

911 TARGA
Glass-roofed 993



944 TURBO CUP
Racer turned road car



GT PORSCHE

The world's premier Porsche magazine

December 2017 Issue 194 £4.80

911 T
New lightweight
Carrera T
revealed

GT2 RS

Is the most powerful 911 the best Porsche yet?
We drive the new RS to find out...



996 vs 997

996 Turbo takes on
997 Turbo, and 996
GT3 battles 997 GT3
for generational honours



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Ignition



Simon Jackson
Editor [@retro_jackson](https://twitter.com/retro_jackson)

We've pitched two variants of high performance 911 against one another this month, in the form of a 996 versus 997 battle. Firstly we've put the 996 Turbo up against its contemporary, the 997 Turbo (p54), then we host a fight between the 996 GT3 and 997 GT3 (p62). Naturally all four models are far from disappointing to drive, but there's an argument that despite sharing a clear emphasis on speed, they each do different things in a unique fashion. It might once have been the case that choosing between a 996 and 997 was a relatively straightforward task, perhaps that is not the case today?

Sticking with the 996 we've also taken a look at its birth in celebration of the car's 20th anniversary, p73. That this particular 911 has now found its place in the hearts of enthusiasts is obvious, but we must not forget the radical departure it represented for Porsche as it moved from air- to water-cooled power units. Equally

divergent, in that it was nothing like the car that wore the badge before it, we also take a look at the 993 Targa in this issue, p80.

Andrew Frankel has driven not one but two new Porsches this month, and as much as I do not wish to sell the all-new Cayenne Turbo short (p48), I'd wager this is not the first of those features that will garner your attention. In getting behind the wheel of the new 911 GT2 RS for the first time, Andrew has been lucky enough to find out what the fastest 911 of all time is really like. Find out if the new car lives up to its considerable hype on page 20, and whether it can change Andrew's mind that the GT3 RS has long been the better steer over any GT2.

As unlikely as it seems now, just as the high performance 997s followed those 996s of the same ilk, it's almost certain that a few years from now we'll be comparing the new GT2 RS with a 911 of even greater ability. Makes you think, doesn't it...

p62



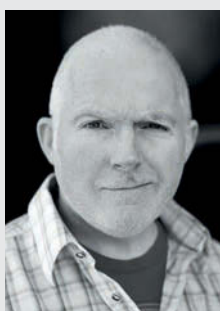
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One of the industry's most respected senior automotive journalists, Andrew writes for Motor Sport, Autocar and the national newspapers.

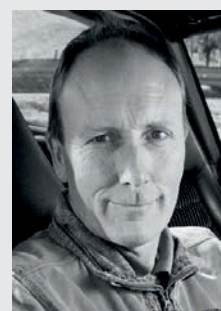
This month: Andrew's a lucky guy, this month he drives both the new 911 GT2 and all-new Cayenne Turbo for the first time...



John Glynn
[@CultofPorsche](https://twitter.com/CultofPorsche)

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

This month: John's first opinion column for GT Porsche looks at the Carrera T, the new 911 kid on the Porsche block.



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

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

This month: Phil puts the 996 Turbo and 997 Turbo head-to-head, and talks about car dealers in his regular column.

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- 048** Cayenne Turbo Driven
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- 054** 996 vs 997 Turbo
On paper, there's not much to choose between the 996 Turbo and 997 Turbo, so is the newer car worth paying the extra for?
- 062** 996 vs 997 GT3
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- 073** 996 At 20
Porsche rolled the dice with the 996. Two decades on from its launch, this is a 911 that has categorically found a place in the hearts and minds of enthusiasts the world over.
- 080** 993 Targa
A Targa like no other before it, the 993 Targa reinvented a type of open-top Porsche motoring first established in the 1960s.





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PORSCHE

911 CARRERA T REVEALED

Porsche has launched a pared-back 991 Carrera aimed at purists, it takes its name from a 1960s 911...



Porsche has revived the 'T' badge last seen on a 911 in the 1970s. Standing for 'Touring', it reappears on a pared-back 991, the new Carrera T, which follows in the tyre tracks of the 911 R through a firm focus on purity and driving pleasure. Its 3.0-litre turbocharged flat-six engine produces 370hp, the same as the entry-level Carrera coupé, yet it is coupled to a close-ratio seven-speed manual gearbox (PDK is optional) and mechanical limited slip differential. Saving weight in several areas over its Carrera relations, the Carrera T seats just two passengers and overall is 20kgs lighter than a 'normal' Carrera. It employs lightweight glass on the rear and rear quarter windows, door pulls replace traditional door handles inside. Sound absorbing material has also been reduced, and customers

can even opt to delete the Porsche Communication System (PCM).

The new model's chassis comes with PASM, not usually available on the 991 Carrera coupé, lowering the car by 10mm, the Sport Chrono Package, including different driving modes selectable via the wheel-mounted rotary dial with which we are now familiar. Optional rear axle steering, also typically unavailable on the Carrera, also features. Though its power and torque (332 lb ft) output is unchanged, the Carrera T can sprint to 62mph in 4.5-seconds, that's 0.1-seconds quicker than a common-or-garden Carrera. Cars equipped with a PDK automatic transmission can reach 62mph in 4.2-seconds, no matter your gearbox preference the Carrera T can hit 180mph. Porsche claims fuel consumption of 33.2mpg

(combined), with emissions of 193 grams per kilometre.

There are nine available colours for the new model, solid hues include; Black, Lava Orange, Guards Red, Racing Yellow, White and Miami Blue – Carrera White, Jet Black and GT Silver metallic colours are also available. Several styling cues serve to set the Carrera T apart. Amongst them a Turbo-style fixed front lip spoiler, its Sport Design wing mirrors are painted Agate Grey, so too the car's badging and decals along its flanks. The 20-inch wheels are Carrera S items finished in Titanium Grey, the tailpipes, which belong to the standard issue Sports exhaust, are painted black.

The model's short ratio gearbox is complimented by a shortened gear lever with its pattern highlighted in red, black Sport Tex fabric adorns

the centre of the car's seats, which are four-way adjustable and feature a '911' logo stitched into their headrest, though bucket seats are optional. A GT sports steering wheel is to be expected, though unique features do come as part of the 'T interior package', these can be employed to create coloured accents throughout the cabin (seat belts, headrest logos, fabric door pulls and seat centres) in either yellow, red or silver.

The 911 Carrera T is available to order now priced at £85,576, that's £7,685 dearer than a base specification Carrera, which might well ensure the Carrera T becomes a popular model amongst Porsche enthusiasts. First deliveries are expected in January 2018 and we'll bring you a road test report as soon as possible.





718 GTS MODELS REVEALED

GTS versions of both the 718 Boxster and Cayman are now available...



Porsche has revealed GTS versions of both the 718 Boxster and 718 Cayman. The new models utilise the same 2.5-litre, four-cylinder flat 'boxer' engine from the 718 S, though the unit boasts increased horsepower, up 15hp to 365hp, with torque also up from 310lb ft to 317lb ft. That's an increase of 35hp over the outgoing six-cylinder normally-aspirated 981 GTS models, which has been achieved through the use of a new engine map and a redesigned air intake system. Power is available from as low down as 1,900rpm right up to 5,000rpm.

Both a six-speed manual gearbox or seven-speed PDK double-clutch transmission are available. As you might expect from previous GTS models, standard equipment includes the Sport Chrono Package, Porsche Torque Vectoring (PTV) with a mechanical rear axle limited slip differential and Porsche Active Suspension Management (PASM), lowering the car by 10 millimetres.

The traditional 62mph marker can be reached in 4.1 seconds, with identical top speeds of 180mph for both cars. Fuel efficiency is up to 34.4 mpg (combined), CO2 registers at 186g/km.

On the outside 718 GTS models can be identified via a new Sport Design front apron, black-tinted Bi-Xenon headlights, tinted rear light clusters, and a black rear apron. The GTS gets the standard 718 sports exhaust system with centrally positioned exhaust tailpipes, also painted black. Its striking 20-inch wheels are finished in satin black, naturally there are matching Black GTS logos dotted around too. Alcantara trim covers much of the interior, the Sports Seats Plus are electronically adjustable.

The 718 Cayman GTS is priced from £59,866.00, the 718 Boxster GTS is priced from £61,727.00. The 718 GTS models are available to order now, deliveries in the UK and Ireland are expected from mid-December 2017.





PORSCHE PASSPORT SUBSCRIPTION LAUNCHED

Porsche has launched an on-demand service providing access to multiple vehicles via a monthly subscription.

Porsche Cars North America has launched an innovative monthly subscription service called Porsche Passport. It provides members with flexible on-demand access to up to 22 Porsche vehicles via a mobile app, allowing frequent vehicle exchanges and unrestricted mileage.

At present the pilot program is only available in Atlanta, Georgia, coming in two tiers; 'Launch' for a monthly fee of \$2,000, and 'Accelerate' for a monthly fee of \$3,000. The first tier, Launch, provides on-demand access

to eight Porsche models such as the 718 Boxster and Cayman S, Macan S and Cayenne. In addition to those vehicles offered as part of the Launch package, the second tier, Accelerate, includes on-demand access to 22 models. Amongst them the 911 Carrera S, Panamera 4S, Macan GTS and Cayenne S E-Hybrid.

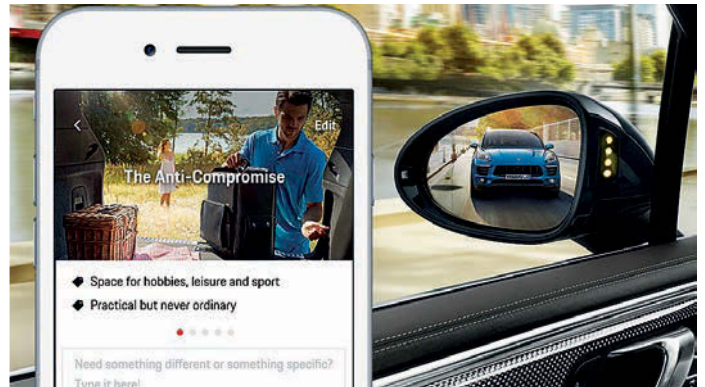
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Passport app, available on Apple and Android devices. Both plans require a one-time activation fee of \$500, membership approval is dependent on a user's background and subject to a credit check. Once approved, a vehicle is delivered to the member's requested location, and they can then schedule same day or future vehicle exchanges via the app.

"Our Strategy 2025 vision is to be the most aspirational brand in a new era of mobility and consumer expectations. Catering to customer's

desire to experience our sports cars in new ways is a part of our core strategy," said PCNA President and CEO Klaus Zellmer. "With Porsche Passport, we now offer our customers a simple and flexible driving solution at their fingertips."

The program begins this month (November), with the possibility of future market expansion to be determined based on the success of the pilot scheme. For more information about Porsche Passport, visit www.porschepassport.com.





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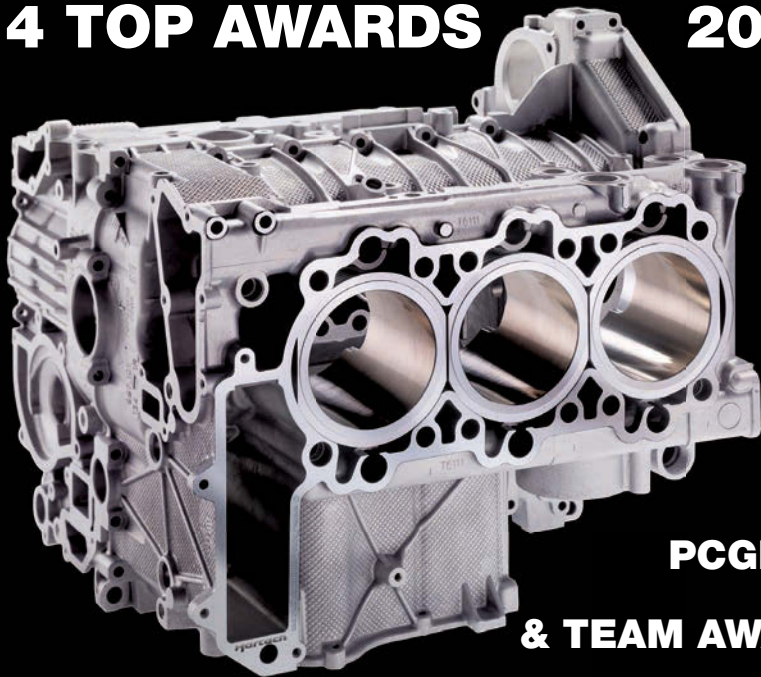


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PODIUM FOR PORSCHE IN JAPAN

WORLD ENDURANCE CHAMPIONSHIP

ROUND 7: JAPAN

Bad weather hampered the six-hour race at Fuji International Speedway, round 7 of the FIA World Endurance Championship...



Not unusual at Fuji International Speedway, bad weather hampered the Japanese six-hour race, round 7 of the FIA World Endurance Championship. Rain and fog caused the race to be interrupted and therefore neutralised several times, heavily influencing any action on the track, which lies at the foot of Mount Fuji. The two 919 Hybrids started from the front row of the grid, with championship leaders Earl Bamber, Timo Bernhard and new Toro Rosso Formula One recruit, Brendon Hartley, taking pole position in the No2 car. Neel Jani, André Lotterer and Nick Tandy started from second

place in the sister No1 car.

Earl Bamber drove the first stint in the No2 car, his first WEC start, though the race began under safety car conditions due to the adverse weather. When the safety car pulled in at the end of lap five, Bamber maintained the lead. Lotterer started the No1 Porsche, but on lap six he dropped to fourth spot, behind the two Toyotas. After touching the No8 Toyota of Sébastien Buemi, he incurred damage to the car's front flap. Nevertheless, Lotterer had caught and passed the No7 Toyota of Kamui Kobayashi by the end of lap 22 to sit third, later dropping to

fourth after a scheduled stop for fuel and a driver change.

On lap 28 the safety car was redeployed due to worsening weather conditions, only for the race to be red flagged on lap 39. The No2 919 had built-up a 12 second lead before the safety car period, which had now been entirely eroded, worse still it was now the only LMP1 runner not to have pitted for fuel. As a result when the race was restarted, Bamber pitted immediately, allowing the sister Porsche to move up to P3. With Bernhard in the No2 car, now fourth behind the two Toyotas and Jani in

the No1 Porsche, the No2 entry was lapped by the No8 Toyota directly before yet another safety car period.

At the end of lap 65 the safety car released the field, but by the end of lap 79 it was back on track again, later reappearing after 88 laps, and again after 111 laps. Though Tandy had taken the lead when the No8 Toyota pitted, after the series of safety car periods he was unable to defend against the Toyotas, ending up in third spot. Worse luck still for the sister car, it was unable to unlap itself in the melee. When the race was ultimately red flagged for good



PODIUM FOR RSR

The Porsche GT Team navigated through the difficult circumstances at Fuji with similar luck to their LMP1 colleagues. In the GTE-Pro class, Richard Lietz got away perfectly from pole position in the No91 911 RSR, with Michael Christensen following in the second No92 car – after seven laps Christensen had gained two positions and was running third. Following the first red flag period, at the restart it was Christensen who moved into the lead.

In a race that yo-yoed around up and down the field in every category, come half race distance, Christensen was fourth, with Lietz in fifth. But further pit stops and safety car periods eventually saw Kévin Estre snatch the lead in the No92 car, with Frédéric Makowiecki running third in the No91 911. After a fourth safety car phase a lapped Ford ran into the leading Estre, putting him into a spin. Unsurprisingly, the collision affected the 911's aerodynamics both front and rear, the incident also put the car back into third place. Makowiecki, inherited the lead in the No91 car, but he would eventually be overtaken by a Ferrari. He continued in second, with Estre in third, which is where the pair sat when the red flag was thrown for good, ending the race.

Of the eventful race, Kévin Estre said: "I've never had to wait so long for my turn in a race. When I finally got to drive after three hours, I managed to overtake two prototypes after the restart after the first safety car phase and pull slightly clear of my pursuers. After another restart I lapped a slower Ford. He obviously missed his braking point in the next corner and drove straight into my car. I spun and had to continue with my 911 RSR damaged at the front and rear. It became increasingly difficult at the end. I'm pleased that I could defend my third place to the flag."

With just two races left on the calendar after this, at Shanghai and Bahrain, Lietz and Makowiecki currently rank second in the GTE-Pro points standings, five points behind the leader. Christensen and Estre remain way down the order, residing in 11th spot.



after four hours and 31 minutes (with 114 laps complete) due to worsening fog, the No1 Porsche was classified in third, the No2 car in fourth. As just over 75 percent of the race's scheduled duration had been completed, full points were awarded to the runners.

Fritz Enzinger, Vice President LMP1, commented: "Heavy rain, thick fog, a start behind the safety car, two red flags and numerous safety car periods and yellow zones: Given these adverse conditions, we can be glad that nothing serious happened today. In the end it was a lucky one-two race win for Toyota.

But we were close and in Shanghai we will do everything to do the next step in order to defend our championship titles."

In the manufacturers' world championship standings Porsche continues to lead, with 270 points. Bamber, Bernhard and Hartley top the drivers' rankings with 172 points, their advantage over the best placed Toyota drivers is now just 39 points. Jani, Lotterer and Tandy remain in fourth position with 98 points. The penultimate race of the WEC season will have taken place in Shanghai by the time you read this, we'll bring you a full report next month.



Race result

LMP1

1. Nakajima / Buemi / Davidson	Toyota TS050	113 laps
2. Conway / Kobayashi / Lopez	Toyota TS050	113 laps
3. Jani / Lotterer / Tandy	919 Hybrid	113 laps
4. Bernhard / Bamber / Hartley	919 Hybrid	112 laps

GTE-Pro

1. Calado / Guidi	Ferrari 488 GTE	109 laps
2. Lietz / Makowiecki	911 RSR	109 laps
3. Christensen / Estre	911 RSR	109 laps

Points Standings

LMP1

1. Bernhard / Hartley / Bamber	919 Hybrid	172 points
2. Nakajima / Buemi	Toyota TS050	133 points
3. Davidson	Toyota TS050	118 points
4. Jani / Lotterer / Tandy	919 Hybrid	98 points

Manufacturers:

1. Porsche	270 points
2. Toyota	211.5 points

GTE-Pro

1. Calado / Guidi	Ferrari 488 GTE	120 points
2. Lietz / Makowiecki	911 RSR	115 points
3. Rigon	Ferrari 488 GTE	105.5 points

11. Estre / Christensen	911 RSR	67 points
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Manufacturers:

1. Ferrari	238 points
2. Porsche	191 points
3. Aston Martin	176 points

TWO TITLES FOR RSR

Road Atlanta was the setting to round-out the 2017 IMSA WeatherTech SportsCar Championship...

