'd never seen anything like it and I'm stunned the car ran at all!

With the leads removed I inspected and cleaned the cap and rotor arm which were still in perfectly good condition. I replaced the spark plugs

and fitted my new leads. I went for OEM-spec Magnecore 7mm leads which should outlast the rest of the car. Unlike some of the other aftermarket leads on the market these are black so they retain the factory look, which I like. They're hand-made for this specific model too so the lengths are correct and they have lots of nice details like the bungs that seal to the head and keep the damp out of the plugs and each one is numbered. The car runs perfectly and seems, unsurprisingly, crisper.

Next up was the brakes. The discs were all good with plenty of life left, but I opted to change all the pads. They weren't overly-worn, but I like to know they've been done and it was a good opportunity to push the pistons out of the callipers, clean and lubricate them and ensure they were moving freely as the car had been standing since summer. The pads were easy to remove, held in by two bars that run





through the calliper body secured with R-pins. The only issue was they were dirty and corroded, but with a bit of penetrating oil and a drift they all came out. I gave them a good sanding back to remove the dirt and corrosion and a coated them in high-temp anti-seize compound to make sure they'll come out easily for the rest of the car's life.

While I had the brakes in bits I separated all the callipers and cleaned and lightly-lubricated the sliders to keep everything running freely. This is one of the reasons I like working on my own cars so much; it's these details that are often missed at garages, plus I'm getting to know the

car inside out. The new pads are just off-the-shelf-OEM ones; it's never going to be a racing car and on the road I want good performance without tons of dust, disc wear and having to get them up to temperature. Plus, they are great value at about £60 for the full set. With the callipers cleaned I gave them a quick coat of high-temp black paint to freshen them up behind the wheels. After a quick bed-in they work well and I now have peace of mind on the condition of the brakes.

The last job for this month was getting the tyres changed. The Firestones on the car had plenty of tread left, but were old, hard and

cracking so they had to go. Before I committed to the new tyres I'd been looking at wheel alternatives such as Fuchs replicas (I couldn't justify the cost of a real set) or even 16" teledials but, having stared at the car and looked at pictures of other cars on the internet I opted to stick with what I had. I love the high-profile tyres and the smaller-wheel look of the 15" teledials. The car sits well as-is so why mess with a winning formula?

I also stuck with the factory tyre size of 215/60/15 and resisted going wider. I went for Kumho ES01 KH27 which should give me a good mix of performance, economy and wear

whilst looking right on the car. First impressions are really good on the current cold, damp roads; the most immediate thing I noticed was how quiet they are compared to the rock-hard aged Firestones. A good result!

Rob Richardson
1986 944

[@Racereightysix](#)





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1978 911 SC

I've been distracted by the 944 so the 911 has sat locked up for winter and remained untouched, but it'll be spring before we know it and there are a couple of jobs to do that need the car off the road, so this month I decided to make a start.

First off was a repaint of the front bumper and valance. The front end of the car was starting to look a bit tired with crazing in the fibreglass bumper and plenty of stone-chips in the valance; it was letting the rest of the car down. Rather than just have the parts repainted as they were I decided to get the front valance number plate mounts welded up and smoothed-over to give the car a cleaner, earlier look. Removing the parts was straightforward, aided by the fact the car has the lightweight bumper fitted and all of the impact bumper system behind it has been deleted for SVP alloy bumper tubes. With the bumpers away for paint I got stuck in to more service work.

The car came to me with the original over-braided ignition leads still fitted and while they are in good condition with the car running well, I

A new smoothed and painted front end now adorns Rob's SC...



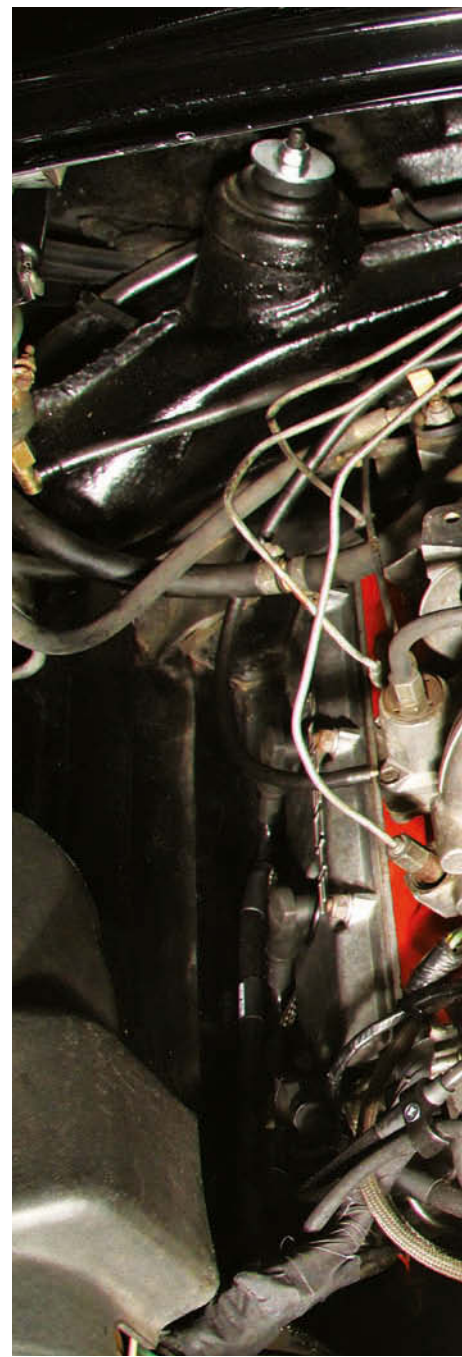
long-term fleet



don't want to take any chances as they could be up to 40 years old. I've decided to fit a set of Nology HotWires and at the same time a set of Nology's Silver plugs to make sure the ignition side is as high performance and durable as possible. HotWires are special not only because they are beautifully made, but they feature a built-in capacitor too. This allows energy from the ignition coil to be stored until the voltage at the spark plug electrode reaches the ionisation point, also known as the 'gap breakdown voltage'. This is key as it reduces the energy wasted reaching this point which can then be used instead to produce a sustainable and stronger spark. This is up to 300 times more powerful in the case of HotWires giving faster, more complete combustion and that means better performance (and economy if you're into that sort of thing).

With the leads delivering the best possible performance I wanted plugs to match. Again, I've turned to Nology for a set of its Silver plugs. Why silver and not the much-lorded iridium? Iridium is actually just very dense and hardwearing to give a long service life, but is actually a very poor conductor. Silver is the best thermal and electrical conductor of any metal making it the best material for sparkplug electrodes. It's also extremely erosion-resistant so gives good service life which means a near-constant plug gap for the life of the plug. The plugs also feature a large central electrode which makes the

most of the energy the HotWires deliver. I gapped the plugs in preparation and fitting was straightforward with easy access to the engine bay. Fitting the new leads gave me the opportunity to tidy up the routings and keep the 'bay looking as clean as possible. The only notable difference was the OEM leads overbraiding is grounded at two points on the coil bracket. The Nology HotWires



have an individual ground for each lead at the plug end and I've used the studs for the rocker covers to mount these, again keeping everything neat.

A quick fire-up post-fitting and the engine was notably crisp and clean despite having not been ran for a good few weeks. I'm looking forward to driving the car in spring and feeding back full results. For now, though, early indications are promising, plus

aesthetically and in terms of quality the Nology equipment is first class.