IMSA SPORTSCAR CHAMPIONSHIP ROUND 11: ROAD ATLANTA



Road Atlanta was the setting to finish the 2017 IMSA WeatherTech SportsCar Championship, where Patrick Pilet and Dirk Werner secured the GTLM-class North American Endurance Cup. Petit Le Mans on the 2.54 mile Road Atlanta circuit is, alongside the three other long-distance IMSA series classics; Daytona, Sebring and Watkins Glen, counted as part of the hotly-contested North American Endurance Cup. Patrick Pilet and Dirk Werner joined forces with a third driver for the final race of the season, overall 2015 Le Mans-winner Nick Tandy. The trio brought their No911 car home in sixth place in the GTLM class having battled through 10-hours of racing, completing 392 laps. Having spent long stretches on course for a podium spot during

the final race, Laurens Vanthoor and Gianmaria Bruni were partnered by Earl Bamber in the sister 911 RSR, the No912 entry – they ultimately crossed the finish line in fifth spot.

The result was enough to clinch the North American Endurance Cup (NAEC) driver's title for Pilet and Werner, and for the Porsche GT Team to win the NAEC cup for teams, where squads have to demonstrate consistency and reliability over a total of 52 hours of racing. Finishing second in the manufacturers' classification, Porsche was just one point off taking the NAEC cup for manufacturers too, however it was comprehensively beaten in the overall IMSA GTLM standings. Fourth in the overall Manufacturer standings, the No911 car was the best-placed Porsche in

the championship for Teams in fifth. The highest placed Porsche entry in the Driver standings was the duo of Pilet and Werner – a distant fifth.

During its maiden race season in the USA and Canada, the new 911 RSR notched-up numerous successes in what was, overall, a tough season. Its first victory came in July at Lime Rock, with four podium placings at Daytona, Long Beach, Elkhart Lake and Laguna Seca, as well as pole position at Bowmanville. Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars, said: "We've clinched the first title for the new 911 RSR at this race. By winning the North American Endurance Cup for drivers and teams, we've shown that we were always at the front at the right time for the major endurance races and,

hence, have underlined the reliability of our car over the season."

Patrick Pilet commented after the race, "Winning the North American Endurance Cup is a great team effort. I'm thrilled to take this trophy home to Weissach as a thank you to everyone who has worked on the new 911 RSR and has supported us this season so brilliantly. This race was very tough for us. We had to fight hard to defend ourselves against the strong opposition. I'm pleased we managed it."

Nick Tandy added: "It was wonderful for me to be a part of this team again on this legendary circuit and to support Patrick and Dirk in their bid to win the North American Endurance Cup. The fact that it's also the first title for the new 911 RSR makes it even more valuable."



Race result:

GTLM Class:

1. Auberlen / Sims / Wittmer	BMW M6	392 laps
2. Garcia / Magnussen / R'feller	Corvette	392 laps
3. Fisichella / Vilander / Pier Guidi	Ferrari 488 GTE	392 laps
5. Vanthoor / Bruni / Bamber	911 RSR	392 laps
6. Pilet / Werner / Tandy	911 RSR	392 laps

Final Points Standings After 11 Rounds:

GTLM – Drivers

1. Garcia / Magnussen	Chevrolet Corvette	334 points
2. Auberlen / Sims	BMW M6	317 points
3. Mueller / Hand	Ford	306 points
5. Pilet / Werner	911 RSR	295 points
7. Vanthoor	911 RSR	287 points

Manufacturers:

1. Chevrolet	348 points
2. BMW	342 points
3. Ford	338 points
4. Porsche	325 points

Teams:

1. Corvette Racing #3	334 points
2. BMW Team RLL #25	317 points
3. Ford Chip Ganassi Racing #66	306 points
5. Porsche GT Team #911	295 points
6. Porsche GT Team #912	287 points



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 AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
 AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
 AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
 AUDI 3.0TDI (ALL MODELS) » 315+ BHP
 AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
 AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW
 M5 V10 » 548+ BHP (205 MPH)
 X5M / X6M » 618+ BHP
 1M » 411+ BHP
 M3 E90/92 » 445 BHP (+DE-LIMIT)
 M135i/ M235i » 402 BHP
 M4/M3 3.0T » 520+ BHP
 M5 F10/M6 (STAGE 1) » 680 BHP
 M5 F10/M6 (STAGE 2) » 730 BHP
 F10 520D » 240 BHP
 F10 530D » 305 BHP
 335i/135i/X6 » 370+ BHP (+DE-LIMIT)
 123D » 252 BHP

316D/216D/116D » 160 BHP
 318D/218D/118D » 225 BHP
 330D E90 » 296+ BHP
 320D E90 » 215 BHP
 420i/320i/220i/120i » 275+ BHP
 435i/ F30 335i » 390 BHP
 428i/328i » 295 BHP
 535D / 335D / X5 SD » 355+ BHP
 640D/335D/535D/435D » 390 BHP
 730D » 305+ BHP
 X5 4.0D / 740D » 370 BHP
 X5 3.0D » 305 BHP
 X6 X5.0i 4.4 » 500+BHP
 X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ
 A200CDi/C200CDi/E200CDi » 175 BHP
 A250/C250 » 260 BHP
 A45/CLA45 » 420 BHP
 C300 HYBRID » 285 BHP
 A220CDi/C220CDi/E220CDi » 215 BHP
 C350/CL S350/E350/S350 » 315 BHP
 E400 /C450 » 420+ BHP
 C400 » 400 BHP
 '63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
 '500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
 S65 (W222) » 780 BHP
 SL65 BLACK » 720+ BHP (+DELIMIT)
 SL65 AMG » 690 BHP (+DE-LIMIT)
 '55' AMG KOMPRESSOR » 580+BHP
 C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
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 997 TURBO/S 3.8 INC PDK » 611 BHP
 997 TURBO 3.6 » 625+ BHP
 997 GT2 RS » 670+ BHP
 996 TURBO/GT2 » 600+ BHP
 997 CARRERA S PDK » 400+ BHP
 997 CARRERA S » 376+ BHP
 997 CARRERA PDK » 368 BHP
 997 CARRERA GTS » 435 BHP
 997 GT3 UP » 436 BHP
 BOXSTER 3.4S » 336+ BHP
 CAYMAN S » 342 BHP
 MACAN 3.0D » 315 BHP
 CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
 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

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 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
 McLAREN MP4-12C » 700 BHP
 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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 BENTLEY SUPERSPORT » 720+ BHP

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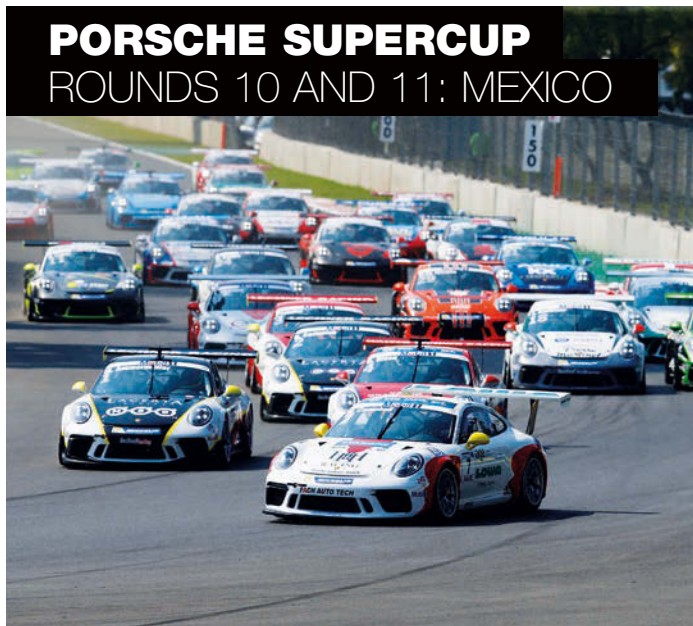
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CHAMPIONSHIP GOES DOWN TO THE WIRE

Races 10 and 11 of the 2017 Porsche Mobil 1 Supercup took place in Mexico, deciding the championship...



The final races of the Porsche Mobil 1 Supercup season took place in Mexico, where the 2017 championship was set to be decided. It would go down to the wire. Porsche Junior Dennis Olsen started race one on Saturday from pole, but lost two places off the start to Michael Ammermüller and Matt Campbell. A safety car on lap six eroded Campbell's advantage, but he managed to stay in the lead – behind him was where the action could be found. Olsen, in third, made several attempts to get past Ammermüller, but found no way around the German who had one eye on his championship lead, behind him Dan Cammish occupied

fourth with debutant Julien Andlauer, in fifth. Porsche Carrera Cup France champion, Andlauer, is just 18 years-old, and the new Porsche Junior for the 2018 Supercup season (see overleaf). He benefits from 225,000 Euros of funding from Porsche for his campaign.

Ammermüller took a five point championship lead into the final race on Sunday, ahead of Olsen, but it was third-placed man Campbell who would start from pole position. The Aussie made a good start maintaining his lead with Olsen behind, however, Ammermüller had opted for a different tyre strategy and, midway through the race made it into second spot and began to

put Campbell under pressure. The frontrunner, however, kept his cool and brought home his second victory of the weekend after finishing first in Saturday's race.

Ammermüller's second place was enough to clinch the 2017 championship. he commented: "Four wins, five second places and a third – thanks to these consistent performances I was finally able to win the Supercup. I'm very pleased about that and I'm grateful for the terrific support I received from my Lechner team."

Campbell and Ammermüller were followed home by Olsen in third, who concluded his season as runner-up, seven points behind the

champion. Josh Webster finished in fourth, Porsche Junior Thomas Preining came home fifth. Rookie, and third placed man, Olsen, commented after the race: "I did my best in today's race, but ultimately it wasn't enough to take the title. It's my first year in the Supercup and prior to the season I hadn't imagined that I might be fighting so closely for the championship."

After eleven races run in support of Formula 1, the Supercup championship for teams was awarded to Lechner MSG Racing Team. In the 'new for 2017' Nations League, Germany came first (195 points) ahead of Norway (188) and Australia (159).



Final Driver's Points Standings After Round 11:

1. Michael Ammermüller	Lechner MSG Racing Team	193 points
2. Dennis Olsen	Walter Lechner Racing Team	186 points
3. Matt Campbell	Fach Tech Auto	151 points

Final Nations League Standings After Round 11:

1. Germany	195 points
2. Norway	188 points
3. Australia	159 points

ANDLAUER BECOMES PORSCHE JUNIOR

Frenchman Julien Andlauer impressed enough at a talent shootout to become a Porsche Junior for 2018...



Porsche Motorsport has chosen a new young racing driver to support during 2018. Frenchman Julien Andlauer will receive backing as a Porsche Junior. The 18-year-old was nominated by Porsche Carrera Cup France to take part in the two-day selection programme, where he came out on top against eight international candidates. The 2017 Carrera Cup France champion will contest the 2018 Porsche Mobil 1 Supercup as a Porsche Junior.

Jennifer Biela-Moll of the Porsche

Motorsport Junior Programme, commented: "We've made a detailed analysis of the data and results from the shootout. Of the nine participants, Julien Andlauer impressed us the most."

Over two days, young racing drivers demonstrated their skills in a 911 GT3 Cup car at the Lausitzring in eastern Germany. One of the evaluation criteria was how well they worked together with the Porsche team as a whole.

Andlauer receives a funding package totalling 225,000 Euro

towards his Supercup campaign. Moreover, he also gets driver coaching, fitness tests with individual training plans, psychological training and media relations training as well as help in integrating as a driver into PR activities. Andlauer follows in the footsteps of Porsche works drivers such as Earl Bamber, who took Supercup victory in 2014 earning him a works drive. Bamber, of course, subsequently won the 24-Hours of Le Mans.

"I'm absolutely thrilled to be chosen as the Porsche Junior.

My father and I watched the two Porsche Mobil 1 Supercup races at Spa-Francorchamps this year. It was extremely impressive. The Supercup is a big challenge for me," said a thrilled Andlauer.

Andlauer's career started in karts, in 2015 he advanced to French Formula 4, where he placed third overall, a year later he drove in Carrera Cup France. Crowned runner-up in the rookie classification that year, he went on to clinch top honours in 2017 having taken seven victories.





ZUNSPORT GRILLES PREVENTING DAMAGE & CORROSION

RPM Specialist Cars are now an authorised agent for Zunsport

Zunsport Grilles provide excellent protection for your Porsche's coolant radiators and air conditioning condensers. Corroded radiators and condensers can be a common occurrence with most Porsche models, from the early 986 Boxster's up to current date.

The nature of the modern Porsche with its coolant radiators mounted up front within large bumper openings, not only supplying the radiators with vast amounts of air but also leaving them somewhat vulnerable to damage. This can be in the form of sharp / hard objects entering the vents at speed puncturing components or from a build up of leaves and road debris which sit and decompose against the radiator walls causing unnecessary corrosion. This can result in a costly bill for replacement parts.

Prevention

Keeping the air vents clear in your Porsche will reduce the chance of corrosion however, cannot help in preventing damage caused from a stone or sharp object hitting the radiator. Cleaning the vents can also prove difficult on certain models due to design constraints.

A high-quality ZunSport mesh grille fitted to the air intakes will help keep leaves and other debris out, reducing the risk of stone chips whilst allowing air to flow as normal. Fitting these grilles will protect the front radiators and condensers at a fraction of a cost of replacing damaged parts.



Stainless Steel Mesh Grilles

These specialist stainless steel grilles are designed and manufactured to fit your specific Porsche model, they are available in a natural stainless steel or finished with a black nylon coating. These stylish grilles not only help protect your Porsche they also provide an attractive visual enhancement that is proving to be a popular choice with our customers.

Depending on the model of your Porsche, these grilles are available as a protective item for your front air intakes, both middle and sides and as an enhancing option for the rear bumper skirts.

Fitting Zunsport Grilles


Zunsport are so confident with the quality of the grilles that they guarantee them for the life of your car.

Prior to fitting, our technicians will clean out the intake vents and inspect your radiators.

Fitting takes around half an hour and in most cases can be carried out while you wait.

The price of Zunsport mesh grilles start from as little as £80+ VAT. The total cost including fitting is dependent on the specific model of Porsche, please call our service team for an exact price.

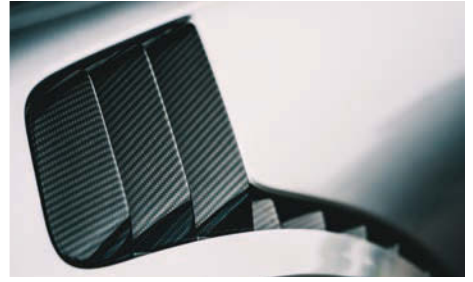
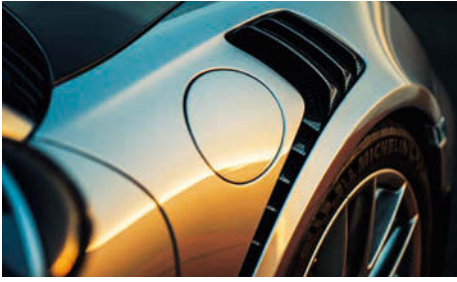


A silver Porsche 911 GT2 RS is shown from a high-angle, rear-quarter perspective, driving on a winding asphalt road. The road curves to the right and is marked with white dashed lines. The background consists of a dense forest with trees in various shades of green and yellow, suggesting an autumn setting. The overall image has a motion blur effect, conveying a sense of speed.

ABSOLUTE POWER

Is the most powerful 911 in history the best 911 money can buy?
Andrew Frankel straps himself into the new GT2 RS to find out...





The last car I crashed was a Porsche 911 GT2 RS, about seven years ago. I have no excuses but you're going to get them anyway. It was the previous car with its perky 611hp engine and on some army base in Germany, a photographer was asking me to drift it through a corner. Again and again and again. Because of the car's nature and its somewhat spiky power delivery it's fair to say I was pleased to hear him say, 'this will be the last one.' But I know photographers and I know how easily one becomes ten, so I decided to deliver a drift of such drama he couldn't possibly ask for another. You can guess the rest. The car wasn't badly damaged, indeed it resumed its duties later that day, but as the onboard footage attests I was less than pleased with the car and even more so with myself.

So what would one with nearly 700hp and

the outright Nürburgring lap record to its name (at least for standard production cars) be like? And when all was said and done, would this GT2 RS actually offer a better driving experience than a GT3 RS? If it did, it would be the first GT2 of any kind to do so.

This is a car of so many superlatives, it's hard to see past them at first. It has that Nürburgring record and is, of course, the most powerful 911 in history. It's interesting to think too that the output of this fully homologated street legal car now exceeds that of the Group C 956 with which Porsche started its era of unparalleled sports car dominance by winning Le Mans in 1982. It will hit 62mph from rest in 2.8-seconds, which is pretty absurd for any production car, but one with just two driven wheels? I expect it is unprecedented. The old GT2 RS needed 3.5-seconds to do the same. It will also do 211mph.

But the figure which makes you want to lie down in a dark room, especially if you're about to drive one as fast as you can, is around that fearsome old Nürburgring race track it is 31 seconds per lap quicker than the car it replaces. Half a minute in approximate other words. It sounds like witchcraft.

In fact, it's just another typically comprehensive Porsche tuning job. The 3.8-litre flat-six engine is the same as that found in the Turbo S but turned up to eleven. Or twelve. With bigger turbos, a weight saving titanium exhaust, remapping and, crucially, a water-cooled intercooler, power now tops out at 691hp, meaning a barely believable 182hp per litre of capacity. It's so much Porsche really did consider retaining four-wheel drive before the more deranged members of the motorsport department held sway. So like every other GT2, the power goes rearward



alone. On its way it passes through a seven-speed PDK gearbox; Porsche has made a lot of noise about RS equalling PDK which is why there is no manual option, but it's also true that the GT2 has over half as much torque again as the manual GT3, and I'd be surprised if Porsche had a version of its three pedal transmission that could handle the job.