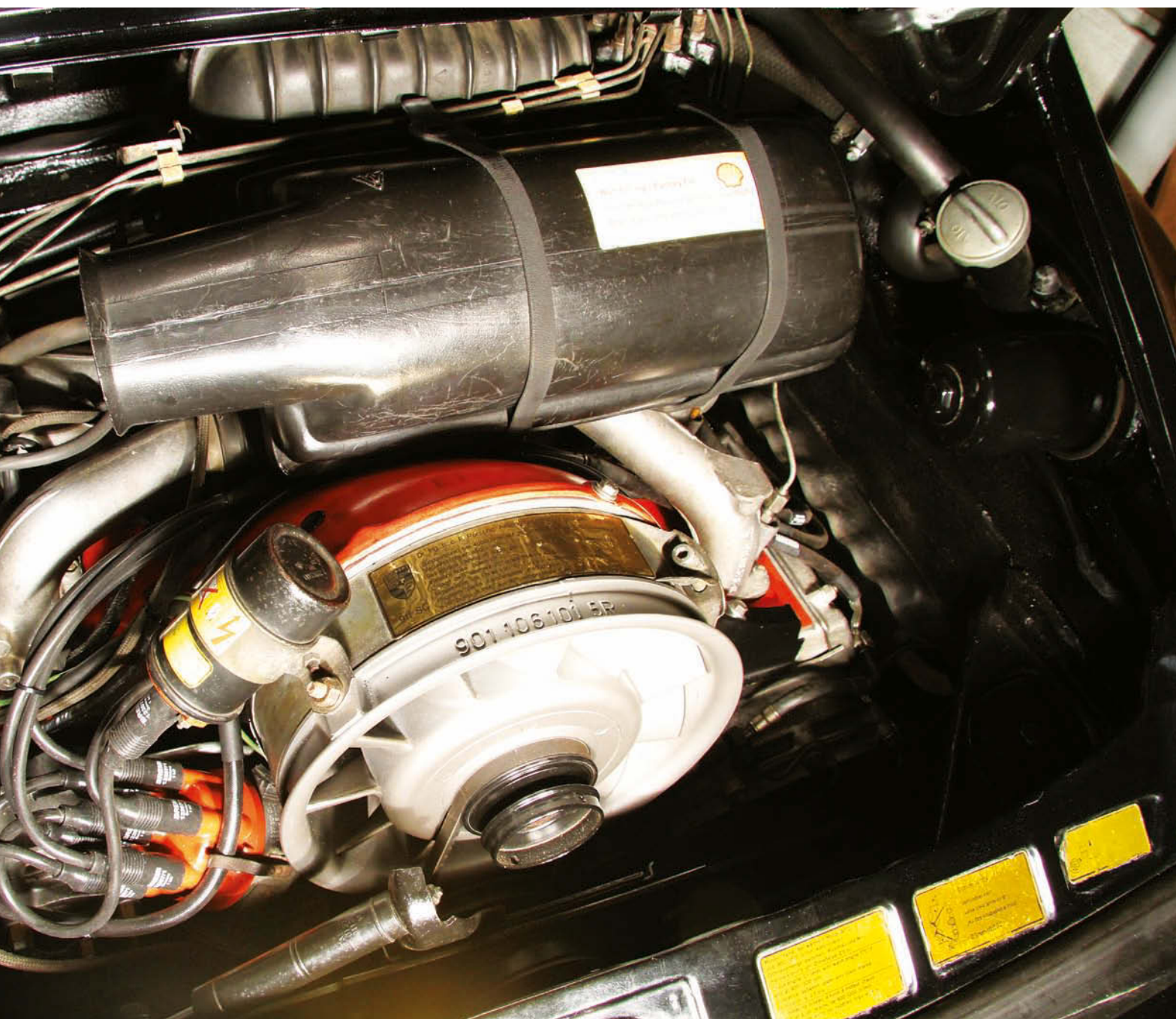
Back to the body and a week later I had my freshly painted parts back; collected in the 944 naturally (so if you've ever wondered, yes, you can get a 911 front end in the back of a 944). The work was completed by Simon Wright in Redditch (01527 596931) who I've used before and can highly recommend. Before

reassembly I gave the front panel work and the inside of the valance a good coat of stone chip to keep it protected and bolted it all back up as always using fresh hardware as required.

I'm really pleased with the final results; the 'early look' theme is now continued at the front and the whole car looks cleaner and fresher. Now I just need to get a stick-on plate and she's ready for the road.

Rob Richardson
1978 911 SC

[@Racereightysix](#)





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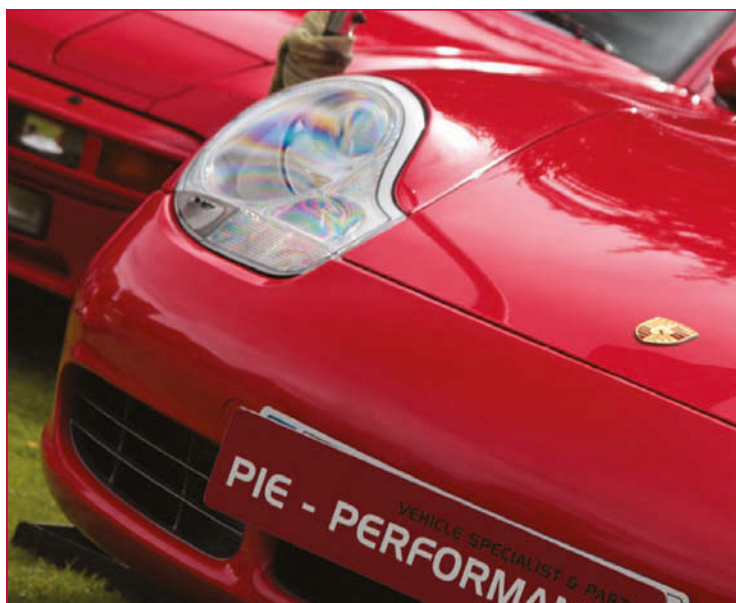


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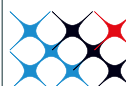
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2005 987 BOXSTER S

It's surprising how quickly I rack up the miles. Less than two years into my ownership and the Boxster has covered 20,000 of them, or thereabouts. Having done a couple of trips to and around Scotland I probably shouldn't be that surprised.

As has been reported there's quite a bit I've needed to do to the car in that time and there was a long period while I appreciated how good the car is I've never fully 'got' it. The 2016 trip to Scotland took care of that. It had an epiphany, despite the handbrake failure.

For those of you familiar with modern Porsches, the 20,000 miles covered meant that the car was due for a service, though thankfully just a minor one. I booked the car in with Northway and fortunately it found me

a slot at relatively short notice. In addition to the service there was a couple items I wanted checking, first and foremost was the noise from the suspension on full lock. In addition, the AC needed topping up.

I demonstrated the knock and then settled down to free coffees and WiFi. In what seemed like no time I was invited back out for a quick test drive in the car, which had been silenced! Although, we aren't quite sure how.

The undertray was removed and all the fixings and bushes were tested to ensure nothing was loose, it was not – encouraging. The undertray was refitted and it seemed to have fixed it. It might have been the suspension hanging for a while when the car was in the air, or perhaps the undertray wasn't fitted quite right and when the car was

twisting slightly under load one thing was hitting another. To be honest I am going to try and not dwell too much on something that is fixed, but I do like to know what causes certain problems.

The AC re-gas was not so successful. There was a damp mark on the inside of the air ducts, below the condensers which suggests that they are leaking. I do my best to ensure that these are kept free from debris, but there is always something getting in there; I probably need to add some mesh grilles to keep the bad stuff out. I was told that the system could be topped up but that it might not last, so I left it alone. The bad news did not end there, though. One of the catalysts was blowing slightly. The computer was checked and errors were showing for both banks, and it was probably only a

matter of time before one of them threw up an engine warning light.

The slightly glum feeling that I had more expenses incoming lasted only a little way down the road as the joy of driving a superbly balanced sports car took over. The experience was made better by the lack of noise from the chassis. The more persistent noise now is the heater blower fan, but that is something I'll attempt at fixing myself.

Matt Biggs
2005 987 Boxster S

[@PawnSacrifice](#)



long-term fleet

2009 CAYENNE DIESEL

The poor old Cayenne is looking rather weedy all of a sudden. Why? Because the usual 20-inch wheels have been exchanged for smaller 18-inch rims which, it has to be said, just don't fill the arches and look a bit feeble under the chunky 4x4 bodywork.

The reason for the change is the weather. When I bought the Porsche it came with a set of 18-inch alloys fitted with winter tyres and, this season, it's taken me until January to get around to putting them on. That's partly because the weather has been reasonably mild and partly because, well, I couldn't be bothered. I know some people swear by winter tyres but I wonder how necessary they are in the usually mild southern England climate. The cynic in me thinks that tyre manufacturer marketing departments spotted an opportunity in getting gullible Brits to buying twice as many tyres as they used to.

Why the sudden change? Well, at the start of January it seemed we were actually going to get a winter, with the Met Office issuing all sorts of warnings about heavy snow covering the UK. That didn't happen down here on the coast but it did get chilly – certainly below the 7°C point at which the softer compound of winter tyres comes into its own. So on they went, and out went the Cayenne's good looks. Still, if I leave the winters on until March or so, depending on the weather, it should give the 20-inch tyres a well-deserved break which will prolong their life. Which is no bad thing, when you realise what 20-inch rubber costs.

Another reason for using the winter tyres is that I'm off skiing in France soon and they should prove useful on the cold mountain roads. Although some European countries (including Austria and Germany) insist on winter tyres when driving in wintery

conditions, France doesn't – however, I figure it makes sense to use them for the journey, seeing that I have them.

It's interesting to note that the winter tyres and smaller rims actually have a detriment effect on the Cayenne's ride. It feels harder and jars when passing over small potholes. From that point of view alone, I'm looking forward to the spring when I

can get the surprisingly more pliant summer tyres back where they belong.

In other news, the Cayenne is still performing flawlessly, and I never get bored of driving it. The power from the 3.0-litre V6 is more than adequate, with 237hp and 405lb ft of torque; and a 0-62mph time of 8.3 seconds is certainly respectable for a big car that weighs a couple of tonnes. However,



being a true petrolhead (or should that be 'dieselhead' in this case?), part of me always wants more power, and that's why I'm toying with the idea of a remap. It all started at Christmas, when we were visiting my wife's family and her brother-in-law gave us a lift in his remapped Audi A6, which boasted impressive performance and he was delighted with the

transformation. Initial research shows that, in the case of a Cayenne Diesel, a typical remap will give an extra 40hp and around 59lb ft more torque; both useful increases that don't have a negative impact on economy. In fact, some specialists claim improved fuel consumption after a remap, which would be a nice bonus. I'll make some more enquiries and let you know what

I decide in my next report.

Another item that requires investigation is the passenger-side door mirror, which has developed an annoying habit of sporadically pointing up towards the sky, and there are very few occasions when this is a useful position for a mirror! Not a major issue, of course, but something that needs attention at some point.

Philip Raby
2009 Cayenne Diesel

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987 Cayman

The first-generation Cayman is remarkable value for money, it is a great Porsche to drive and to live with...

It's been almost four years since we looked at the original Porsche Cayman in this column, so it's long overdue for revisiting as, surely, in that time values will have changed as the cars have become older.

The wonderful Cayman has been

with us since 2005, which means that the first examples are coming up to 12 years old. How did that happen? And despite there now being an all-new Cayman, the 981, which is larger, more powerful and with a more aggressive appearance, the original car, the 987, still looks superb today

and refreshingly svelte.

The first Cayman was effectively a Boxster coupé, and Porsche's designers did a remarkable job of transforming the cabriolet into a sleek and purposeful closed car. The rear haunches, in particular, are a delight to behold. One look at a Cayman is

enough to tell you that this is a car that means business.

Mechanically, the Cayman was very similar to the Boxster, as you'd expect. However, the fixed roof made an already rigid bodyshell stiffer still, allowing Porsche's engineers to firm up the suspension to coax even better



*One look at a Cayman is
enough to tell you that this
is a car that means business*



handling from the well-balanced, mid-engined configuration. Indeed, the Cayman offered superbly predictable and sharp cornering. The power of the initial 3.4-litre S version was 291hp, some 15hp more than the equivalent Boxster S, while the entry-level 2.7-litre Cayman engine produced 241hp, just 4hp up on the Boxster. Incidentally, the S boasted a six-speed gearbox, while the smaller engined Cayman made do with five forward gears.

The Cayman continued with these M97 engines – which were essentially the same as those used in the 996 and 997, as well as the Boxster – until 2010, when Porsche introduced all-new engines into its sports car range. It is these original Caymans that we are focussing on this month.

Back in 2013, we stated that the cheapest Caymans we could find on sale in the UK were around £14,000. And do you know what? That's not changed that much today. The very lowest priced, non-written-off example we can find is priced at £13,000 with 77,000 miles on the clock, while there is just a handful of other, higher mileage cars just coming under the £14,000 radar.

However, the vast majority of pre-2010 Caymans on the market still come in at over that price, and that's where the decent early cars are sitting. You're looking at paying around £16,000 for a nice early 987 Cayman S (or a year younger 2.7) with an average mileage of 60,000. That is ridiculously good value for a modern Porsche with fantastic credentials, that is fun to drive yet practical enough to use all year round on a daily basis. You'll expect to pay at least £7000 for an equivalent 997 of the same age and mileage – a lot for an extra pair of occasional rear seats!

And that leads to a conundrum for some buyers – Cayman or 911? While £16,000 may not get you into a 997, it will buy you a reasonable 996 – the previous generation of 911 – but that will be a slightly older car in terms of styling and technology. Of course, there's something special



about owning the legend that is the 911, but a Cayman makes a very compelling argument for itself. Not only is it more affordable, but the mid-engined layout also gives more neutral handling, making it an easier car to drive close to the limit, plus it feels small and nimble. Sure, it doesn't

have the out-and-out power of even a standard 911 Carrera, but it's by no means a sluggard.

Speaking of power, most buyers are drawn towards the larger-engined Cayman S, and that is by far the most common version on the used market today; we found 46 for sale on

Pistonheads, our usual barometer of used Porsches, compared to just 11 of the base 2.7 model. Of course, the S offers more power and the advantage of a six-speed gearbox, but don't ignore the often unloved standard model, which has a peachy little engine that just loves to rev. It's a lot

of fun to drive and great value.

While we're on the numbers game, in contrast to the total of 57 pre-2010 Caymans we found, there were – wait for it – no less than 293 equivalent 997s for sale on Pistonheads, plus 158 Boxsters of the same era. That makes the Cayman a refreshingly rare animal which some buyers will find attractive, and it's one reason residual values have held up so well over the years. Indeed, values of the rather more widespread Boxster are markedly lower than those of the Cayman; starting at around £7000 for an equivalent 2005 example. One could argue that makes the Boxster very good value for money, especially as you get an electrically operated hood thrown into the mix. However, we're focussing on the Cayman here, and the extra money buys you a rarer car which is more powerful (at least in S form), handles even better than the Boxster, and has a practical hatchback. Not to mention the fact it's still much cheaper than a 911.