Like the Turbo S, the GT2 RS carries the widest of the three 911 body shapes and has its own unique suspension tune featuring stiffer springs, softer anti-roll bars and bespoke settings for the traction and stability systems, and as well it might with all that extra urge to contain.

Visually it is a continuation of the GT3 RS theme, but varied largely to provide additional air to areas that need even more cooling because of the car's extra power and then to reject that air once it has become hot and useless. Even larger front inlets combine with Naca ducts on the bonnet to feed air into the radiators and oil coolers while the carbon vents at the rear of the front arches are even more pronounced. Likewise the intakes in the rear arches are modified to account for the fact that, unlike the GT3 RS, they have intercoolers to feed while the aero pack is topped off by another enormous rear wing, balanced up front by an even more pronounced splitter.

A similar level of detail has been levelled at keeping the GT2 RS as light as possible.

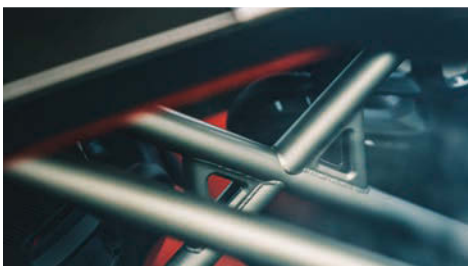


Would it offer a better driving experience than a GT3 RS? If it did, it would be the first GT2 to do so





To discover the rest of the story, we have Silverstone and the glory of the full Grand Prix layout...



It carries over the carbon fibre bonnet and bootlid found in the GT3 RS as well as its magnesium roof, but those wanting the lightest possible car can opt for a Weissach pack which offers magnesium wheels so light they might float away on a passing breeze, a carbon roof, carbon anti-roll bars (yes, really), and even a carbon steering wheel cover and gearshift paddles. Together they save a significant 40kg and drop the weight of the car to just 1440kg, making it only a fraction heavier than the GT3 RS, not bad when you consider there's another 200hp under your right foot. Oh, and it has a titanium 'cage' too.

Even so as you walk up to it, open a door and descend into its depths, the experience is very similar to that offered by a GT3 RS, red-rimmed suede steering wheel aside. At least, that is, until you turn the key.

It sounds angry. Positively livid in fact, presumably that you've had the temerity to raise it from its slumbers. What's more it was a noise I'd heard before, when I was a kid watching the 935s destroying the field at the Silverstone Six Hours in 1978. The noise scared me then, and it still does.

But I have a few hours in which to ease myself into the experience before I get my own chance around Silverstone. And the

first impressions are none of those you might expect. Instead they concern how easy, tractable and comfortable this car is to drive, even on crumbling British back roads. Those enormous front Michelin Pilot Sport Cup 2 front tyres hunt about a bit over some of our more pronounced cambers, but not dramatically so. And the ride quality is sensational given what kind of car we're talking about here. Even with the optional Weissach pack with its carbon bars, it feels firm but compliant, hard but not harsh. Honestly, and you'll just have to take my word for it, you could use this as an everyday car, and it is my dear hope that at least someone does just that.

And for all its grumblings, the engine seems tractable enough, unreasonably so given just how much power is being wrung from its depths. It would be interesting to try it with a manual transmission because I expect the PDK works hard to help ensure smooth progress at low revs, but with just two pedals it will chunter about at sensible speeds for as long as you like.

And sensible is an important word when it comes to driving this car in public. When the traffic clears and the road opens up, you might think an orgy of thundering exhausts, blurred

arms and mashed pedals might ensue; but you'd be entirely wrong. The car is just too fast for that. Driving a GT2 RS on the road, almost any road I would hazard, is in fact an exercise in saintly restraint. Straights effectively cease to exist, your progress from one end to the other seemingly achieved by the rather cool trick of leaving out the bit in the middle. But even this is little more than a gentle jog for the GT2 RS. Anyone who genuinely tries to sprint it on anything less than a race track deserves all they have coming to them.

That does not mean the car cannot be enjoyed in public. You can savour the tack-sharp steering, the way the damping allows almost zero vertical body movement and, of course, more grip than you'd conceivably need while sharing the road with other users.

But anyone who's only driven the GT2 RS on the road cannot possibly provide a full account of the car's capabilities. To discover the rest of the story, we have Silverstone and the glory of the full Grand Prix layout on which to find more. And for once, I have time to ease myself into the experience.

So at first we just go at medium pace, which means accelerating quite hard but changing up early, sparing the brakes and being conservative with apex speeds. Today is

a normal track day and as is normal on this very expensive circuit, it's full of extremely quick machines. All of which get in the way. The circuit becomes an obstacle course as you pick your way around Caterhams, Ferraris and other long slung slices of automotive exotica. And this is without trying.

It only takes a couple of laps for Michelin's most uncompromising road tyre to get fully up to temperature and I'm not yet feeling as apprehensive about what's to come. The car feels quite manageable in a way the old one was not. Is it just biding its time, waiting for its moment to throw me into the scenery as had its predecessor all those years ago? There was only one way to find out.

Fully lit, this car is a new level for Porsche. It's not just the rate of acceleration that makes you involuntarily clench your buttocks, but its relentlessness. Anyone could get this much power from this engine by concentrating it all into a tiny power band, but the GT2 RS is fully on song at 2,500rpm and it won't pause for breath for another 5,000rpm after that. If you know Silverstone, be advised it will blast past 170mph on the Hangar Straight with contemptuous ease and have you closing on 160mph before braking for Copse.

But that's not the most remarkable thing

this car can do. What takes your brain, puts it in a bag and boils it, is the car's ability to cope with the forces placed upon it by the engine. Even by 911 standards, every one of which has always been blessed with the gift of traction, its ability to get out of a corner defies belief for a comfortable road car on street legal tyres. No you can't just flatten the throttle at the apex of a slow corner and expect the car to tolerate such cack-handed abuse, but if you approach the subject with a degree of understanding and a modicum of skill the amount of torque it will take is simply staggering. And it will not snap or bite, at least in the dry.

It's hardly any less impressive on the way into the corner and in quick curves you can enjoy the genuinely rare experience of feeling proper downforce in a road car as it not only provides more grip, but greater turn-in stability too.

It's not perfect. It would be hard to imagine a road car with better brakes, but you still have mentally to take account of the fact that while you approach any given corner far faster than in a GT3 RS, your ability to slow for it is similar. And I found the car's natural mild understeer could quickly turn to oversteer towards the end of the high speed Becketts complex. Had that happened in the last GT2

RS I'd have wanted to go and hide in a dark room, in this one I noticed it but was so unbothered by it I felt no need to avoid it next time around.

In many ways, prising almost 700hp from a 3.8-litre engine is the least of the GT2 RS's achievements. It's how it's delivered and what the car then does with it that make this one of the world's greatest supercars from Porsche or anyone else. It is of course pulverisingly powerful, but so too can it be handled with greater ease than I'd have ever believed given my prior experience of the breed. It's not a doddle to drive nor even close, but I can tell you I drove it harder, further and faster than I ever did the previous GT2 RS and while it captivated and enthralled me, it did not scare me once.

So now I understand where that Nürburgring lap time came from – it's not so much the power as what it lets you do with it. And for the sheer excitement on offer, if given Silverstone, another ten laps and the GT2 or GT3 RS to choose between, I'd take the GT2 and for me that's a first. It might not sound as good nor rev so high but when all is said and done, this is the most exciting Porsche I've driven, 918 Spyder included. And from a GT2 RS, you can't ask for more than that o

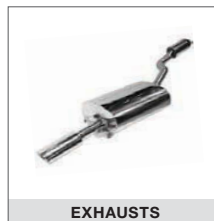
Fully lit, this car is a new level for Porsche





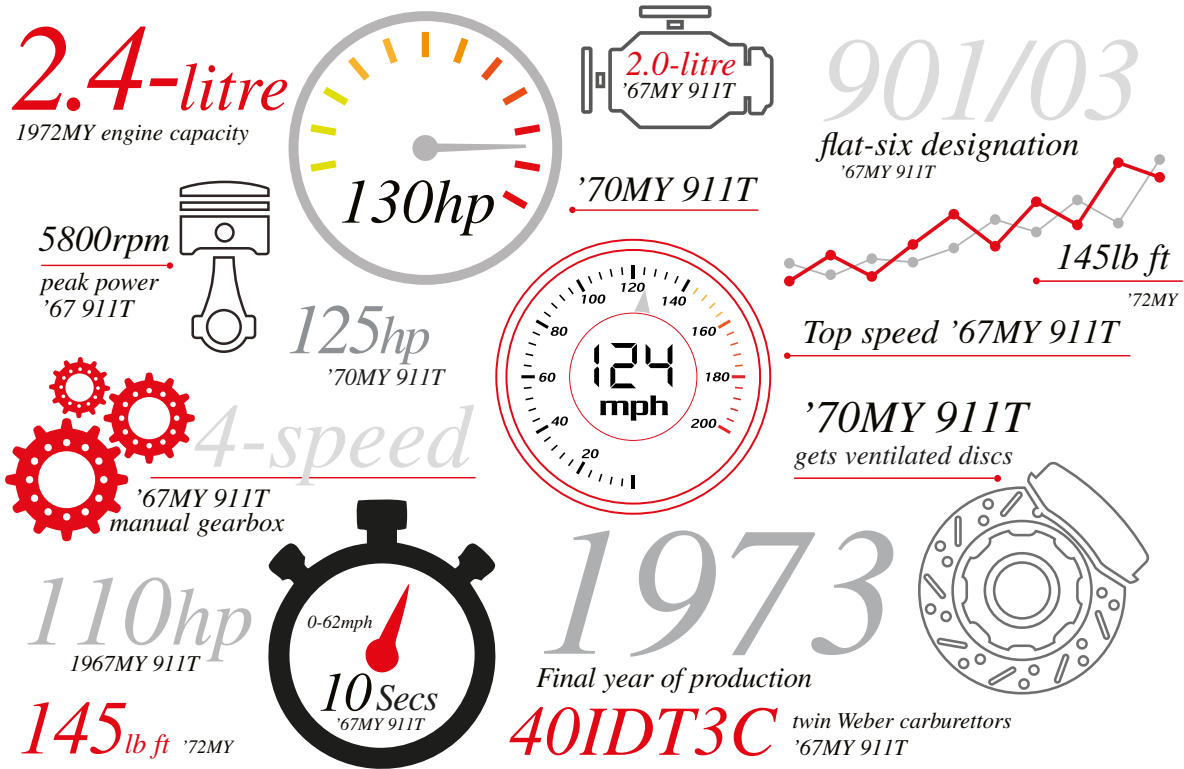
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911T Key Numbers

Launched in A Series short-wheelbase guise, more than 38,000 units of the original 911T were produced between 1967 and 1973 in partnership with Karmann...

1967

New 911T model is introduced (T standing for 'Touring'), it is positioned as the entry-level 911 sitting below the L and S. Its 110hp was the basic level of six-cylinder tune available.



1968

With the arrival of the B Series 911, some 57mm longer in wheelbase, the T model is the only variant to retain the twin Weber downdraught carburetors.





Now in E Series format, the 1972MY 911T gets new Solex-Zenith carburetors, but more importantly a larger 2.5-litre engine is used across the range.

1969

1971

1973

In C Series guise, the 1970MY 911T now boasts an 8:6:1 compression ratio and 125hp, with 130lb ft torque. It also gets ventilated brake discs, 0-62mph is reduced to 9.5-seconds.

The final year of 911T production prior to the introduction of the G Series for the 1974 model year.





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911 Carrera RS (964)

Maritime Blue • Tri-Tone Leather Bucket Seats • Manual Gearbox • 17" Magnesium Cup Wheels • 93,753 km (58,595 miles) • 1992 (J)

£209,995



911 GT2 (996)

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

£149,995



911 E 2.2

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

£129,995



911 Turbo (997)

Basalt Black • Black Leather Adaptive Sport Seats • Tiptronic S Gearbox • Sport Chrono Pack Plus • Ceramic Composite Brakes • 40,396 miles • 2008 (08)

£69,995



911 Turbo (997 GEN 1.5)

Basalt Black • Black Leather Adaptive Sport Seats • Touchscreen Satellite Navigation • Sport Chrono Pack Plus 36,089 miles • 2008 (58)

£67,995



911 Turbo S (996)

Seal Grey • Black Leather Seats • Manual Gearbox • Satellite Navigation • Porsche Ceramic Composite Brakes • 63,721 miles • 2004 (54)

£64,995



911 Carrera Sport Targa

Grand Prix White • Black Leather Sport Seats • Manual Gearbox • 16" Fuchs Wheels • Porsche Certificate of Authenticity • 89,689 miles • 1988 (F)

£64,995



911 SC

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

£64,995



911 Carrera S (991)

Basalt Black • Black Leather Sport Seats PDK Gearbox • 20" Carrera S III Wheels Sport Chrono Pack with Sport Plus Sports Exhaust • 55,178 miles • 2013 (13)

£62,995



911 Carrera 4 S Targa (997)

Carrera White • Black Leather Sport Seats • Manual Gearbox • Satellite Navigation • 19" Turbo Wheels • 54,139 miles • 2007 (57)

£39,995



911 Carrera 2 (996)

Meridian Silver • Metropole Blue Leather Seats • Manual Gearbox Satellite Navigation • 18" Sport Design Wheels • 45,237 miles • 2001 (Y)

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porsche moments

by Richard Tuthill



Frontman of Tuthill Porsche, Richard has been involved with building and driving Porsches for decades...

Richard explains Tuthill Porsche's role in an ambitious project to race a classic 356A all over the world...

We are incredibly fortunate to regularly meet great people from all over the world. Many such meetings result in us being involved in amazing projects. The latest, which we are extremely excited about, is Project 356 World Rally Tour. This is comprised of six events, which will take us to all of the continents of the world (yes – even Antarctica). We are supporting Valkyrie Racing (www.racevalkyrie.com) with its lovely 1956 Porsche 356A, driven by the firm's founder, Renée Brinkerhoff.

So this all came about courtesy of the motorsport grape vine and started with a brief email conversation back in May. Then began some long chats between myself, Renée and Jo, who coordinates all Valkyrie Racing events. Between them they have an amazing vision.

For this challenge, they needed a partner who had experience of a wide variety of events across the globe, which is where we will do our best to help. Once we had outlined some boring but necessary commercial details, I travelled out to California to meet them both and test the car. This 356A has had a colourful life, supported by some

great US Porsche workshops. Jim Ansite currently maintains the car at his workshop near Paso Robles. Jim is an amazing guy and is *the* man for all things four cam.

With such projects, we always assign one technician so that the client has some consistency. This is important when you are in a spot of bother in a strange part of the world. The technician selected for this project was Simon, known in our team as SFY. I have worked with SFY since I was 17 and have travelled the world alongside him. We have survived a few close calls along the way and will no doubt experience more of the same.

SFY spent a few days going through the car at Jim's place and then we all tested at Buttonwillow Raceway. This was the first time I had an opportunity to get a proper handle on what we were taking on. We pitched up at 8AM to be welcomed by the track controller for the day at what I now realise is a really cool track. First on track was a 991 GT3, second was a Nissan GT car and then came us!

As with many Porsche racing cars from this part of the world, Renée's 356 is highly modified. The resulting driving experience is fantastic. The aim of the day, whilst hoping to not be blown off the track by the

modern cars, was to sit alongside Renée, get a feel for the car and come away with a plan of attack before the first event. Thankfully this all worked out very well. The car was great, Renée drove really nicely and, although she had not raced the car since April, she very quickly got up to speed and was properly 'on it' by the end of the day.

So, time to elaborate a little more on what's to come. Following Renée's debut as a driver in the 2013 La Carrera Panamericana, where she won the Sport Menor class, and having had a sizeable crash on the event in 2015, she decided to return this year for the Panamericana's thirtieth anniversary and officially kick off the Project 356 World Rally Tour.

The 2017 La Carrera Panamericana took place a few weeks ago, and I am so delighted to report that Renée not only finished, but also won her class for the second time. The car ran nigh on faultlessly and crossed the finish line without a mark on it. A credit to Jim, SFY and all involved. From here, we will head to Targa Tasmania next April: an iconic event on which we have always wanted to compete. We will then prep the car for one of two South American events, before setting out on the world-famous

Peking to Paris rally. From Paris, we head to Africa for the 2019 Safari Classic Rally and finally we plan to explore Antarctica.

So to finish off where I started, we have yet again met an extraordinary client, who has a plan to compete on every continent in a wonderful car with a serious message to promote whilst doing

This will take us to all of the continents of the world (even Antarctica)

it: 'Racing to break barriers and set records for women, empowering and aiding women and children at risk, and partnering with others to make a greater impact.'

There will be challenges that we need to overcome, but I have no doubt that we will accomplish everything we set out to achieve. Above all, our team relishes the opportunity to help make the experience a memorable one for all involved ○



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



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Despite being in the trade himself, this month Philip Raby has a moan about car dealers...

Let's be honest, car dealers, in general, have a bad reputation. Almost as bad as journalists, in fact. Which isn't great for me, as I have a foot in both camps. I just need to dabble in estate agency as well, and then I'd be truly hated.

Thankfully, Porsche dealers (and, I hope, writers, for that matter) buck the trend. Most of us in the UK are a decent bunch and do our best to offer great service and to keep customers happy. And that means, among many other things, ensuring that cars are well prepared and honestly described and presented.

I've heard lots of stories about cars not being as described when people go to view them. Even as far as cars being advertised as manual transmission but turning out to be automatics (and vice versa) and, worse for UK buyers, the seller hasn't bothered to mention that a car is left-

hand drive. Do they think that buyers won't notice these little things?

I recently heard about a Porsche Boxster Sport Edition that a dealer was interested in selling within the trade, and I thought it'd be worth checking out. The Sport Edition was a limited edition back in 2008, and featured a high standard specification – including Porsche Active Suspension Management. It was identifiable by its front lip spoiler, rear diffuser and cool semi-fixed rear spoiler, which was similar to that on the 997 Turbo. Cynics would brand it little more than a marketing exercise, and maybe it was, but so what? It's still a great-looking car and

a relatively rare one.

The Boxster was being sold by a general car dealer, not a Porsche specialist, and as soon as I drew up at the forecourt, I knew I was wasting my time. This wasn't a Sport Edition but simply a standard Boxster which someone had tarted up with side stripes and fake Fuchs wheels. Oh dear. The dealer insisted he genuinely thought it was a Sport Edition and then got defensive when I made what I thought was a generous offer for the car, which I could see needed work doing to get it to a saleable (by our standards) level. He claimed that the hardtop alone was worth £4000, which was

very wishful thinking. It was, then, a waste of a journey and a morning for me, and the dealer didn't get the sale he was hoping for.

It got worse when a friend asked me to take a look at a Volkswagen Polo he was thinking of buying. It sounded positive in the advert; low mileage, great condition, well cared for. However, when we arrived at the massive used car lot, I had a bad feeling. There was junk everywhere and the office was a damp Portacabin furnished with a couple of desks and a saggy old sofa. The Volkswagen was even worse; every panel was dented or scratched, one door mirror cover was missing, as were two wheel trims. It was dreadful. My friend asked for his deposit back, but the vendor refused. Thankfully, he'd paid by credit card, so he's now claiming the money back via his bank. It was a case of gross misrepresentation and, again, a waste of everyone's time.

The problem is, in this country, there's no real control over car dealers. Sure, buyers have rights, but there needs to be some form of registration required before someone can sell cars, and a code of conduct they must abide by.

Of course, we must not tar all car dealers with the same brush, as the vast majority are decent people, but there are the few who spoil it for everyone else.

As for me, I do my best to treat customers as I'd like to be treated and, if anything should go wrong within the warranty period, I bend over backwards to sort things out. And that's the way it is for the majority of Porsche dealers in the UK. It's just a shame the same can't be said for all car dealers ☹

As soon as I drew up at the forecourt, I knew I was wasting my time. This wasn't a Sport Edition



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

What does a racing driver do until next season? Dino gets asked that question on a daily basis...

The thinking for next year, and what I should race, has already begun. This process is about listing all the options and mapping out a career path. I've just turned 25, so the next steps in sports car racing for me, will be crucial. I love racing in Carrera Cup GB, if I do it next year then it would be my fourth season. It's like enjoying time at college or school, eventually you should probably move on. But it's not so simple. I've always been very fond of the Porsche Carrera Cup GB – in my opinion it's the best one-make sports car series in the world. The Porsche brand is such a great one for me to be a part of, I can easily engage my partners and sponsors with it, and in addition the racing is great fun. The Carrera Cup GB sits on is the British Touring Car Championship package, which is the most popular British racing package behind Formula One at Silverstone. Therefore, other than the F1 at Silverstone, there's no other

racing series that can stand up to BTCC / Carrera Cup GB in terms of popularity and audience numbers. For a driver who lives off racing with sponsors and partners, and therefore having an attractive proposition to 'sell', that's a huge factor for making decisions for 2018.

British GT racing, international endurance stuff or more national racing just don't fit the bill for me and my partners. I'd like to race in ELMS or WEC at some point, and do a programme around the 24-Hours of Le Mans. However, the budget for those two series is considerably higher than for Carrera Cup GB. If someone offers me a good deal or a free drive in any of those above, then I can look at it, but otherwise I have to consider my Porsche options. At present, my options are Carrera Cup in the UK or in another country, or the European Supercup Series. Supercup interests me a lot – it would be great to have the opportunity to go with an

experienced outfit in Europe and show what I've learned in my three seasons of racing Porsches in the UK. The first thing to do however, is talk to all of my sponsors and partners, then the teams, and then start to look seriously at the options.

I have some sponsor events to do over the winter. I'm organising an end of season party for my sponsors and partners with Porsche Centre Bristol, we'll look back at the season and get everyone together for a fun evening. It's going to be tricky explaining how we ended up tied on points with the champion, yet still ranked second overall!

Beyond that, I've got some track days and another Driving Tour to organise in 2018 – after doing an inaugural 'Silverstone to Sennen Cove' tour this year with my sponsors and clients. The winter months are basically spent carving out new opportunities for 2018, at the same time as trying to raise sponsorship and start to form the

bones of a programme for 2018.

I may do a few coaching days over the winter as well, and I'm in talks with a couple of people to do some coaching at track and test days. I know it sounds snobby, but I won't coach from within the car as a passenger. I don't ever get in the passenger seat, and if I do, it's only for someone special who I trust. I prefer to coach from the sidelines, offering my advice and years of experience on how to improve using data and thought. They can go off

I'd like to race in ELMS or WEC, and at the 24-Hours of Le Mans



and have a go at improving on track by themselves, but I'd rather be sat on the pit wall with a coffee in my hand, than spinning backwards at 150mph towards a tyre wall. Wondering whether my wage for the day will cover the cost of buying some new underpants does not appeal all that much!

Of course, I'll have to stay physically fit and on top form. You never know when a call will come through asking to test a race car – it's always important to show you're in good shape and ready to 'work' as it were. I will enjoy Christmas with friends and family, relaxing the diet and training programme a bit. But otherwise it's a long old winter ahead of grafting and grinding! ○

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



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PORSCHE



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

Porsche works driver Brendon Hartley has moved from WEC to F1, might he end up driving a Porsche single seater?

Brendon Hartley said that being parachuted into a Toro Rosso to make his Formula One debut in Texas was as much a shock to him as it was to the rest of the world. Though as Porsche enthusiasts we are familiar with Brendon through his efforts in the 919 Hybrid, including winning the 24-hours of Le Mans this year, he has long been a part of Red Bull's racing driver programme. The politics surrounding how and why there was a seat available in Red Bull's F1 Junior Team are, in part, a result of its notoriously cut-throat nature where you either perform or move aside. Once lined-up for F1 stardom alongside Daniel Ricciardo and Carlos Sainz (Junior), Brendon has already been on the receiving end of its harsh ethos when he lost his Red Bull backing in 2010. But as part of Porsche's works LMP driver line-up, where he flourished, clearly he was never far from its watchful eye.

Dr Helmut Marko is the man in charge of Red Bull's young driver programme, himself a former Porsche guy having won Le Mans in 1971 with Gijs van Lennep in a 917K. Marko has a reputation for being a bit of a taskmaster, but when his philosophy has produced talents like Sebastian Vettel, Daniel Ricciardo and Max Verstappen, there's evidence that he must be doing something right. Marko's enduring and strong relationship with Porsche is no secret. Brendon called the Austrian when he saw

both the way Porsche's professional motorsport activities were headed, and that there was a potential F1 opening on the horizon. Pointing out that he's very much of a more compete driver today than he was back in 2010, the Kiwi threw his hat back into the Red Bull driver ring, leading to his F1 debut at the US Grand Prix. Brendon did himself proud taking into account his steep

Brendon's move will do little to dampen rumours that Porsche could buy the team

learning curve, he hadn't even driven a single seater for five years! That he was somewhat representing Porsche, and endurance racing too, cannot have escaped his attention either. His race pace and excellent fuel management skills stood out at the Circuit Of The Americas, a track he knows well, so too that he was making progress each and every time he got into an F1 car. He finished in 13th, yet despite ending the race behind team mate Daniil Kvyat, he did enough to retain a Toro Rosso seat over the Russian for the rest of the 2017 season and beyond. Many qualified commentators have already tipped Brendon for future F1 stardom and

I truly hope that's the case. He's a very down-to-earth, likeable, bloke.

Brendon's move from endurance racing into Formula One, and to Toro Rosso at that, will do little to dampen down rumours that Porsche could buy the team in future, or supply it or the Red Bull Racing team with engines. The link with boss, Marko, and now Hartley, fits neatly, so too F1's upcoming rule changes due in 2021, which would be an opportune moment for Porsche to get involved. But all this might just be speculative. One thing we do know is that Porsche's exit from the World Endurance Championship will leave most of its works drivers jobless. Brendon's LMP1 team-mates Jani and Lotterer have already announced a move to Formula E, another area

into which Porsche is moving in 2019. According to someone who should know, Neel's shift was not connected with gaining a potential Porsche drive in 2019, but rather it was motivated by a desire to race cars at a level in which a driver of his calibre deserves. Brendon's Toro Rosso gig might be just the same.

What this serves to highlight is that while there are some interesting motorsport prospects coming up for Porsche in the future, there's also a danger that some of its most loyal, and hugely talented, works drivers might have to look elsewhere for seats, which would be a real shame. If Jani ended up driving a Porsche Formula E car, and Hartley a Porsche Formula One car, that would be a nicely rounded tale for the Porsche motorsport annals ○



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



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

In his first column for us, John questions whether the new Carrera T is a serious sports car...

Porsche has unveiled the new 911 Carrera T: a 911 that is 20 kilograms lighter than the regular Carrera, has a raft of sporty touches and is sold in a range of bright colours. T stands for Touring, but the car is built with lightweight glass, RS-style pull loops in the doors and a shorter final drive ratio: all hallmarks of a sports purpose machine. That T badging is curious.

The Carrera S (for Sport) does not come as standard with a shorter final drive, seven-speed manual or limited slip differential, while the Carrera T has all of those things. 20 kilos taken off 1450 kilos is less than two per cent on a car weighing the same as six Steinway 'City' grand pianos, so how noticeable will it be?

The complete T for Touring package has some more tweaks, including reduced sound deadening, no rear seats, a chassis lowered by 10mm (four-tenths of an inch), Sport Chrono but without the dash clock (which is sort of the point of Sport Chrono), a gearknob with red shift pattern and some other bits. All pretty fluffy and not likely to change anyone's life.

It has a power-to-weight ratio of 260hp per tonne. This sounds exciting, and it probably is. But I have a twenty year-old BMW M3 sedan with full sound deadening and rear seats (seat belts for five) that is not a million miles away from this figure. One could get the weight down pretty easily and stick a rocket up the power-to-weight, but that would defeat the point of the car. So what is the point of the T?

I heard from a long-term 911 fan the other day: getting on a bit, cash in the bank, can't be bothered with the ridiculous hoops one has to jump through to get a GT3 Touring,

so is buying a Carrera GTS PDK. "I reckon I have ten years of driving left and any Carrera is an excellent car," is his executive assessment. "I'm past caring what journalists think: I just want something that can hold my interest and not torture my body and brain every time I drive it." I hear that.

Marketing blogger, Stephen Zoeller (stephenzoeller.com) wrote an interesting piece on Porsche market segmentation earlier this year, highlighting the customer groups targeted by Stuttgart. Despite Porsche's efforts to appeal to a younger demographic, with the 'Porsche Everyday' campaign reaching out to 25-40 year-olds and the use of younger brand ambassadors, like thirty year-old Maria Sharapova, pushing to increase the 15% split of female buyers for Porsche products, the primary demographic for Porsche products remains men over fifty.

While Stuttgart's volume sellers – particularly the Macan – are increasingly popular amongst these guys, the 911 needs to stay relevant to them, too. This is why the days of a proper lightweight 911 are long gone: the demand amongst buyers of my age or older is nowhere. If you want a proper lightweight 911, build it yourself.

The Carrera T is not a revolution, because no one over 50 with £90k to spend is asking for one. The 0-60 time of 4.5 seconds – one tenth quicker than the standard Carrera – is enough to entertain and I like the cool range of colours including Racing Yellow, Miami Blue and Lava Orange. Something is not quite right with the T badge versus those options – maybe an ST / Sport Touring badge would be more appropriate – but, ignoring all that, it will likely be very good fun to drive, mainly thanks to that shorter final drive ratio.

My 1976 911 Carrera 3.0 has a shorter final drive, as does every Porsche rally car. When the national speed limit of 70mph is being ever more rigorously enforced, it is not rocket science to shorten the final drive and have more fun getting to a lower top speed. There's a compromise on increased cruising revs in a five-speed gearbox, but it is easy to fit a new top gear. The seven-speed transmission should not have a problem.

I would like to drive this Carrera T: it should be rather more invigorating than a standard Carrera. Group test pitch for *GT Porsche* magazine: my four-piano 3.0-litre 911 with 200 horses, versus the six-piano turbocharged Carrera T with 370hp. The editor will love it.

The new 911 Carrera T is available to order now from Porsche Centres in the UK and Ireland priced from £85,576.00 RRP inc VAT. First deliveries begin in January 2018, at which point, journalists will start freaking out over the transformative effect of the shorter final drive, and claiming the T as a credible alternative to a GT3 Touring. News update: actual buyers are already well aware of this ○

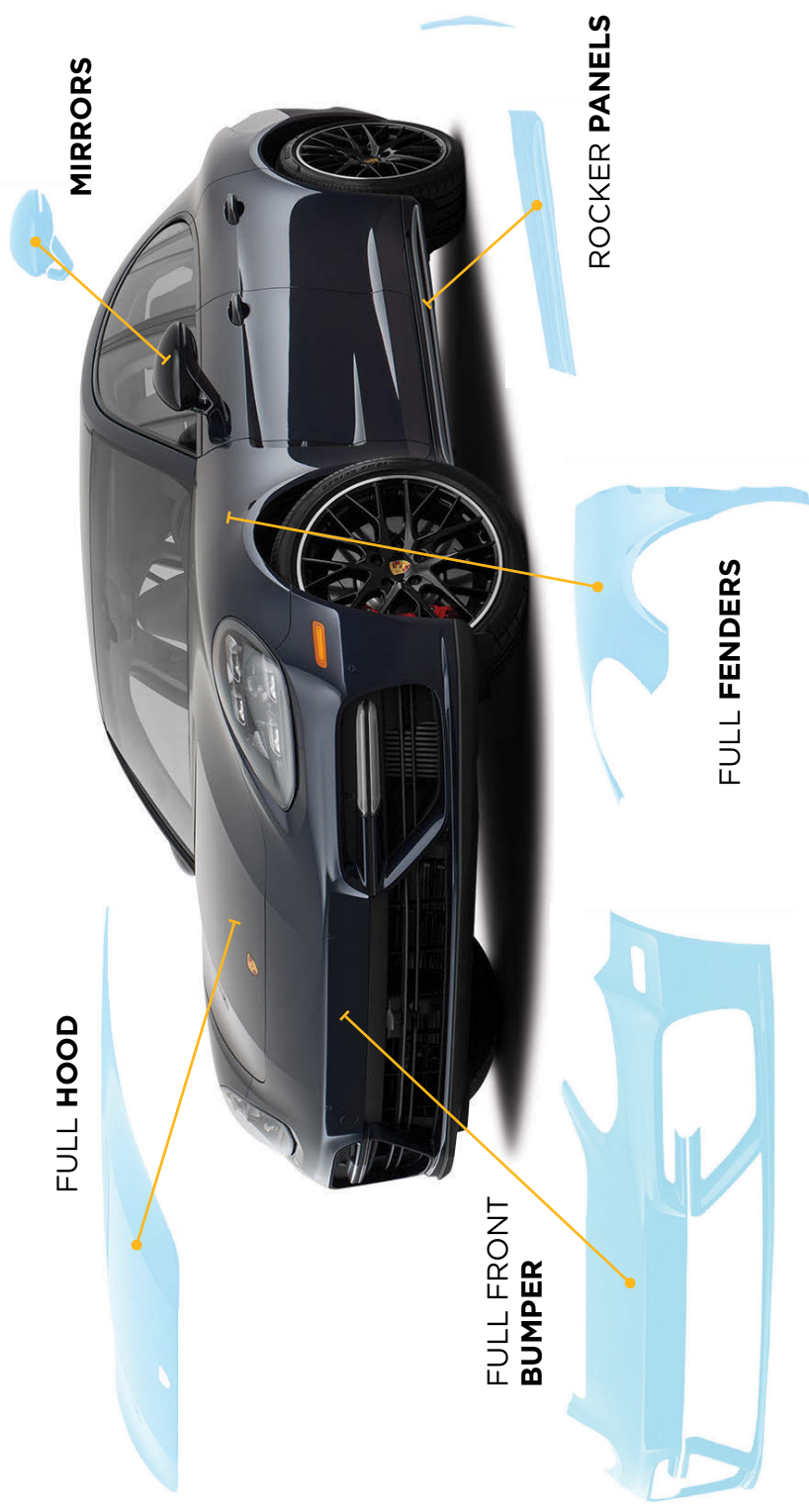
The T is not a revolution, because no one over 50 is asking for one



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World Cup

Porsche's 944 Turbo Cup was built for a racing series in the 1980s. We find one that has been road registered and reunited with one of its former owners.

Story: Wilhelm Lutjeharms Photography: Charles Russell



Porsche's transaxle cars have become more popular in the past couple of years than they've probably been since they were new. In fact, good examples of some of these cars command higher prices than some poor quality air- and water-cooled 911s.

The 944 Turbo is widely regarded as one of the top transaxle cars developed by Porsche. Apart from perhaps the controversial 924 Turbo, it is the most affordable way to gain access to a turbocharged Porsche sports car.

The Turbo Cup race car was a further development of the 944 Turbo with its 2.5-litre, four-cylinder engine. It won't come as a surprise to many that Porsche decided to use these cars for the racing series. Eventually the Turbo Cup racing series was contested in countries such as Germany, France, Canada and South Africa, each of which lured privateers to some exciting race meetings.

These cars were sold from 1986 offering engines rated at 220hp, and it was only when

they had proved their mettle on race tracks that Porsche released the 944 Turbo S road car in 1987, which featured a similar engine (and peak output figures) as the 944 Turbo Cup, then producing no less than 250hp. The performance hike was mainly achieved via the implementation of a larger turbocharger running higher boost pressure and a revised engine management chip, but the redline remained at 6,500rpm and the catalytic converter was retained. Porsche codes for this model were M220 (locking differential, 40%), M298 (prepared for unleaded fuel, manual transmission), M462 (Sekuriflex windscreen), M593 (Bosch ABS), M666 (without lacquer and chrome preservation) and M754 (Turbo Cup model).

According to *The Porsche Book* by Jürgen Barth and Gustav Büsing, 100 versions of the 220hp car were initially manufactured followed by another 38 units. This was followed by only 35 examples of the more powerful 250hp derivative.

The Turbo Cup series also had significant success in South Africa. In 1987, LSM Distributors imported 19 of these 944 Turbo Cup race cars. Later that same year the first race took place at the well-known Kyalami circuit in Johannesburg. It would appear that, at the time, the car was also sometimes referred to as the 944 GS.

In 1988 Toby Venter (now the head of Porsche South Africa) won the championship and the following year, Sarel van der Merwe – one of SA's most successful racers and also a Le Mans podium finisher – took the title.