Going up in price, the first-generation Caymans remain great value, with 2007 cars with average mileages priced at around the £17,000 mark, while you can get a similar 2008 example for under £20,000. Once you break the £20,000 ceiling, you'll find excellent low mileage (by which we mean under 30,000 miles) examples from even as early as 2006 but mostly 2008 and 2009. You'll struggle to pay as much as £25,000 for a first-generation Cayman and, if you do, it would have to be one of the last 2009 examples with a very low mileage and in impeccable condition. That's still around £10,000 less than an equivalent 997, though. It's also exactly where the Caymans were topping out when we first looked at prices four years ago!

What's going to happen in coming years? We suspect that we'll see some cheaper Caymans coming on the market, but they'll be scruffy, neglected examples. Good, cherished ones should continue to hold their value as they become rarer and harder to find ○

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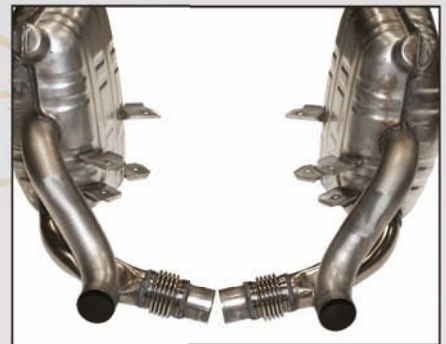
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Brakes

Jesse Crosse gets to grips with everything you'll ever need to know about brakes...



How brakes work may seem like a blindingly obvious subject for a column like this but they're much more involved than you might think and their evolution is fascinating.

First, there was the drum brake which is still fitted on the rear of many modern cars. That was followed by the disc brake we're familiar with today. The earliest brakes were often cable operated but today they're applied hydraulically and incorporate ABS – but more of that later.

The first Porsche to be equipped with disc brakes was the 356 B Carrera 2 but even the drum brakes fitted to the Porsche 356 were of high specification. While lesser cars had cast iron drums, the 356 had finned alloy drums with cast iron liners.

Drum brakes contain two 'shoes' pushed apart and against the inside of the drum by a hydraulic piston or pistons. The shoe meeting the rotation of the drum at the end acted on by the piston is called the leading shoe and the other is called the trailing shoe.

The leading shoe has a natural self-servo effect, leveraging itself against the drum and assisting the driver's braking effort. High performance cars, like the 356, had a twin leading shoe front brake to make them more

powerful. This means there were two actuating cylinders pushing against both ends of the shoes at once. The 356 had twin leading shoe brakes fitted to the front axle and a single leading shoe at the back.

The down side of drum brakes, even with elaborate, finned, alloy cased drums like the 356, is that they struggle to dissipate heat during braking due to the fact that they are enclosed units. Fade happens when the brakes get hot and the friction surfaces become less effective. So the later 356 B Carrera 2 was equipped with disc brakes, and this trend continued for all subsequent Porsches.

Disc brakes comprise a disc or rotor attached to the wheel hub and a calliper attached to the suspension which squeezes two pads together on either side of the disc when the brake is applied. The first Porsche disc brakes were annular, which means the disc was an elaborate design with the callipers acting on the inside radius rather than the outside. The idea of this was to allow the largest possible disc to be fitted inside the wheels. Disc brakes soon evolved, the callipers being fitted on the outside of the disc making the overall design much simpler.

Disc brakes could still overheat and fade, though, especially the early solid

variety, so the next stage of development was the ventilated disc, which Porsche introduced in 1966 on the 911S. Ventilated discs have internal vanes, angled backwards from the direction of rotation which help to draw air from the centre of the disc, through the core, then expel it to the outer circumference. High performance callipers usually straddle the disc with a hydraulic piston each side, squeezing each pad against the disc evenly. The down side is that, unlike drum brakes, there's no self-servo effect to assist the driver so on road cars brake servos or 'boosters' were added to apply more force.

Traditional brake servos work off engine vacuum or, in the case of diesels, a pump, creating low pressure inside the servo casing which contains a large diaphragm. When brake pressure is applied, a valve allows atmospheric air into the servo casing on one side of the diaphragm, which is then sucked against a hydraulic cylinder to apply extra pressure to the braking circuit. In 1974, Porsche introduced cross-drilled discs on the Carrera 3.0 to improve dispersal of dirt and water. Then, in 1977, the 3.3 911 Turbo was equipped with four-piston callipers derived from the 917/30 racing car. More pistons mean larger pads can be forced evenly

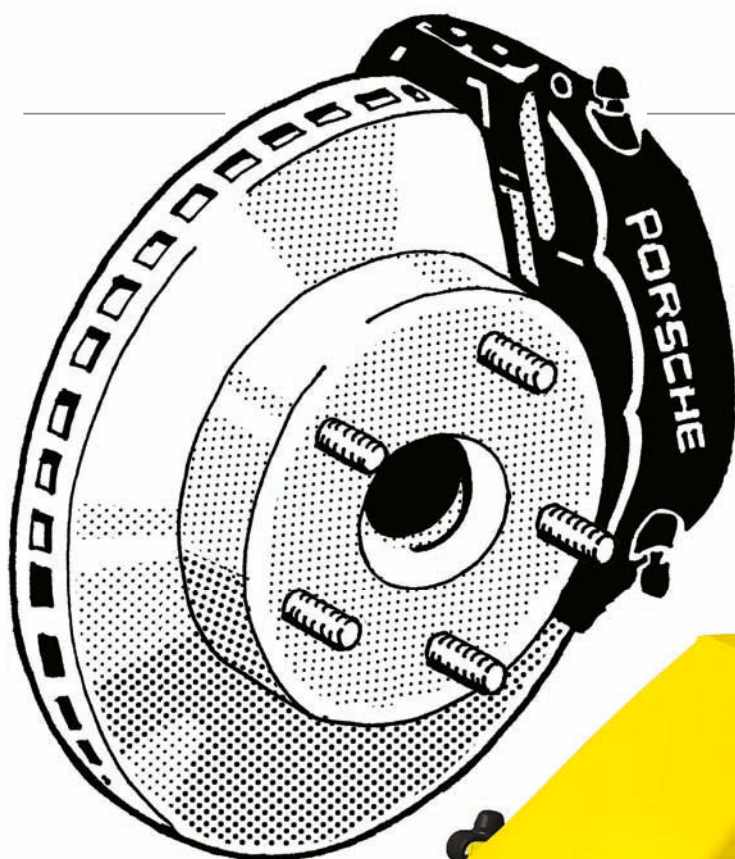
against the disc, increasing the frictional force.

The 928 S was the first Porsche to have ABS, which revolutionised safety in the 1980s and is something which every car now has. ABS apes the old 'cadence braking' technique, which involves the driver stamping on the brake pedal and releasing it very quickly. The idea is twofold. First, a locked wheel and tyre sliding on the road provides less retardation than a rotating one and, second, that a locked wheel cannot steer the car.

Maximum retardation occurs just before the tyre locks, so applying and releasing the brake hard enough to lock the wheel and then releasing it quickly, provides the maximum number of braking events in a given timescale. Equally important is that a locked road wheel cannot steer, but if allowed to rotate momentarily in-between braking events, it can. ABS does this much faster than a human and more accurately. Because it knows the speed of rotation of the wheel and the car's speed, it doesn't need to fully lock the wheel before releasing.

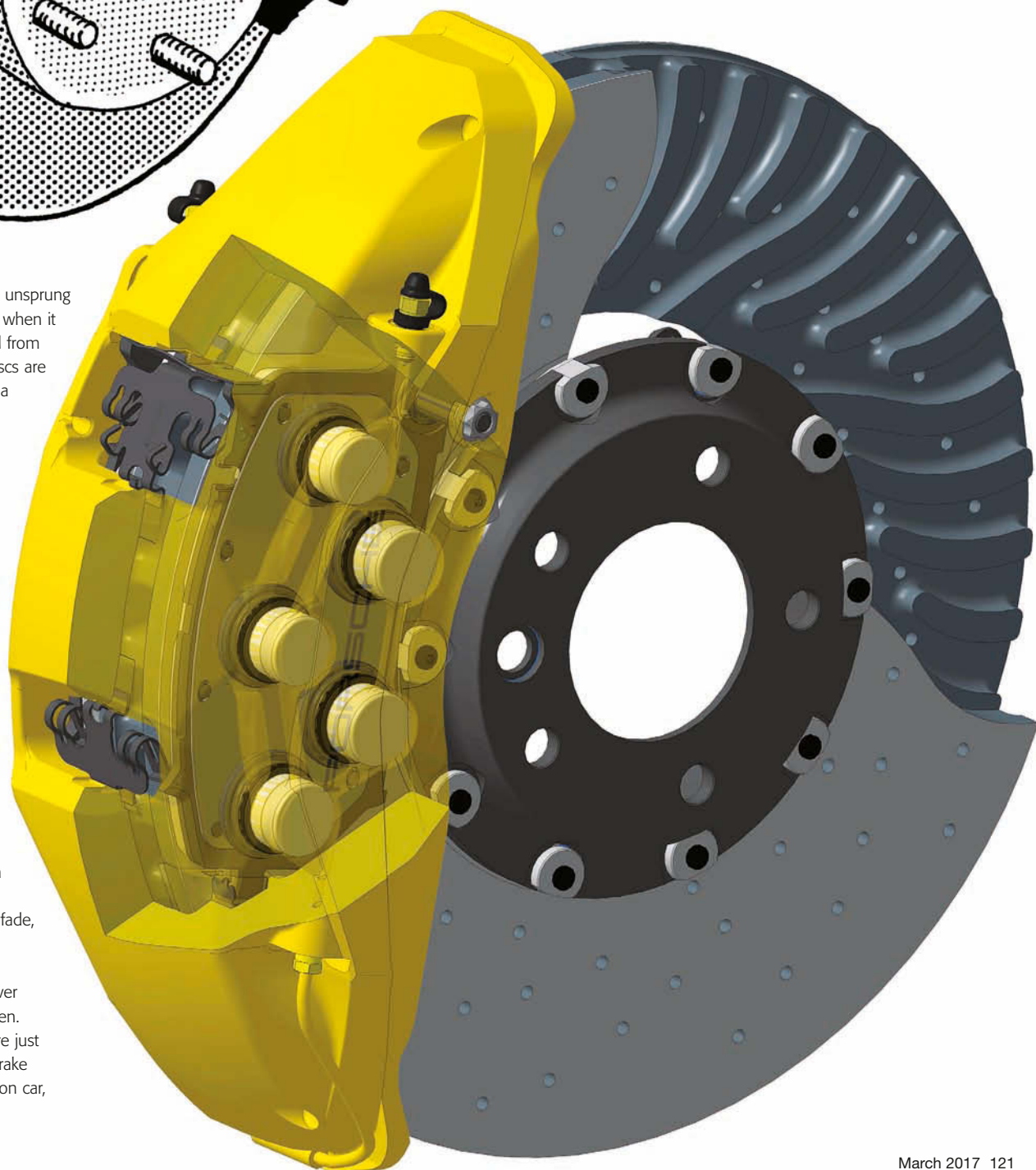
So the disc brake came to stay, with continued improvements in design and materials. For Porsche, that also meant offering the Porsche Ceramic Composite brake (PCCB) which first appeared on the 911 GT2 in 2001.

No matter how quickly a Porsche may accelerate, it must brake in an equally effective fashion...



The PCCB brake reduced unsprung weight by a huge 16.5kg when it was introduced. Moulded from carbon and resins, the discs are carbonised at 1000°C in a nitrogen atmosphere, then cross-drilled.

As if four- or six-piston callipers weren't enough, Porsche upped the ante again by fitting ten-piston callipers to the front axle of the Cayenne Turbo S as standard. It makes sense when you consider that brakes simply stop a car by turning kinetic energy into thermal energy (heat), so the heavier and faster the car, the bigger and more powerful its brakes need to be. They are used in conjunction with 420mm ceramic discs to provide exceptional resistance to fade, even at very high speed. Porsche also claims they remain responsive however hard the car is being driven. These mighty stoppers are just about the last word for brake technology on a production car, especially an SUV ○





944 Upgrades

Jesse Crosse looks at how best to upgrade a 944...

The 911 has always eclipsed other cars in the Porsche range, and with good reason. A unique configuration, not just in terms of where the engine and transmission are mounted but in the configuration of the engine itself, makes the 911 a unique driving experience in the way it goes, handles and sounds. No wonder, then, that the front-engine cars have played second-fiddle to this icon.

That said, the third front-engine Porsche sports car to arrive in the family, the 944, makes for a spectacular prospect in its own right. With fine engines and great balance, 944s make ideal track and competition cars and are popular hillclimb and sprint cars as well as racers. Values are on the up for anything wearing a Porsche badge, so how far you want to move away from a car's standard specification as it continues to climb in value is something to consider carefully, but assuming you do, what can be done to modify the chassis of a 944 and how much might it cost?

The obvious place to start is with the suspension bushes. One of the main

culprits for introducing vagueness and lack of definition in the steering as cars age is the deterioration of rubber bushes; this introduces too much compliance into the suspension. The materials used for, and the design of, suspension bushes is more sophisticated than many people realise so a good first step is to replace all the suspension bushes if possible, either with original equipment Porsche parts or polyurethane bushes available from companies like Powerflex.

Polyurethane bushes reduce compliance in the suspension compared to rubber and are claimed to control noise vibration and harshness (NVH) at least as well, if not better than rubber. If they are that good, why don't manufacturers use them in the first place? Simply because polyurethane costs ten times more than the original material. The makers claim you will also get ten times the life of rubber, although that's probably a secondary consideration. You can replace the front wishbone and anti-roll bar, rear anti-roll bar, rear axle carrier outer mounting, and rear trailing arm inner bushes on the 944 with

Powerflex bushes. You can also replace the rear pivot strut to tube bush and anti-roll bar to link rod bushes, or to put it simply, all the suspension bushes, for under £475 including VAT if you do the work yourself. It's important to do the bushes before making any other changes like fitting bigger anti-roll bars or changing springs and dampers.

On that score there's a lot you can do. Lowering spring kits, which comprise a set of replacement springs, cost between £125 and £150 depending on the car and there's a range of dampers you can choose from, too. The importance of dampers being in good condition is often overlooked and on an older car it's one of the first items you should consider for replacement if the dampers look as if they have been on the car for a long time, or the car's handling feels less sharp than it should. Even replacing dampers with new standard fit items will make a difference and there are plenty of upgrade options to choose from including sport, adjustable, and coilover shock kits.