The South African owner of this 1987 car – who is not only a serial Porsche owner, but a racer and current globe trotter with his air-cooled 911 – rediscovered this Cup in December 2016. He explains his history with the car: "I bought the car in 1991. By then the Turbo Cup series had already finished, but Porsche club racing was then starting out in South Africa. When I purchased it, it had less than 2,000kms on the odo. I started to





compete in this car as a rookie on circuits like Zwartkops outside Pretoria as well as Midvaal. I raced it for two seasons.

"I eventually sold it to move on to building my first 911 race car (which he has famously driven through Australia and New Zealand). However, it was a fantastic race car and the stepping stone to my amateur racing career.

"Since then the car was never used in racing again, it was perfectly maintained and became a registered for road use with no modifications.

"When I viewed the car for the first time in December last year since selling it, I looked out for a particular mark I knew my old race car had in the door frame. And, this car had it! I pulled the police records on the car – the documents confirmed that this car was registered in my name!"

We ask if he would ever sell it again, and he replies: "Never, it is now part of the family silver. I sold it when I didn't know what it was – now I know."

The fact that the previous owner road registered the car ties in perfectly with the initial aims of these cars, as they could have been registered for the road from the very beginning. You could drive them to the track, race them, and drive home.

A number of important upgrades were made to the car to make it suitable for racing. Overall, it was actually very civilised compared to the other race cars. The brakes, for example, were taken from the 928 S4 and included a Bosch ABS system. The chassis was fitted with stiffer springs and dampers, additional coils on the rear dampers, adjustable front struts, a faster steering ratio and a 30mm thicker front anti-roll bar and an adjustable rear anti-roll bar, to name a few.

When the power upgrade was given to the Turbo Cup, the suspension received further tweaks to cope with the additional

*This car is stiffer and a more
focused machine than any
road-only 944 – or 911*





performance. The transmission was also given additional cooling.

As I walk up to the Guards Red 944 Cup with its pure white, telephone dial wheels, it does look that bit lower to the ground than the standard cars. I pull the bonnet pins out, open the bonnet and take a look at the engine bay. It is hard to believe that this car has clocked up more than 190,000kms (119,000 miles), obviously most of them on the road, but still, apart from the plastics which show their age, it is hard to tell it is a 30-year old car. In the engine bay, standard equipment also included the simplistic strut brace between the two suspension mounting points.

I open the door and immediately spot the black cross member of the full roll cage – wearing all the scuffmarks you'll expect from its time as a race car and then years of being a road car. I slide into the Recaro bucket – the driver's seat. It grabs and holds me solidly in place. If you wear anything wider than a 36-inch jeans you won't fit.

I am more than six foot and therefore I find the driving position slightly awkward. I want to sit close to the steering wheel, but as I move closer the steering wheel forces by legs apart, but my legs can't open up as the bucket seat keeps them together. Turn around and the bare, stripped-out luggage apartment is apparent, so is the rest of the roll-cage. Some of the original race cars were trimmed in carpet at the back.

However, even though being a race car, the rest of the Cup is actually fairly conventional. There are the small (unusable) rear seats, a comfy passenger seat, full dashboard with the ventilation system, glove compartment and the full dial set. These were all standard fitment at the time, except for the passenger seat. The cars did come with mounting points for the passenger seat, however. The only non-standard item fitted some time during the course of the car's lifetime is the small, fake carbon-fibre panel around the one gauge and kill switch – otherwise this car is stock totally

standard and as it was in period.

Today the performance figures of these four-cylinder cars might be sniffed at, but remember that the claimed weight of this car is only 1,280kg. Turn the key and after a second or two the motor turns over and immediately settles. There is instantly more sound intrusion into the cabin – even at standstill – compared with any other 944 road car. The gearbox has a direct shift action, albeit longer throws if you compare any shift length to Porsche's 911 GT3 manual gearboxes. Still, for a 1980s gearbox it is a joy to use. The three-spoke, Alcantara-clad racing steering wheel is a direct reminder of the car's heritage, while the roll-cage bars behind the A-pillars and above your head is also strong cues of the car's aim.

It also take only a few yards on the road to realise this car is stiffer and a more focused machine than any road-only 944 – or 911, for that matter. As we head out to our selected mountain pass for the morning's proceedings I switch on the headlights with the large knob to the left of the steering wheel and the angular front lights pop-up – very 1980s!

As we pick up speed it is noticeable how the exterior noises infiltrate the cabin. However, I can still comfortably talk to my passenger, something that would have been much harder in a totally stripped out racer. I wait for the fluids to warm up, which does take a good 10 minutes on this chilly Cape winter's morning. Cold air is beneficial for turbos though and the first time I press the throttle the needle eagerly rushes to 5,000rpm. I change gear and immediately appreciate the whack of mid-level torque this engine offers.

Without thinking twice, I push the throttle flat and below 2,000rpm nothing happens, but just before 3,000rpm you sense the turbo is almost ready to unleash its full boost (you can also watch the boost dial) and then, as the needle runs to 6,000rpm, the Cup thrusts forward with zeal. You can even change gears before this mark, as it is really between



4,000rpm and 6,000rpm that the engine performs at its peak.

At a time when we are used to road cars that deliver more than double these figures, it is refreshing to experience how much fun such a modest engine output can deliver. Franschhoek mountain pass is a favourite route for motoring aficionados in the Cape Town region, and it also suits the 944 Turbo Cup perfectly because it's made up of a number of straights stringed together by multiple corners.

The whistling and whooshing sounds from the exhaust system dominate my hearing as I push the car slightly harder. Through the one hairpin, I lean on the throttle earlier than I should as the Cup exits the corner. As expected, the rear axle moves slightly off course, but it is very predictable owing to the relative low friction of the tyres.

Although this is a front-engined car, the nose is stubby and you never feel like you have too much weight or bodywork in front of you – again, nothing like the experience with some of today's GTs with their vast bonnets. Body lean is kept to minimum when you turn the wheel, which further adds to driving involvement.

Although the Turbo S was the highlight of the 944 range, I wonder why Porsche never thought of making a Turbo Cup road car. You have to consider the challenging periods

Porsche went through at the time, but it would have made a great sports car.

In April 1988, a 944 Turbo Cup car was the featured car on the cover of South Africa's oldest and most authoritative automotive magazine, CAR. This racer was put through the magazine's full road and track test. The result was a respectable 0-62mph acceleration time of 5.65-seconds and a true top speed of 163mph, while the speedometer was indicating 175mph. Up to that point, it was the fastest top speed the magazine had achieved during a documented road test.

Clearly impressed by the Turbo Cup, the writer ended the test with this: "Somehow you immediately establish a sympathetic rapport with this car on the track. It must be an ideal racer for both the experienced driver and rookie. Now, how do we get our hands on one?"

How coincidental then, that this Guards Red 944 Turbo Cup was the owner's first Porsche racing car, when we was also a rookie. Following the morning's outing with the car I discuss my findings with owner. He had taken the car on an extended drive a couple of weeks before and admitted that he had run the car to its top speed. Having experienced how this car pulls to 125mph, I tend to believe him. Now all I want is a 944 Turbo in my garage ○



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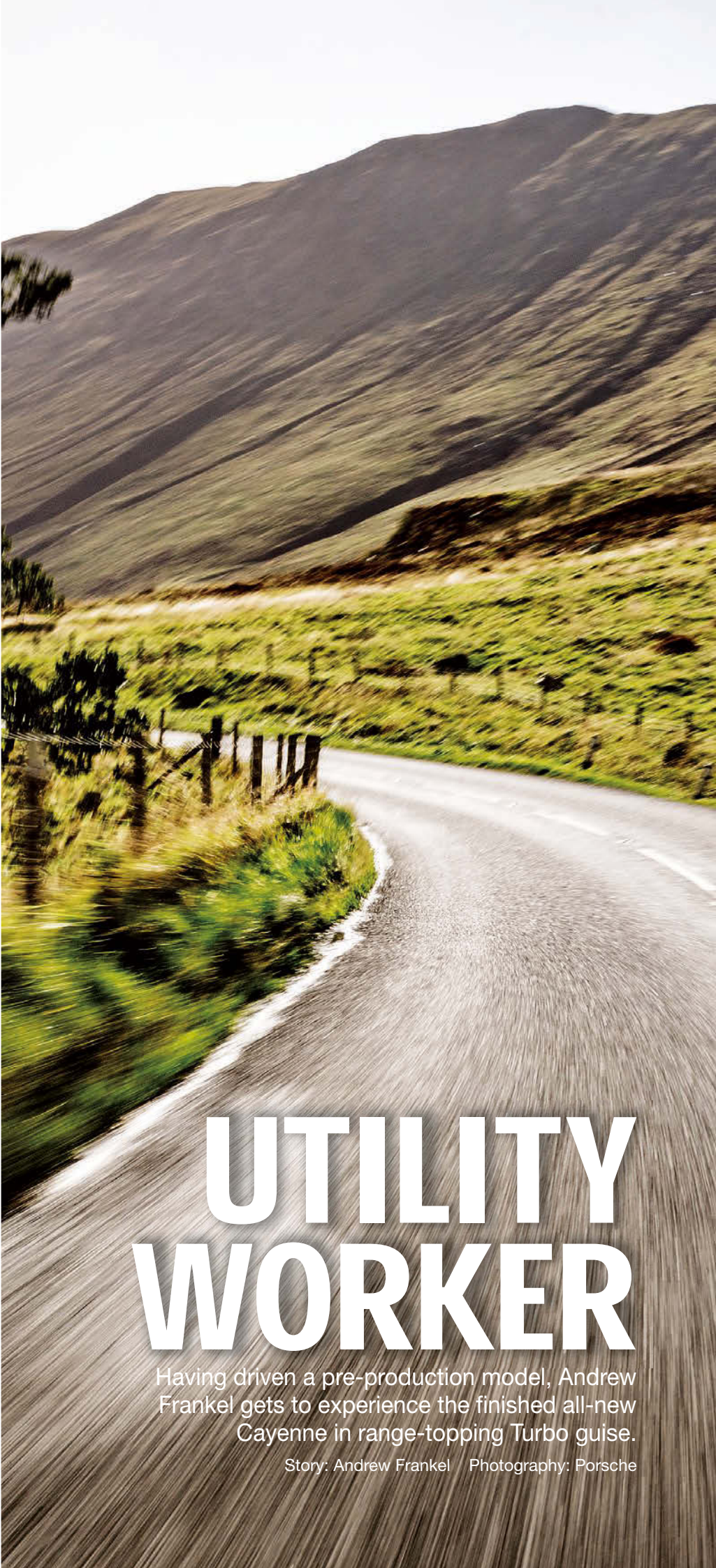
We were running fast, the Porsche and I. Possibly faster than one should admit on the pages of a publication like this. But cocooned inside its sumptuous interior, it felt easy. Almost too easy. On public roads like these in a car such as this, you have as many horsepower as your right foot might care to summon.

We came over a crest and onto a long straight. I know it well: there are no trees and no entrances, just a dip, a small rise and, at its end, a left hand corner. Visibility was perfect up to and for at least 100 yards past the corner. Open, clear and quick, this was a Porsche corner, one where you place your faith in the machinery and attack with ambition and gusto. But was it also a Porsche SUV corner? For I was not slung down low, deep inside a ground hugging, lightweight 911, I was at hedge height in the best part of 2.2 tonnes of brand new Cayenne Turbo. The messages I'd received until now had been a little mixed and formed a question in need of an answer, and I knew I'd get no better opportunity to find it. Just what kind of Porsche was this?

At face value, it seemed very clear. This is the third all-new Cayenne, the first now already 15 years old. It looks as if it should be a like-for-like replacement. The cars are very similar in size, with the new one offering almost identical interior packaging save for a usefully enlarged boot. Now as then there will be six- and eight-cylinder engines fuelled by both petrol and diesel, there will be hybrids and, of course, there will be a Cayenne Turbo to crown it all. Of course these days all Cayennes are turbocharged, but there can only be one Cayenne Turbo, and this is it.

Like the last one it comes powered by a twin turbo V8 engine, though as per the modern vogue, somewhat downsized. It displaces just 4-litres, as opposed to the 4.8-litres of the engine it replaces which has been around since the first Cayenne and has now been pensioned off into well-deserved retirement. But while smaller, it is yet more potent, offering a mighty 542hp, a useful 30hp improvement, and a small slug of additional torque too. In a car with 60 fewer kilos to carry, this amounts to a significant performance upgrade. Indeed if you specify the optional Sport Chrono pack, this 2175kg SUV will hit 62mph from rest in 3.9-seconds. It's worth mulling that over in your mind for just a moment: back when the Cayenne first came out, there wasn't a Porsche on sale that could do that, not even the mighty 911 GT2. Now it has a full size SUV that can.

So it's clearly going to be a ferociously fast machine. Except, and you can take this news in two different ways, that's not how it feels. Speed and its perception can come on a sliding scale. At one end you have skateboards, billy carts and so on, at the other Airbuses, Boeings and the like. The former group are utterly terrifying at 20mph, the latter capable of making 600mph seem really rather pedestrian, and this Cayenne has taken a sizeable leap in



UTILITY WORKER

Having driven a pre-production model, Andrew Frankel gets to experience the finished all-new Cayenne in range-topping Turbo guise.

Story: Andrew Frankel Photography: Porsche



the airliner direction.

The cabin is the first clue. Climb aboard and feast your eyes not only on an all-new interior design, but a new design language too. The old Cayenne used to delight in cramming its cockpit with as many buttons as possible, in much the same way as I used to buy amplifiers on the basis of how many graphic equaliser sliders it offers because more simply had to be better, didn't it? Not any more: inside the new Cayenne is as clean as a minimalist's canvas. The buttons are gone, replaced by touch sensitive areas and enormous TFF screens, all of which are black until required. Just the rev-counter remains as an analogue dial, a small but central reminder that you're in a Porsche.

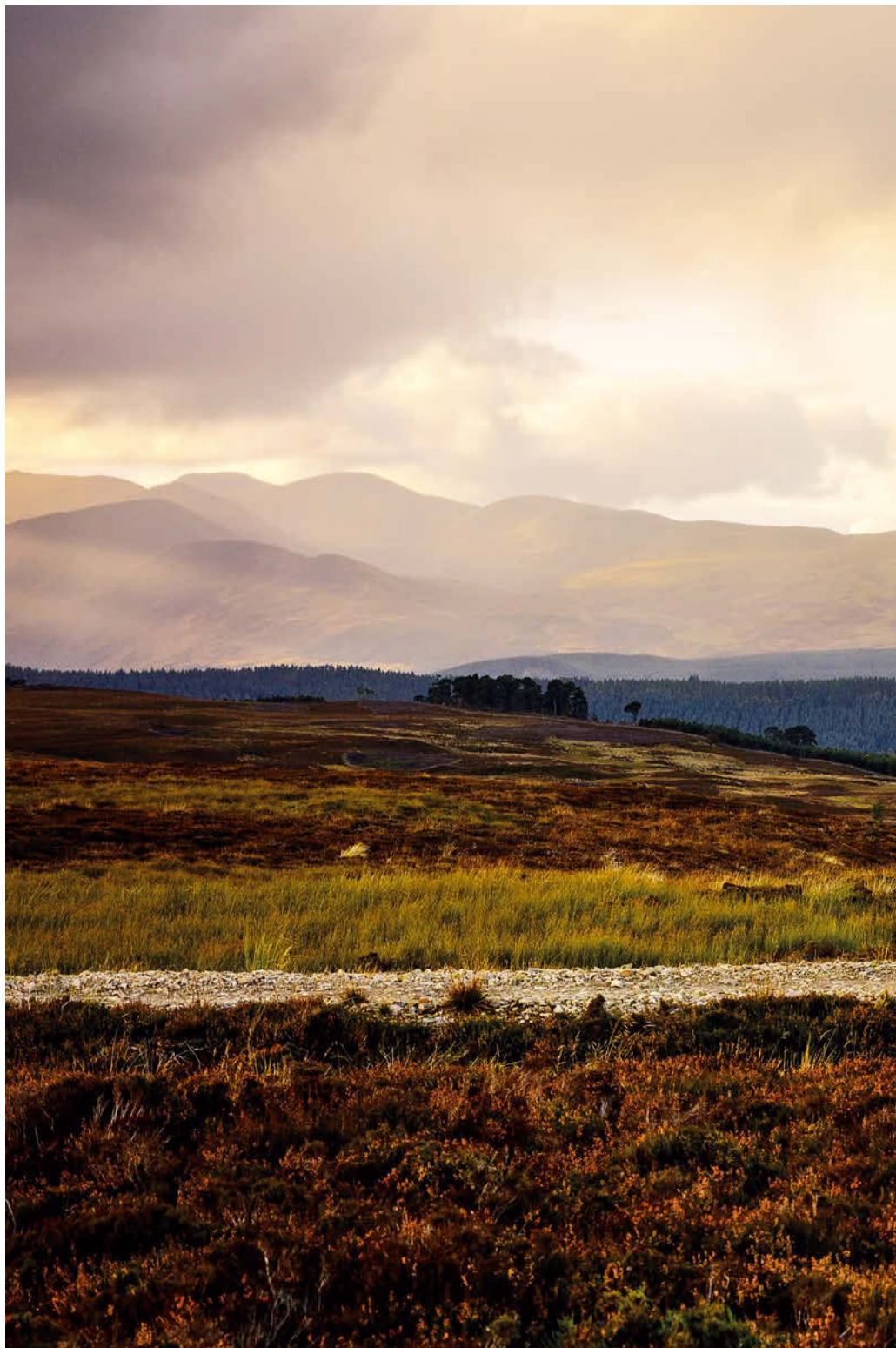
At times it's easy to forget. The new engine doesn't roar into life, it purrs. There's a brand new ZF eight-speed automatic gearbox in here and when you slip it into drive and ease off the throttle, the car glides forward like a limousine.

You'll notice the ride quality next. Original Cayennes rode comically badly and I think many of us were guilty of complimenting the last one more than deserved just because it was such an improvement. But now neither excuse nor caveat is required: this Cayenne is, and at last, a superbly comfortable conveyance.

For that you have to thank new three-chamber air suspension that comes as standard on the Turbo, and which is entirely different to the air springs found on the likes of the Bentley Bentayga and Audi Q7, which also sit on the same Volkswagen MLB platform. Porsche says its system is quicker to react and more in keeping with the sporting aspirations of the brand. Even so, there's no disputing the way it now wafts around once you're up to speed, soaking up ruts and speed humps with rare aplomb. Only around town does it feel in the least lumpy, and that is an attribute it shares with almost every other air-sprung car I've driven.