Fitting stiffer dampers will have an impact on ride quality, especially

adjustable items used on a firmer setting. Although it's fun to tinker with settings, a better option (unless you're a damper expert) is to leave the tuning to the experts and buy fixed-rate dampers from Bilstein or Koni. To do this would mean changing the inserts on the front struts and replacing the rear telescopic dampers. Replacing all four dampers with fixed-rate items will cost between £630 and £885.

You can also opt for a coilover damper kit from Spax for around £720 but these will have adjustable dampers. Again, if switching to coilovers or uprating spring rates or dampers, beware of the impact that will have on ride quality because too hard a ride can get tedious if you use the car a lot.

Should you decide to go ahead, you should also check the steering tie rod end ball joints (replace these unless they were changed recently), the steering rack (for play) and the steering column universal joint. You can increase the roll stiffness of an earlier 944 by fitting Turbo anti-roll bars, too. Bring all of those things up to scratch and the steering and handling of your 944 will be as good as it gets ○





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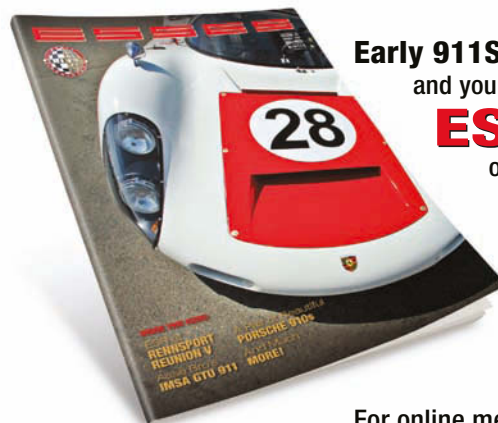
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GARMIN VIRB ULTRA 30 CAMERA

How much? £389.99

Where from? www.garmin.com

The VIRB Ultra 30 is one of Garmin's 'action cameras' which produces 4K footage at 30fps using a three-axis Image Stabilisation system. A 1.75-inch touch-screen display lets you see what is being recorded. It has built-in sensors and a GPS G-Metrix™ data capture function to prove how far, how high and how fast you went. You can also overlay that data. With hands-free voice control to start and stop recording, and to take photos, it also captures clear audio with a fantastic quality microphone. A waterproof case and the availability of a pivoting Mount Base Clip, make this a very versatile camera that's ideal for capturing automotive antics. We've tested this camera, and together with the VIRB Mobile app, it is highly useable, producing extremely impressive footage. Consider this one seriously.



LES LESTON-STYLE STEERING WHEELS

How much? From £474

Where from? www.karmannkonnektion.com
Karmann Konnektion has dramatically reduced the price of these two Les Leston reproduction steering wheels, both exclusively made in-house by the Essex-based Porsche specialist. Featuring a dished wooden rim, both wheels will accept a standard horn button or work with a full circle horn ring and button.

The polished version (below) is a perfect replica of the original Les Leston wheel upon which it is based. Measuring 375mm, it will fit 356 B and C models, and has been reduced from £780 to just £474.

Also measuring 375mm, the machine-turned finish wheel (above) will fit the 356 B and C, it has been reduced from £888 to £534.

NESPRESSO ZENIUS COFFEE MACHINE

How much? £358.80

Where from? www.nespresso.com

The Nespresso Zenius coffee machine accepts Nespresso capsules and can heat up within 35 seconds. It is capable of producing between 16 and 19 bar of pressure, and features a 2.3-litre removable water tank, an energy-saving mode, and a de-scaling alarm. Measuring 7.5 inches wide, by 12.3 inches deep, by 15.7 inches high, it is made from high quality materials and certainly looks the part. An ideal coffee making solution for your Porsche showroom, office or indeed, home.



SPARK 1:43 934

How much? £50.50

Where from? www.racingmodels.com

The Schiller Racing 934 was driven at Le Mans in 1976 by Claude Haldi and Florian Vetsch. The car did not finish the race, sadly retiring with engine valve failure, but thanks to Spark it lives on in miniature. Add code GTPOR010 to your shopping cart during checkout to receive a ten percent discount exclusive to GT Porsche readers.





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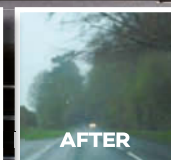
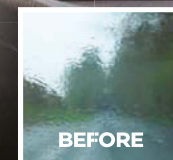
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PORSCHE GOLF EQUIPMENT

How much? From £18

Where from? www.porsche.com/drivers_selection

This cotton golf towel features soft woven velour on the front, terry cloth on the back, and a snap hook for easy attachment to a golf bag. It measures 50x50cm and is priced at £20.

The Sport Visor is made from a breathable and lightweight nylon and can be adjusted for size. It comes in white with acid green accents and is priced at £20.

Lastly the (NXT® Tour 2012) High-tech Golf Balls come as a set of three for £18. Featuring the Porsche logo, these are essentially Titleist balls, crafted featuring a three-layer construction with interlinked seams along the dimple mouldings. All this ensures longer and straighter flight, plus better spin and stop control into and around the green.



MINICHAMPS 1:43 908

How much? £60

Where from? www.racingmodels.com

The Salzburg Porsche Konstruktionen Österreich 908/2 finished in fourth place in the 1969 1000km Nürburgring race driven by Rudi Lins and Richard Attwood. This 1:43 scale Minichamps resin model of the car is limited to 500 numbered models. Add code GTPOR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.

CTEK CT5 CHARGER

How much? £95.26

Where from? www.ctek.com

CTEK has launched the 'CT5 TIME TO GO' charger. A user-friendly, 12v, five-amp battery charger, it accurately predicts remaining charging time. A series of LED lights indicate its different charging stages and it's fully automatic. Spark-proof and reverse-polarity protected, there is no need to disconnect a battery when charging. In fact, it can be attached to the battery indefinitely if required without risk of over- or under-charging. The CT5 TIME TO GO battery charger comes with a five-year warranty, plus you'll find that there is a full range of additional connection accessories available.



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HELLA 128 LAMPS

How much? £456

Where from? www.karmannkconnection.com

Karmann Kconnection now have these beautiful Hella 128 lamps in stock – the original Porsche accessory foglamp for all 356 (B and C) and 911/912 (up to 1973) models. They are supplied as a pair and retail for £456. This price includes free delivery to UK mainland addresses.



MINICHAMPS 1:43 911 RSR

How much? £38

Where from? www.racingmodels.com

The Gelo Racing Team 911 Carrera RSR was raced to tenth place at Le Mans in 1973 by Georg Loos and Jürgen Barth. This fine Minichamps limited edition model depicts the car in 1:43 scale. Add code GTPOR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



MILLTEK EXHAUST FOR CAYMAN S

How much? From £1172.29

Where from? www.millteksport.com

Fitting the second-generation 987 Cayman S, this cat-back, hand-fabricated exhaust system is new from Milltek. It features a twin 2.25-inch non-magnetic 304-grade stainless steel tube design, chosen to balance flow with back pressure. Integrating seamlessly with factory parts, the system also allows for a resonated or non-resonated section to detune or increase noise. Available with 90mm trims in either a standard finish or ceramic black, the system is said to look and work like a factory item.



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1:4 911 ENGINE

How much? £168

Where from? www.racingmodels.com

We gave one of these away last month, but if you missed out then Racing Models can help. This 1:4 scale replica of the 911's two-litre six-cylinder motor (1966 vintage) consists of 290 parts and is a fully operational model packed with details. Once built (no glue required) you can watch the engine run in the correct firing order. It requires three AA 1.5v batteries (not included). Add code GTPOR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



TAROX BRAKES

How much? From £74.84 (991 GT3)

Where from? www.tarox.co.uk

Tarox has unveiled its latest steel braided brake line solutions for Porsche models, including an option for the 991 GT3. The Tarox range of steel hoses provides a firmer, more reassuring brake pedal, eliminating the expansion standard rubber lines afford. Compatible with both DOT4 and DOT5.1 brake fluid, and with an application list spanning over 750 vehicles (including a wide range of Porsches), most models are catered for here. Every Tarox steel brake line is tailored to its intended vehicle, acting as a direct replacement for the factory-fitted line. All necessary fixtures and fittings required for installation are included, and each kit comes with a lifetime warranty.



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MINICHAMPS 1:43 911 GT3 CUP

How much? £32

Where from? www.racingmodels.com

The Minestar 911 GT3 Cup was raced in the 2005 Daytona 24 Hours by Nearn, Lacey, Shep, Wilkins and Wilkins. This beautiful Minichamps 1:43 scale model honours the car. Add code GTPOR010 to your shopping cart during checkout to receive a ten percent discount exclusive to *GT Porsche* readers.



OMOLOGATO DEREK BELL WATCH

How much? £299

Where from?

www.omologatowatches.com
British watch firm, Omologato, has teamed up with Derek Bell to launch a limited-edition watch: the Derek Bell 500.

Its design cues mimic the Gulf racing colours long associated with Bell's history at Le Mans in the 1970s. As the name suggests, just 500 watches will be available worldwide. Each is numbered and comes with a booklet on the history of Le Mans and Bell, and it is hand-signed by the man himself. With a Japanese Quartz movement these promise smooth operation while promoting a certain level of manufacturing quality.



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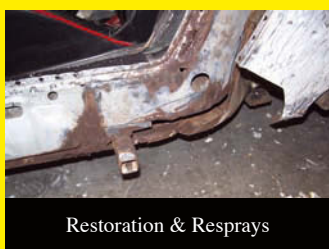
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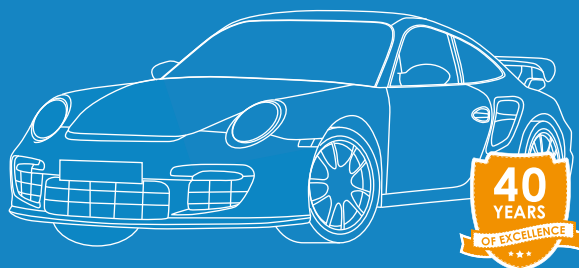
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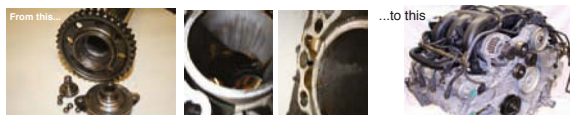
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MARCH 2016

Cover Story: 996 vs Cayman
Inside: Restored 917, 991.2 Turbo and Turbo S first drive, James Dean's 'Little Bastard', 993 X51, Porsche PDI process, 912 Coupé, Porsche Sport Driving School Precision course. Market Place: 996 Carrera 4S



APRIL 2016

Cover Story: New 911 meets 3.2 Carrera
Inside: 991.2 first UK drive, 2.7 Carrera RS, 718 Boxster explored, 991.2 Targa and 991.2 4S driven, RUF 964 Carrera RS RCT versus 964 3.6 Turbo, 9ff 997 Turbo, Mezger engines (part one), London Classic Car Show, Dutchmann profile



MAY 2016

Cover Story: 911S at 50
Inside: Andreas Preuninger on the 911 R, Elva Porsche, Monte Carlo Historique, KLASSIKER 911 SC, original 718s, PS Works 911 3.2 Carrera, Cayman GT4 Clubsport, 908 remembered, Mezger engines (part two)



JUNE 2016

Cover Story: 718s: new Cayman revealed, new Boxster driven.
Inside: Restored 911 2.7 Carrera RS, Cayenne Turbo S vs 911S, 968 Clubsport, 993 backdate, 996 4S vs 996 50 Year Edition, Below Zero ice driving, forged Porsche IDs



JULY 2016

Cover Story: 911 R driven
Inside: 924 Carrera GT vs Cayman GT4, 924 at 40 shootout, 924 prototype, 997 C2S Cabriolet vs 991.2 C2S Cabriolet, Ultimate Drives, 997 GT3 RS vs 930 Turbo, transaxle Porsches, Market Place: 996 GT3 RS, LED laser headlamps



AUGUST 2016

Cover Story: 918 Spyder vs 968
Inside: 997 C2S vs 911S, Panamera Development (part one), 991 Turbo S First UK Drive, 911 Turbo No.1, 993 Targas, Steve McQueen, 2.7 RS Replica, 986 Boxster vs 718 Boxster, Players Classic, Porsche wins at Le Mans



SEPTEMBER 2016

Cover Story: 997 vs 991 GT3 RS
Inside: 718 Cayman first drive, restored Le Mans 924 GTP, 911 Targa 4S first UK drive, Panamera Development (part two), GT Porsche track evening 2016, 911 vs 912, history: Porsche at Le Mans, Kremer Racing 3.0 Carrera RS



OCTOBER 2016

Cover Story: Bespoke Ninemeister 964
Inside: 3.2 Carreras: Targa vs Coupé, track driving tuition in a 991, 901 tackles Le Mans Classic, 356 A 1600 Super, mildly updated 944 S2, all-new Panamera first drive, 935 history, Long Term fleet, Market Place: Cayenne



NOVEMBER 2016

Cover Story: 944 vs Boxster
Inside: 2.7 RS vs 964 RS vs 964 RS 3.8, Jean Behra, 1000km 997 racer, PS Works 911T, 914 2.0-litre, modified 991 Carrera, rebuilt 997 Turbo, Long Term fleet, Market Place: 912, All You Need To Know: heat, and free 20-page RS supplement



DECEMBER 2016

Cover Story: 981 Cayman vs 997 Carrera
Inside: Ninemeister 911 SC, prototype Porsches (911 Speedster, 928 Cabriolet, 984), Gijis van Lennep, Sebring 911 RSR, restored 924 S, 919 Hybrid in London, 959 road trip, Market Place: Carrera 3.2 Supersport, All You Need To Know: sound



JANUARY 2017

Cover Story: Greatest Porsches of 2016
Inside: 911 R, 718 Cayman vs Boxster, Cayman GT4 Clubsport, RUF 964, 911 2.7 RS, restored 356 vs 356 Outlaw, Ninemeister profile, GT Porsche track day, Market Place: Investment Porsches



FEBRUARY 2017

Cover Story: 911 2.2 restoration
Inside: TechArt 991 GTstreet R, 904 GTS, Al Holbert, RAC Rally of the Tests, 911 RSR, 964 3.3 vs 3.6 Turbo, Lufttechnik 911 SC, Market Place: 356 Speedster, Tech Guide: Porsche ignition systems, All You Need To Know: adaptive cylinder control

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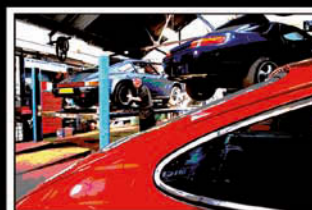
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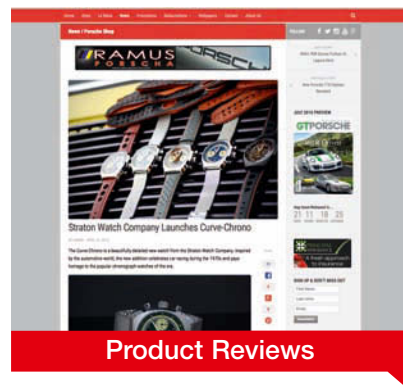
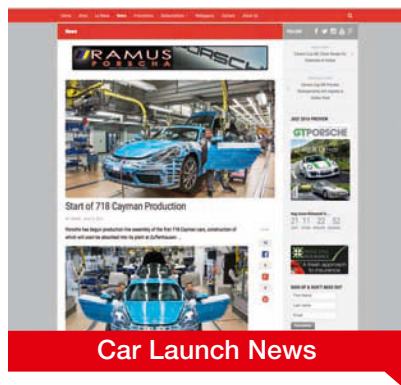
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A motoring journalist for over 25 years, Colin has contributed to GT Porsche for a decade

Colin Goodwin has an idea to ensure motorsport fans fall back in love with F1. Unsurprisingly it involves Porsche...