So you're clear of the city and want to dial up the effort level just a notch or two. You have five driving modes to choose from though we won't be needing the off-road function today. The engine is pretty responsive left as it is, but if you want to sharpen it further, Sport is probably the best on road compromise, hanging onto each gear a little longer without dropping three at once the moment you breathe on the accelerator. And here comes the torque, imperious, effortless and entirely appropriate to these luxurious surroundings. After a while I found myself keeping it in Sport for the sharper throttle response, locking it in a reasonably high gear because while the shifts are near seamless, it amused me to see the breadth of performance available even if you don't change gear. And it is enormous.

And then when conditions allow and when you're ready, you see what this thing can really do. Disappointingly, the engine never goes to that other place, even when your foot is trying to bend the bulkhead and you'd quite clearly like your efforts to be rewarded by some old school V8 thunder. It had a muted snarl,







followed by a purposeful roar, but thunder? Not really, not any more. So you have to be content with seeing the digital speed display gaining numbers quicker than sales of a newly released Lady Gaga album.

Until eventually you come to the corner, and it occurs to you that despite it all you really don't know what kind of car this is. Is it a super-efficient, deftly optimised SUV that happens to be extraordinarily fast and come plastered in Porsche badges, or is it, for want of a better word, a Porsche. You convince yourself the answer lies in the corner.

Which is what I was approaching. I left my braking a little later than you might normally, which meant entry speed would be ambitiously high. But this Turbo has all the tricks including four-wheel steering and active anti-roll bars controlled by their own 48-volt electricity supply that, at one end of the scale, can effectively eliminate body roll in quick corners or, at the other, almost decouple to allow maximum wheel articulation off-road. Whether the system can transition quick enough to help someone who throws theirs into a field while trying to take a corner too fast is a test I was hoping not to be conducting any time soon.

I turned the wheel and sensed the car start

to address the corner. To be honest, I wanted a little more than that, I wanted to feel the weight build up in the steering and the feel of the road come through its rim, but it didn't happen, at least not to extent I'd have liked. But there was no questioning the accuracy. You can move this two tonne high sider from one direction to another with a precision you'd be happy to find in a sports car. I already knew I'd been too cautious, which is perhaps the side on which to err on a public road, even one as demonstrably deserted as this. So to liven it up a bit I stamped on the power just as the car was reaching the apex. At which point things got rather interesting.

I'd like to say now that the car slid wildly out of control and it was only the reactions of a fighter pilot that kept us out of the scenery, but there'd not be a word of truth in it. Here the interest was entirely academic. Even though I'd switched off the safety systems, I could instantly tell the Porsche had gone to work on the problem. It couldn't now cut the power because I'd told it not to, so instead it started parcelling it up and distributing it to the four corners of the car according to each one's capacity for dealing with it. Significantly Porsche passed on the opportunity to equip the Cayenne with the Torsen centre diff used

by its stablemates because, like its suspension, it reckoned its own multi-plate clutch system was quicker and better. The effect in the car was that I felt it understeer just a touch as the power chimed in but only until the system started shuttling the power rearward, whereupon the car just became impressively neutral once more. I imagine that had the corner lasted longer and had I kept my foot down, I expect that this all-new Cayenne would even have poked its tail a few degrees out of line.

Did that make it the Porsche I was hoping for as well as the superlative SUV I already knew it to be? Almost, but the truth is that this is a Porsche with more on its plate than any other. Look at it in terms of three basic criteria: the need to be a good sports car, the need to be a good luxury car and the need to be a good SUV. Most Porsches need only to focus on one, while the Panamera and Macan have a couple on their plate. Only the Cayenne tries to tackle all three, and the truth is that while it's probably not as good at any one of them as it would be if allowed to focus on that alone, as a compromise between them all, it is better by far than anyone could reasonably expect it to be. It's a different kind of Porsche then, but a Porsche all the same ◊



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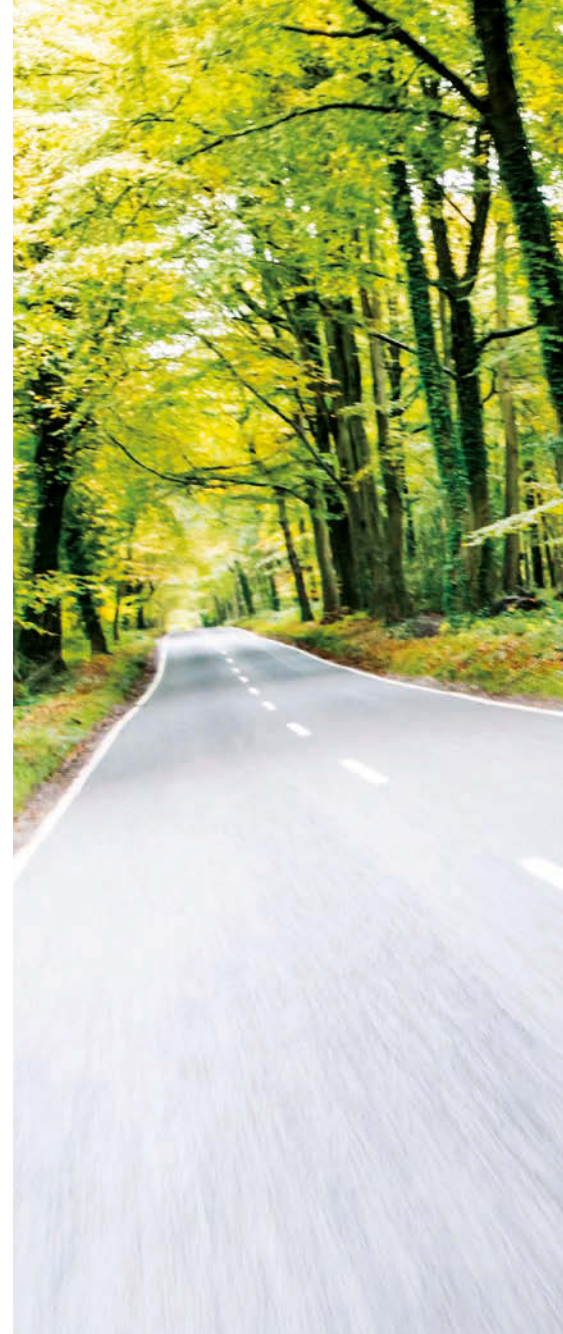




FORCED CHOICE

On paper, there's not much to choose between the 996 Turbo and 997 Turbo, so is the newer car worth paying £10,000 extra for?

Story: Philip Raby Photography: Antony Fraser



Let's get one thing straight from the start – the 997 is essentially a facelifted 996. The bodyshell, engine, transmission, brakes and suspension are pretty much the same on both, but the 997 was treated to a restyling, a new interior, and some performance tweaks. And that's the case whether you're talking about the standard Carrera or, as we are today, the Turbo.

So, does that mean that there's no real advantage in buying a 997 Turbo over a 996 Turbo? Could you save the typical £10,000 difference in price and be happy with the earlier car? It's a good question and to find out the answer we've brought together an example of each – a 2002 996 and a 2007 997. To keep it equal, both are Tiptronic and both are in superb condition.

They're also both great looking cars, albeit in different ways. The 996 has a purity of line about it and is an elegant, compact, unadulterated and understated machine. However, with its large front grilles and intakes

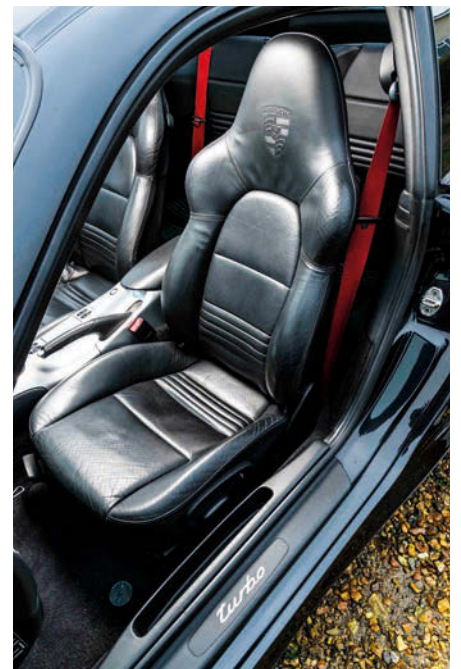
in the rear wings, plus that part-fixed, part-retractable rear spoiler, the 996 Turbo also has a hint of menace and power about it. You just know it's capable of great things.

The 997 Turbo, on the other hand, doesn't hint at you, it yells at you. With its wider rear end, more prominent vents and spoilers, and big, blingy wheels, the 997 is undoubtedly the more aggressive looking car here today. It has real presence and attitude. What's more, with its more rounded headlamps, the 997 will appeal to the 911 traditionalists who grumble about the 996's more radical eyes.

Speaking of traditional, the 997 Turbo's interior is very obviously based on that of older 911s, with sharp angles around the dashboard and door panels. The 996 Turbo, on the other hand, has a much more curvaceous cockpit, which reflects better the car's exterior styling. The 997's interior is, like its exterior, fussier and more blingy, with lots of chunky exposed stitching on the leather, polished aluminium trims, vents and switches.

From a design point of view, it's not at all well resolved but, somehow, it does work and makes the 997 a somewhat plusher place to sit than the 996, which feels a little bit, well, dull inside (especially, as is the case with this car, if it is finished in black). One thing that we do like about this particular 996, though, is that it doesn't have PCM (Porsche Communication Management). It is now hopelessly dated on the 996, whereas the simple CDR22 radio/CD head unit in this example remains timeless and easy to use. When it came to the 997, Porsche chose to fit a PCM screen as standard and, while the one in this 2006 car is perfectly usable still, its graphic and interface (without a touchscreen) are feeling dated after 12 years.

Of course, Porsches aren't about sat-navs and radios, but rather about driving pleasure and that's what we need to find out about. On paper, the figures show that the 997 Turbo has an extra 60hp over its older brother, which translates to a 0-62 time of just 3.9-seconds; a gnat's under the 996's 4.2-seconds. Top speed,





meanwhile, increases from an already heady 189mph to 192mph. All of which, if we're honest, sounds a bit academic – both cars are bloody fast, going by those numbers.

In reality, though, the difference is more apparent than you'd imagine. Open the rear lids and, although the engines look cosmetically different (the 996's resembles the inside of a washing machine, while the 997's has been given a sexier-looking intake as a token nod to aesthetics), both Porsches use the same legendary 3.6-litre Mezger engine with twin turbochargers. However, the 997's boasts Variable Turbine Geometry, which

monitor road conditions and driver behaviour in relation to the forces being experienced by the car. A computer processes the data and changes the damping force on each of the four wheels accordingly.

PASM has a further advantage in that it allows the driver to select, at the touch of a button, two basic damper settings. Normal is designed for everyday driving, whereas the firmer Sport setting is for spirited driving on smooth roads and track use.

The 996 Turbo, on the other hand, has good old-fashioned coil springs and dampers. Which surely means it's the more involving

of – its more advanced suspension set-up, the 997 Turbo is actually more involving to drive. That's partly because, in line with the rest of the 997 range, the suspension and steering were tweaked to feel more direct and responsive. It's also because the car features what was then a new feature; Porsche Traction Management, PTM for short. This controls the split of power to the front and rear wheels, while maintaining the feel and character of a rear-wheel-drive car. When you set off from rest, PTM determines the amount the accelerator is being depressed by and sets up the system to feed power to the front wheels even before the revs begin to rise, thus giving maximum traction. On slippery surfaces, acceleration is further enhanced by increasing torque to the front axle, if and when the rear wheels begin to slip.

In an oversteer situation, when the rear of the car starts to slide out, PTM transfers power to the front wheels and – cleverly – it also monitors the steering angle and, if the driver is trying to compensate for the oversteer, the drive to the front axle is reduced, to ensure the car is stabilised as quickly as possible. Conversely, if the car is understeering, PTM takes over by reducing the amount of power fed to the front wheels. Again, although all this technology sounds as if it would detract from the driving experience, in reality, it enhances it.

There's another thing about the 997 Turbo that makes it more fun to drive – Sport Chrono Pack Plus, which offers a number of bonuses. First up, is a chronometer atop the dashboard which, in conjunction with the PCM screen, allows you to do all sorts of lap timing which, if we're honest, isn't in itself very useful. What is rather more interesting, though, is the Sport button on the centre

The 996 is fast, the 997 even faster...

effectively gives the benefits of small and large turbochargers in one – namely, a lack of lag and great performance. This is very noticeable; although lag isn't that apparent with the 996 Turbo (certainly compared to older 911 Turbos), it's still there, but on the 997 Turbo, the power kicks in almost instantly, and it just keeps on coming. It's phenomenal; the 996 is fast, the 997 even faster.

However, that's not the whole story. The 997 Turbo comes as standard with PASM (Porsche Active Suspension Management). Essentially, this alters the damping force on each corner of the car to reduce roll and pitch, thus improving cornering capabilities. A raft of sensors in key positions around the car

and satisfying car to drive, as it doesn't have as much technology coming between the road and the driver?

Well, no, actually. The 996 Turbo does everything phenomenally well - acceleration, braking, handling, and steering. However – and I hate to say this about such a wonderful Porsche – it lacks a little soul. The whole experience is a bit sanitised and almost too easy. Don't get me wrong; the 996 Turbo is still a car that can shock you, especially when you floor the throttle, and it dances around corners in that inimitable 911 style, but without rewarding you with the sort of involvement you'd expect of a 911.

Bizarrely, despite – or perhaps because





console. Press this, and several things happen. First, the suspension firms up. Second, the throttle response becomes sharper. Thirdly, the PSM threshold is increased. Fourthly, the Tiptronic transmission is reprogrammed.

This last change is particularly noticeable. In Sport mode, the gearbox holds lower gears for longer and changes down quicker when you accelerate. Also, Fast-Off and Fast-Back kick in. Fast-Off prevents the transmission from shifting up when you suddenly lift off the throttle. Fast-Back, meanwhile, changes down as you brake into a bend, to aid deceleration and to ensure you're ready to accelerate hard out of the corner.

Sport also instructs PSM (Porsche Stability Management) to take a bit of a back seat and allow the tyres to lose a little traction before it kicks in. This lets you get the rear end out when cornering hard, while retaining the safety net of PSM if you overdo it. Sport mode is a revelation and makes the 997 Turbo really fun to drive, even with Tiptronic transmission. That said, the firmer suspension set up is, we think, too hard for often bumpy UK roads as you can get knocked off line mid-corner but,

thankfully, you can override it by pressing the PASM button while retaining the other Sport mode benefits.

The 997 Turbo is an astonishing car to drive. It offers unequalled acceleration and speed, plus wonderful handling and steering. It is that rare thing – a supercar that will propel you at high speed down unlimited autobahns, yet is also a truly fun sports car on those winding country lanes.

Does that mean that the 996 Turbo is eclipsed by its more advanced successor? Well, no, actually. In some ways, the older car is easier and more relaxing to live with. First of all, it's quieter – the 997's 19-inch wheels are shod with super-low profile tyres which create a lot of road noise at speed, whereas the 996's 18-inch rims suffer much less so in that respect. For the same reason, the 996 Turbo has a softer ride quality, which is further enhanced by the coil springs, which are more compliant than the 997's PASM, even in standard mode. This means that the 996 has a less choppy ride which, combined with the reduced road noise, makes it the more relaxing car to drive. The 997 Turbo, on the other

hand, is fussier and more demanding, which is the inevitable downside of a more involving driving experience.

So, for two cars which, on paper, should seem very similar, the difference between the 996 Turbo and 997 Turbo is surprising. They both offer supercar performance in an easy to use package, and are also both astonishing value for money considering what you are getting; the 996 here is priced at £42,000 and the 997 is £10,000 more. Is the newer car worth the extra money? Yes, we think it is but, if you can't stretch your finances that far, then go with the 996 Turbo – you won't for one minute feel short-changed.

Whichever 911 you choose you can be sure you'll be owning a future classic, powered as it is by the tough Mezger engine, which can trace its DNA right back to the 911 GT1 Le Mans racer and, in recent years, has reached legendary status among Porsche enthusiasts. You'll also have a car that you can use for everything, from pottering to the shops, to intercontinental dashes, to blasts around the countryside and even for having quite a lot of fun on the racetrack ◯



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The screenshot shows the Elephant Racing website's Suspension Builder interface. At the top, there is a navigation bar with links for Home, About, Contact, Careers, News, Tech Topics, and Shopping Cart. Below this is a sub-navigation bar with model-specific links (911, 964, 993, 996/997, 991, Boxster/Cayman, 914, 944, 356), a Merchandise dropdown, and a Search field. The main content area is titled "Suspension Builder" and includes "ONLINE TOOLS" for Suspension Navigator and Suspension Builder. The interface is divided into three steps: 1. Select Year & Model, 2. Select Your Package, and 3. Review & Approve. In step 1, the Year is set to 2004 and the Model dropdown is open, showing options from 911 to 944. In step 2, the "Street Performance 2" package is selected. Step 3 shows a grid of suspension components for the Front and Rear, including springs, shocks, struts, control arms, and bushings. A "PACKAGE CHARACTERISTICS" table is visible in the bottom right of the interface, showing a RIDE COMFORT score of 41 and a PERFORMANCE score of 63. An "Add To Cart" button is located at the bottom of the interface.