My interest in contemporary F1 is virtually dead. I haven't watched a race from start to finish for around 15 years and haven't watched any footage at all, except for a few minutes on pub telly, for at least five years. If you'd have told me in the 1970s that I would fall out of love with the sport I wouldn't have believed you. It's not just that the racing is dull (there were lots of dull races in the '70s and '80s) but a whole lot of other issues besides. I don't find the cars exciting, the

circuits (apart from Spa and Monaco) are dreary, and I can't relate to the drivers.

The latter is partly due to the fact that today they come from karting almost straight into F1, almost bypassing the junior formulas. And once they're at the 'pinnacle' of motor racing you're unlikely to see them anywhere else. I wish I'd been old enough to see drivers like Stewart in touring cars, sports cars, F2 cars, and even driving in the CanAm series – sections of the sports in which we, the punters, are not kept miles away from the drivers.

I have a solution; one that is about as likely to be taken up as I am to follow in the footsteps of Tim Peake. It's simple: we reincarnate the IROC and Procar series. IROC, the brainchild of Roger Penske, ran from 1974 until 2006 but was of most interest in its first year when the cars used were 911 3.0 RSRs. Mark Donohue won the series against drivers such as AJ Foyt. Emerson Fittipaldi, George Folmer, Denny Hulme and Peter Revson. A nice mix of F1 drivers from both sides

of the Pond with Indycar and NASCAR drivers like Bobby Unser and Gordon Johncock thrown in for good measure.

The IROC took place in America whereas Procar, which was very similar in spirit, was more European. The father of Procar was Jochen Neerspach, head of BMW motorsport. Named the BMW M1 Procar series and launched in 1979, the series also pulled drivers from F1, sports and touring cars. Running for two seasons only (BMW canned it to concentrate on its entry into F1 as Brabham's engine supplier), Procar was a support race at F1 rounds and featured a terrific line-up of drivers. Niki Lauda won the first championship and Nelson Piquet won the 1980 season which, unlike the inaugural year, featured races away from the F1 calendar.

Naturally I am looking to Porsche to recreate a hybrid of these two championships. We have the Porsche Supercup, of course, but although it features many great drivers, it has never had a contemporary F1 driver taking part. Clearly Lewis Hamilton is a

fantastic driver but it's very difficult to see how good the others are in the unlevel playing field of F1.

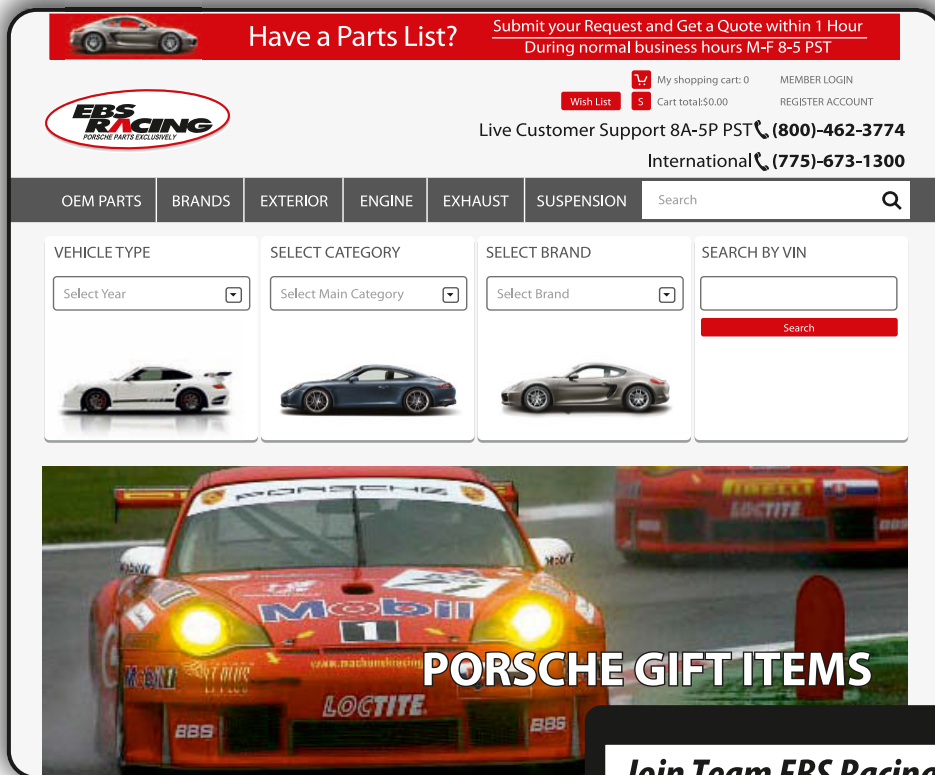
Imagine if Porsche were to create a very analogue version of the 911 specifically for our new series. Manual gearbox to baffle the youngsters, no car-to-pit radio, no rev limiter (so there's a possibility of over-revving the engine), an abundance of power over grip, and perhaps tyres designed to start losing grip halfway through the race. Imagine a modern F1 driver having to plan his race strategy without outside help? I think they'd love it.

Of course I'm dreaming. The powers that run F1 (I don't even know who they are anymore), the teams and the sponsors would never let their expensive brand representatives (or drivers as they used to be known), operate in another arena. Not least because I think there's a good chance that veteran talents like Jason Plato and Matt Neal from touring cars, would dish out a few surprises. As would top sports car drivers like Nick Tandy ○

Imagine if Porsche were to create a very analogue version of the 911 specifically for our new series...

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

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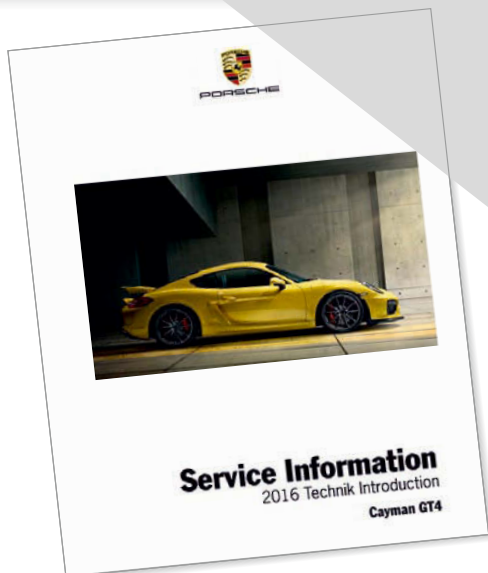
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