1 Select Year & Model

Year: 2004

Model: 911, 996/997/986/987, 991, 993, 914, 964, 944

2 Select Your Package

Street Performance 2

3 Review & Approve

Add, update, or remove parts using the tables below

Add To Cart

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PACKAGE CHARACTERISTICS	
RIDE COMFORT	41
PERFORMANCE	63



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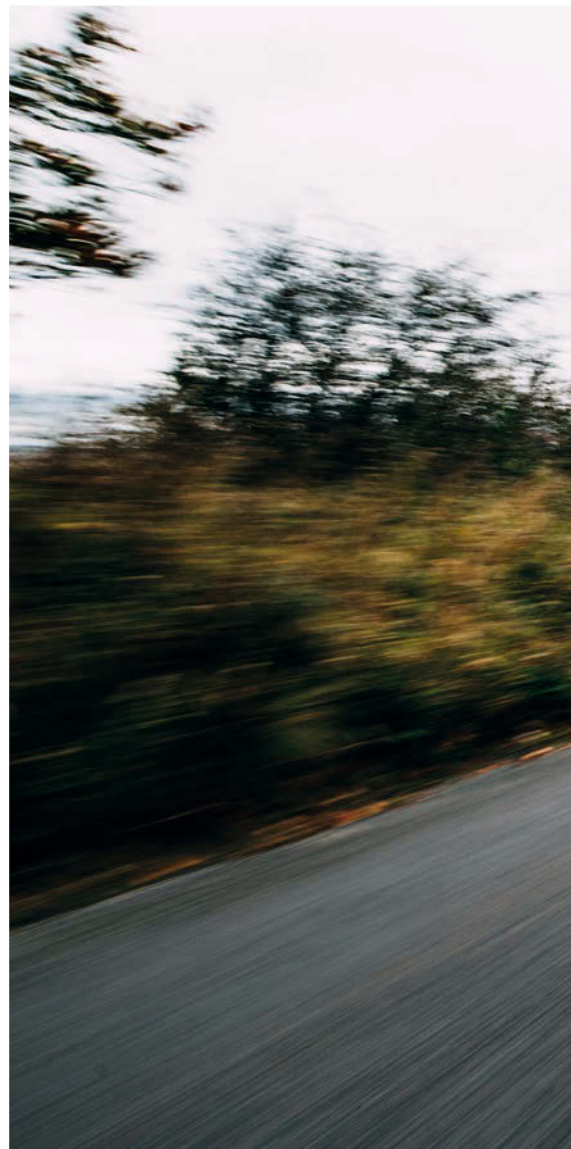
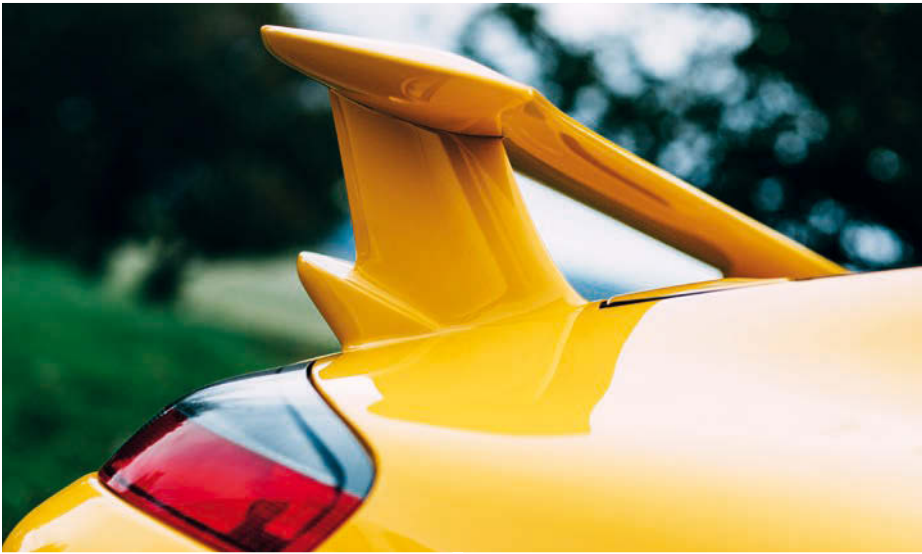
COMBAT

Seconds out, round two of our 996 versus 997 battle. The world of high performance 911s isn't just about the turbocharged cars – enter the GT3s...



READY

Story: Simon Jackson
Photography: Malcolm Griffiths



Difficult as it might be to admit, the current or prospective 911 GT3 owner is likely not to be the kind of fellow who visits a track each and every month. Nor might this person be someone dashing down twisting A-roads at three figure speeds on the way to work five mornings per week. Porsche is acutely aware of these facts, and so it has developed the water-cooled GT3 accordingly over the years with a conflicting duality of purpose at the forefront of its mind. Though you might not think it at first, a GT3 has two distinct jobs to perform, both equally important and yet in strong opposition to one another. Most obvious it must first and foremost be a focused and accomplished car on circuit, a model far more capable than a Carrera at speed, as progressive as possible, yet requiring just enough taming to keep those of a track proficient nature entertained. Secondly it has to be a competent road car, one which enjoys being pushed along apace yet that is also a willing companion on a boring low speed commuter route. Fulfilling this criteria is where nearly all road cars with sporting intentions have to compromise their ability on track, in order to retain any level of usability and comfort on the road. At Porsche though 'compromise' is a bit of a dirty word, and so here by bending the laws of automotive psychics, it has somehow given birth to, and subsequently further finessed,

a 911 which is good at both tasks despite the fact they do not compliment one another in the slightest. Ultimately no matter how many models Porsche creates aimed at filling each and every conceivable motoring niche, any track-orientated 911 must also be a useable road car and you might argue that a GT3, the first rung on the ladder to more hardcore and adventurous GT machinery, more so than most. For me it is this duality of purpose that sets the GT3 apart from other 911s, and yet in the back of my mind sits a rule of thumb: the more contemporary the version of GT3, the better it is at both jobs at either end of our spectrum. To my mind then a 991 GT3 should offer a better package than a 997 GT3, and a 997 GT3 should be a better all-rounder than a 996 GT3, but is that truly the case? To best understand the evolution of these 911s, it seemed sensible to put under the microscope both the very first incarnation, the 996, and its replacement, the 997, each of which might be the one 911 to do it all; track, road and (dare I say it) investment.

To give the 996 the best possible chance of taking on its more modern counterpart, the car you see before you here is a second-generation example, a Clubsport model at that (factory order code M003 providing rollcage, harnesses and fire extinguisher), which means it's in fine trim so far as 996s go. The second-generation 996 GT3 uses the same 3.6-litre flat-six engine

as its first-generation counterpart (with the same compression ratio of 11.7:1), both derived from the engine used in the GT1 Le Mans car, yet in this instance bored-out a further 200cc and without turbochargers. All six pistons are lighter and stronger than in the older car, aiding the saving of 288 grams from the power unit's overall weight. Also in diet trim are the mill's connecting rods, new forging technology in part allowing Porsche to save two kilos in weight from their mass. This Clubsport version does not, like its forebear, boast a lightened flywheel for Porsche deemed it unnecessary). But re-profiled and lighter valves and tappets, re-profiled camshafts, fresh VarioCam technology and new ME7.8 engine management combine to result in what was, at launch, the most powerful normally-aspirated 911 engine ever at 381hp. It'll deliver 284lb ft torque at 5,000rpm, and it'll rev to more than 8,000rpm – magical.

Translating all that power and torque onto the road are wider 8.5 and 11x18-inch wheels, and though larger in size, they are lighter than those wheels found on the first-generation car by one kilo. Behind them sit larger brakes; the discs are 350mm at the front (20mm bigger than those on the Mk1), 330mm at the back, the callipers are six-pots at the front, four-pots out back. The gearbox too came under the knife, third, fourth and fifth gears of the available six receiving new steel synchros

*A GT3 has two distinct jobs to perform,
both equally important*





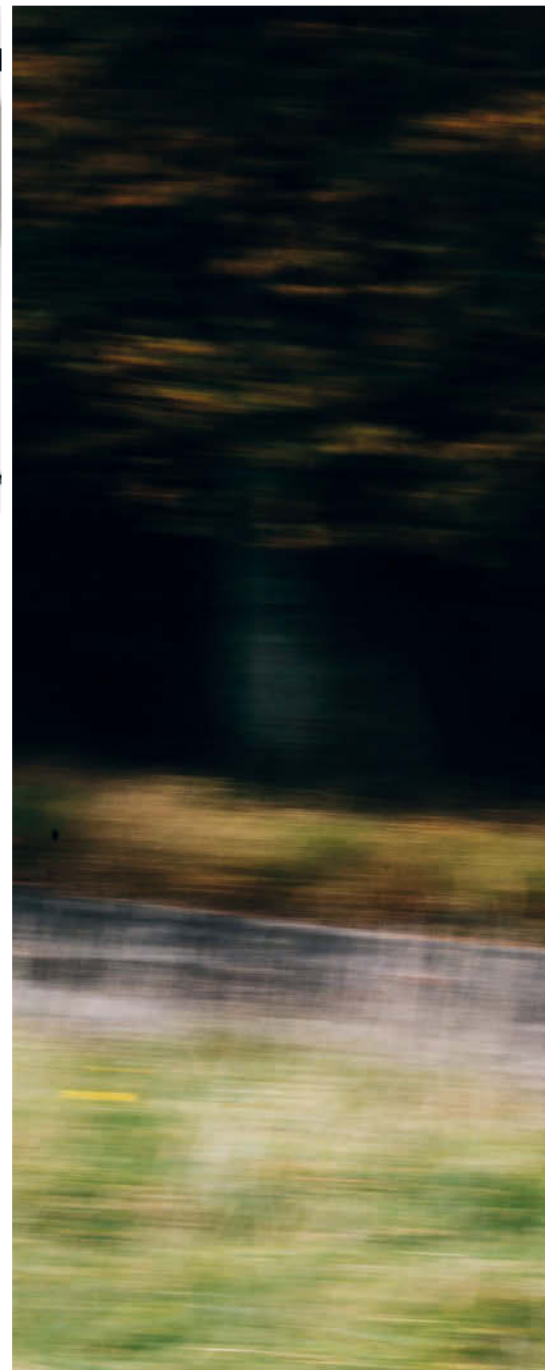
aiding reliability and promoting an accurate and tight throw.

Inside this Clubsport car you'll find a conspicuous rollcage in the back, fixed back bucket seats and racing harnesses, all of which highlight its motorsport credentials. Ahead of the driver though it's largely a familiar landscape for anyone jumping out of a 996 Carrera. And, although once cranked into life there is an air of the purposeful about the engine note and idle, on the move it does not suggest anything other than utter refinement. The engine's linear power delivery is somewhat friendly too at low speeds, matching steering feel which is communicative yet not prone to translating every crease in the bitumen. Gear changes are tighter than those found in a Carrera, certainly of a more positive nature anyway, yet in comparison with later 'boxes arguably a little too long in throw albeit satisfying nonetheless.

Plant the throttle pedal from any low speed and you'll initially be left wondering what all the fuss is about, yet as the engine takes a deep breath and your speed rises, the 996 GT3 comes to life. Below 3,000rpm you might argue this car feels a touch lazy, but after that point it begins to come on song and by the

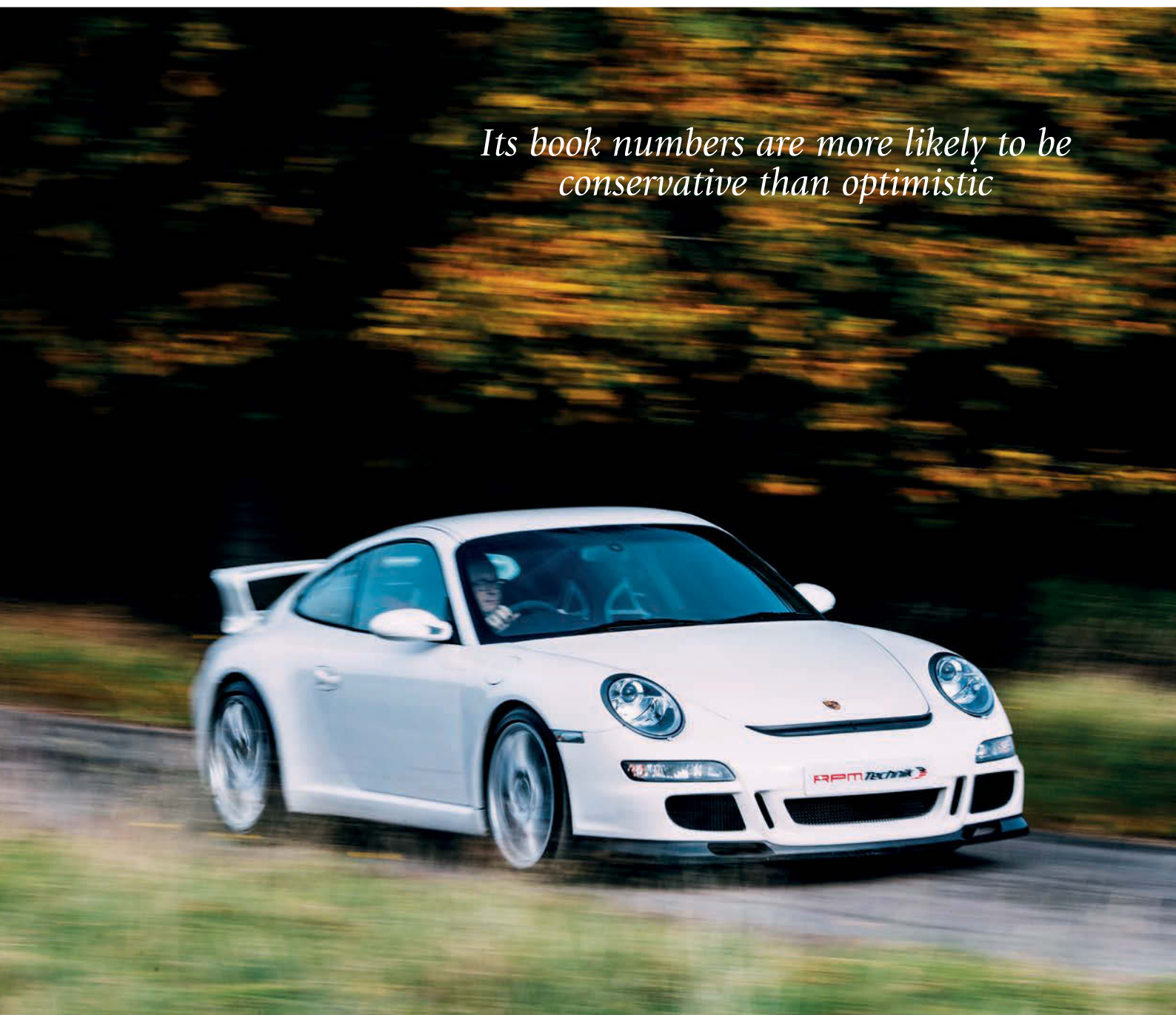
time the rev needle points to 5,000rpm the engine note has reached full Tenor. That spine-tingling engine note sticks around, as does the oncoming power, all the way to the redline somewhere near 8,000rpm. That Porsche has always maintained this engine is good for a reliable 10,000rpm is entirely believable. Its book numbers for both 0-62mph (4.5-secs) and 100mph (14.3-secs), and its 190mph top speed are more likely to be conservative than optimistic. But for me this car is not about its low or high speed characteristics, but about that middle ground, keep the 996 GT3 there, on the boil, and it rewards with a throaty roar and useable, drivable torque. Take it off the road and onto the track, which is not something we had the luxury of in the case of this story, and it has historically been described as delivering that slight understeer for which 911s are well known. But, thanks in part to its 40 percent locking differential, oversteer is controllable via the throttle and a pleasure to play with should you feel so confident. However, as we would all discover, there was room for improvement in this recipe – enter the 997 GT3.

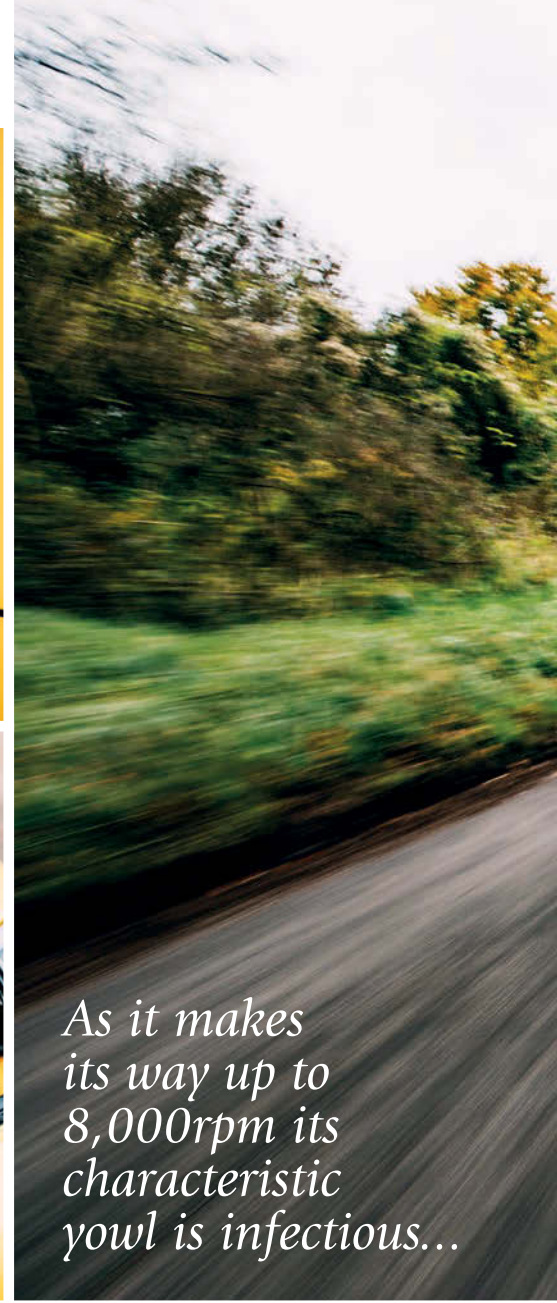
With all the obvious generational differences between the 996 and 997 taken





Its book numbers are more likely to be conservative than optimistic





*As it makes
its way up to
8,000rpm its
characteristic
yowl is infectious...*





as givens, the advent of the 997 GT3 brought still further differences between it and the preceding generation model. Though running a 3.6-litre engine taking its architecture from the GT1 like its forebear, this 997 GT3 version of the power unit was almost entirely new in comparison with its 996 counterpart. In fact, and almost unbelievably, only the engine's crankcase was carried over to the 997, the rest was modified extensively in order to raise its power output to 415hp. Porsche once again looked to the engine's internals to make its gains, the pistons were reduced in size by one millimetre and reshaped, saving 30 grams in weight, while longer yet thinner connecting rods saved a further 150 grams. The crankshaft was redesigned again, saving 600 grams, and a new exhaust system was developed, it also ran a new compression ratio of 12.0:1 – all factors in helping to find the increases in power Porsche was looking for. A further refined version of the VarioCam technology, this time from the 996 GT3 RS, could be found here too. A new variable intake manifold aided and controlled the torque curve for the better, producing 298lb ft at 5,500rpm (the redline

was once again north of 8,000rpm). Not only was this the most powerful normally-aspirated 911 at the time, it was the most powerful normally-aspirated engine in a production car – period. A grand summery for a rather special engine. Porsche's official performance figures were, again, conservative at 4.6-seconds to 62mph and 8.7-seconds to 100mph.

The chassis of course was burgeoning equally with new additions, chiefly the new GT3 used Porsche Active Suspension Management (PASM) for the first time, but far from being lifted directly from the Carrera, the system was specially tuned in true GT3 fashion. So rather than mollifying this performance-orientated 911, even in its softest possible setting there was little 'soft' about it, relatively speaking. Though the numbers and facts supported an agreement for the 997 being a far better GT3, it came in for criticism through further additions over the 996 GT3 seen as nannying or plain unwanted. Alongside PASM, these were Traction Control and satellite navigation (with telephone module), but these nods to usability served mainly to neatly balance the GT3's duality better than ever, this

was both a useable road car and a rather handy track car too.

As you would expect stepping inside this later 911 presents a more contemporaneous vista, its driving position is, for me, more adjustable and better suited to the job in hand. But then I have an odd theory that all post-2005 German cars have better driving positions than their older counterparts! Starting this GT3 delivers a slightly more gruff and purposeful engine note than that audible in the older of these two 911s. Like the 996 though it's equally easy to maneuverer at low speeds, perhaps a touch more refined around town, but if anything it lacks the 996's urgency once you push the right pedal to the floor. That's clearly a perceptual thing, for that car gives away more than 30hp to this one and a good chunk of torque too, but all the same it feels less aggressive. As it smoothly makes its way up to and past 8,000rpm its characteristic yowl is infectious, begging you to back off the throttle, then get back on it, and vice versa. With PASM switched to its most aggressive setting the nose might bob about in certain circumstances, but ultimately that's not a



setting for the road and is one best reserved for track use. With it switched back it's compliant, the steering is sublime in its directness and its feel, on the road at least, not obviously lacking in comparison with that of the 996. Just like the 996 this GT3 is happiest being kept in its midrange, medium speed corners are a delight, but it is easier in this newer car to be travelling quicker than you realise. You have been warned. The gearbox is tighter and shorter in throw in comparison with the 996. Of course we did not take the 997 on track, but those who have typically place its handling traits a notch above that of the 996, this more modern 911 is, I would conclude, easier to drive on the road in that it feels that bit more assisted (not necessarily in a bad way) in its weightings.

Both of the cars in our pictures were, at the time of shooting, driving and writing, for sale at independent Porsche specialist, RPM Technik in Hertfordshire. The 2004 Speed

Yellow second-generation 996 Clubsport, with black Nomex Recaro seats, and PCCB ceramic brakes was first supplied by Porsche Centre Silverstone. Serviced by Porsche OPCs or RPM Technik itself, the car is as clean as they come. Having covered just 18,000 miles and boasting its original paint and panels throughout, the specialist described it as one of the best kept cars it had ever seen. It was priced at £94,995. The 2007 Carrera White 997 GT3 with Black leather carbon-backed Carrera GT bucket seats (a 997 seating must in our view!), boasted Xenon headlights, Climate control, and Alcantara roof lining, together with carbon centre console and sill guards. Supplied through Porsche Centre Glasgow, its service history showed Porsche stamps throughout its 34,000 miles. Just like the 996 it wore its original paint shot over factory panels, and was described as a truly well kept example. It was priced at £84,495.

And now the difficult bit – choosing between these two. For us this is not an easy choice, but it can be largely settled based upon intentions. If you could only have one 911 and it was required to do it all; daily driver, fast road fun with the occasional track day thrown in for good measure, then the 997 is the victor here for it is the most capable car in each of individual discipline. If however, your GT3 is to be a second car, a vehicle not intended for everyday use but one you would still like to be able to perform all of the aforementioned tasks occasionally, then the 996 is the 911 for you. Ultimately though, given the duality of the 996 and 997 GT3, both are entirely capable of being used regularly without issue. The reason for that is because the 996 and 997 GT3 perform an astonishing balancing act without compromise, they are both exceptional track cars and highly useable road-going vehicles. They are Porsche to the core ○



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Adapt *To Survive*

Porsche rolled the dice with the 996. Two decades on from its launch, it has found a true place in the hearts of enthusiasts.

Story: Simon Jackson Photography: Porsche Archive



For the radical new broom that was the 996 and everything involved in its creation, we can partly thank the 964 generation of 911. Such was the 964's perceived shortcomings in the eyes of some at the heart of Porsche (and beyond), that it kick-started a plan with dramatic step-changes from which some are still reeling to this day – twenty years later. Though the 964's replacement, the 993, would prove so popular that it had some folk questioning if such departures were really necessary at all was largely irrelevant, it was too little, too late. For Type 996 the wheels were already in motion,

wheels that were part of a Porsche project worth one billion US dollars, a staggering amount of money today, even more so back in the mid- to late-1990s when the funds were raised from shareholders. Undoubtedly getting sign-off from Porsche's (habitually traditional and judicious) supervisory board on such an expensive, and different project, would not have been so easy had it not been convinced that desperate times were calling for desperate measures. Though you might assume the 911's shift from air- to water-cooled engines, or the sharing of a wealth of parts between it and the entry-level two-seater Boxster was sea change

enough, there was more. In order to effect the changes the 996 required, the very internal workings of Porsche would come in for an overhaul equally as profound in nature.

As part of its efforts to release money from the company, the finances required to fund the 996 project, Porsche's very productivity and production methods were put under the microscope. Some of its dealer network was under performing, but there were bigger issues at factory level. Adopting working practices more commonly associated with Japanese firms, Porsche gave its workers more autonomy, allowing them flexibility in the



name of improving workflow. Though their overall numbers were down, productivity and quality was up. Parts suppliers were also examined for potential cost savings and the streamlining of practices – more modular designs using fewer parts were the order of the day. That the 996 and its new sibling, the 986, would share in the region of 36 percent of their parts ensured any financial projections were looking rather rose indeed. That's despite the fact that they each required an investment of in the region of \$500 million to create. Not only did the new cars call for a new way of working, they required new computer-orientated equipment too.

Our two friends from the design process of the 993 (p80), Harm Legacy and Ulrich Bez, led separate teams of determined engineers

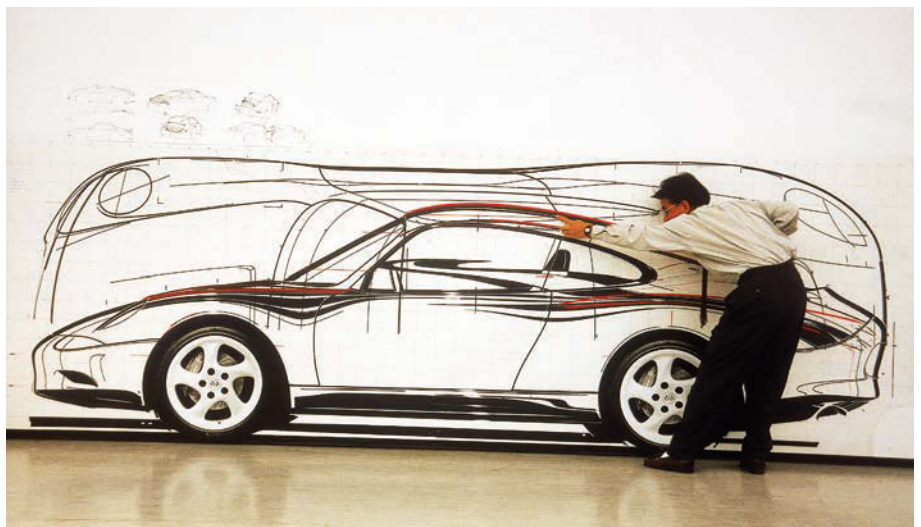
tasked with, what was in many ways, the most ruthless overhaul of the 911 ever – and the creation of a cash cow entry-level Porsche. Such huge changes for the 911 required massive effort and financial investment, they almost certainly would not have been possible without Horst Marchart's concept of the 911 sharing components with its junior, the Boxster. In practice this sharing of DNA was never more apparent than at the front end, where the 996 and 986 shared everything from their front bumpers back past their A-pillars to their doors. This concept of a family face was the 'light bulb moment' that encapsulates the story of the 996, and set a precedent for the future of the Porsche brand which has held strong to this day, through its production of highly diverse models; sports cars, executive

saloons and SUVs.

Emerging from what was a competitive design studio at the time came Pinky Lai, whose simplistic design proposal for what the 996 should look like was elected best. Lai's work managed to fuse together the purity of the original 911's design with a clean, even subtle, fresh language. Part of the design brief for the 996 had been for it to emphasise the car's rear-engined credentials, this was something Lai's design achieved via its muscular haunches and sizeable glasshouse. Though it made an effective use of less materials than the outgoing 993, it was also faster to manufacture and yet stronger with it – torsional rigidity was up by some 30 percent. The new 911's track was wider both front and rear, and its interior space greater than the



*The concept was the
'light bulb moment' that
encapsulates the story of the 996...*



993 before it, drivers sat lower in the car with their legs stretched out further, a noticeable departure to the 911's traditional driving position. While other 911 convention, such as the five pod dash, was followed, the fuel tank and thus filler was now on the right hand side of the car, unlike all previous generations. Though the interior was familiar from the 986 Boxster, the new Siemens developed PCM was a technological step-up.

When it came to the chassis there was no doubt in anyone's mind that between the 996 and Boxster, the 996 was the lead car. There was a commonality of parts though, indeed more than 40 percent of the chassis components were shared. Naturally the front ends were where the bulk of the similarities could be found, the front suspension was

transferred over, but there were differences in the smaller details, such as the way it was setup between the pair. Though the principle of the 996's five-link rear suspension was shared with the 993, a new design simplified things and once more where possible a modular system was employed allowing whole chunks of both the new 911 and 986 to be built up offsite and simply wheeled into position fully built. A distinct time saving measure which, in part, contributed to a 40 percent saving in each 996's construction time over the 993 – a 996 could be built in 45-hours. Though the basic architecture of the four-valves-per-cylinder engines were also shared between the 996 and 986, the 911 received upgrades in almost every area, capacity being the most obvious place in

which it gained. Importantly Porsche's Varioram technology, present in both 996 and 986, was tuned significantly in favour of the 911, allowing it to produce just under 300hp.

That the 996 represented an impressive step-up over the 993 was never clearer than during its shakedown program. Not only did its simplified nature prove to be equally durable and robust, it performed better at the Nürburgring, too. Indeed the 996 was some six seconds quicker than the 993 around the Nordschleife, further more its handling was perceived to be more user friendly than the outgoing air-cooled model. It was one way that Porsche could tangibly prove the benefits of the 996, for though it was clearly a step in right direction so far as those at Porsche were concerned, there was a hardcore Porsche



enthusiast who might never accept a car cooled by water and minis a dry sump. A new millennium beckoned and this was the car which would take Porsche towards it, however it would remain somewhat divisive.

It's no secret that designer Lai struggled with internal politics at Porsche, budget constraints and a daily battle with those non-believing in the 996, potentially Porsche's last roll of the 911 dice. Nonetheless battle on Lai did, for example forcing the inclusion of the 996's adjustable rear spoiler for which he had been told there was no budget, and ultimately seeking to ensure there was maximum bang for buck from this radical new car. Early media reports on the 996 in mid-1997 were split, some praised its outline as a true Carrera, others claimed it to be too contemporary, too trendy, in short – too soft. The cost saving

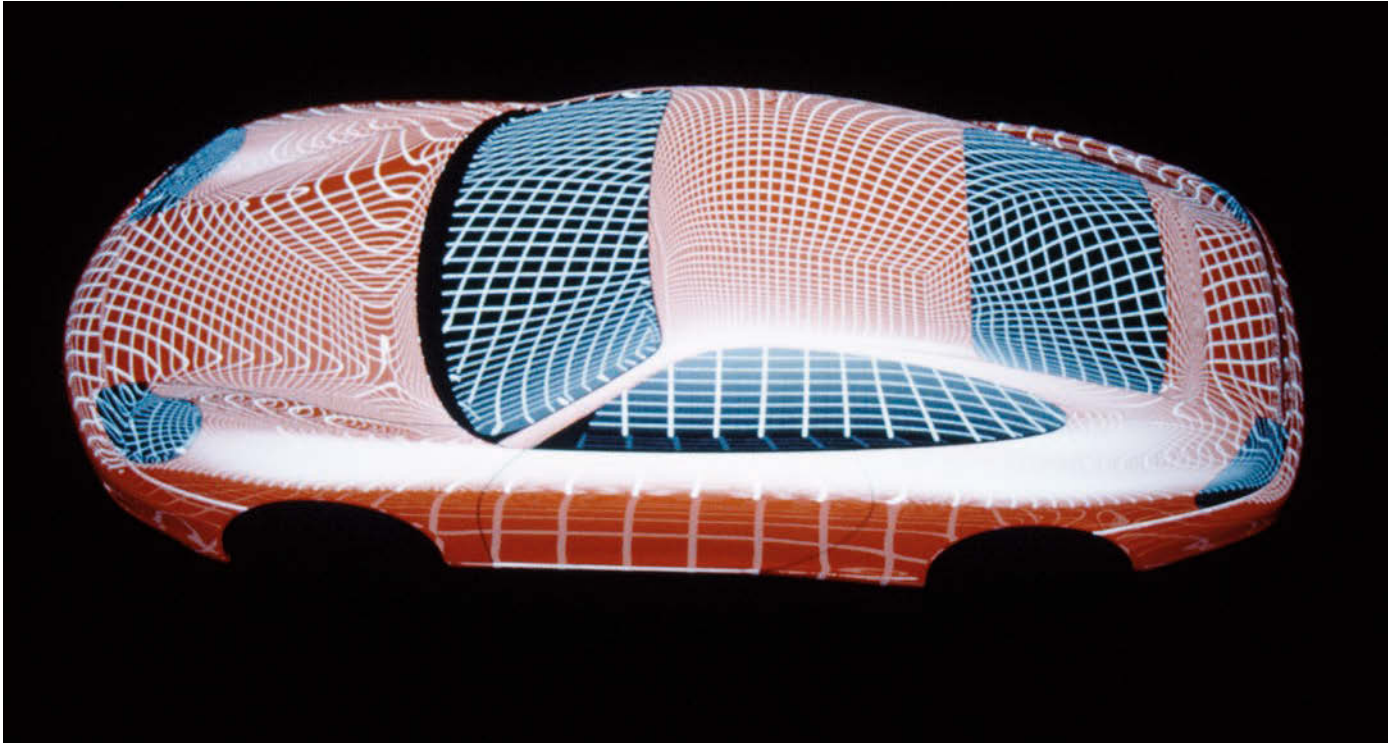
measures which meant it shared a face with Porsche's entry-level Boxster were, for some, too much to handle. It was around this time that the teardrop-style 'fried egg' headlights came under some heavy fire. But not everyone was negative. Andrew Frankel wrote at the time that while the 996 was a fantastic GT car, and a fantastic and fast Porsche at that, it was not to his mind a 911 in the traditional sense. And that was largely a view echoed by road testers in period – though this was a capable car and one to covet, calling it a 911 was a hard pill to swallow.

A tweaked 996 came in 1999, with very subtle changes and its side impact technology. So too that year came the four-wheel-drive Carrera 4, and for some the crowning glory – the GT3. It was 2000 when Porsche added the Turbo model, a year later the 462hp GT2 and

C4S. In 2002 Porsche revealed a facelift 996, lighting signifies such a car from the outside, under its rear deck lid it was a improved 316hp 3.6-litre engine which further gave the game away. Amongst the 996's parting gifts were a 450hp Turbo S and revised GT3 in 2004, but it was the GT3 RS for many which cemented the 996's place in 911 folklore.

Two decades on it's hard to tell where all that negativity came from back at launch and in subsequent years. The 996 is not only a good looking 911 that has aged with grace, it is also a predictable, rewarding and thoroughly entertaining steer that is more than a match for its air-cooled forebears. It's now safe to say that the tide has turned for the 996, those in favour of it greatly outnumber those who continue to malign it (which is their loss), and prices have been rising steadily for a good





*Two decades on it's hard to tell where
all that negativity came from*





number of years now. Long enough to be sure they are not on the eve of plummeting, that's for sure. The sports car you could use everyday, the 996 Carrera was nothing if not practical, a trait in its character that remains important today. And though it has suffered from tales of unreliability, likely over exaggerated in their number and frequency, today its depreciation proof nature can provide running costs manageable for virtually anyone with the money to buy one in the first instance.

Place the 996 alongside its replacement, the

997, and naturally its age will begin to show, but the important comparison here is with the 993, the car from which it represented such a radical departure. Today it is the 993 which feels so vastly aged, and the 996 which for many, feels like the true 911 of the two in terms of the driving experience on offer. Though in hindsight the 993 was not a Porsche that struggled to sell, it's important to remember that despite its divisive nature, the 996 was a good seller for Porsche too. That's why examples are rather plentiful today, and

as a used purchase this is a Porsche that makes an awful lot of sense to buyers, so that's a very good thing. Had the changes made to the 911 for the water-cooled era not worked out, it's quite likely that the 996 would've been the final fling for the 911. As it turned out, the 996 set the precedent for a string of Porsches going forward, each of which had a part to play in the modern success of the company. The 911 needed to adapt to survive, as it has many, many times over the years, thanks to the 996, survive it did... ◯





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Heavens **Above**

A Targa like no other before it, the 993 Targa reinvented a type of open-top Porsche motoring first established in the 1960s.

Story: Simon Jackson Photography: Porsche





*The 993
was left alone
holding the fort*





ncredible as it might sound today given the extensive range of vehicles available, walking into a Porsche showroom at a point in time around 1995 or 1996 presented a rather sparse vista. Both the 928 and 968 had already been given their marching orders, and Porsche's new entry-level two-seater, the Boxster, wasn't yet launched. And so it was that the 993, the last of the air-cooled 911s, was left alone holding the fort. Though Porsche put on a brave face it was not short sighted, and so for the 1996 model year the 911 came in for a few revisions to best equip it to ride out the storm. Not least amongst the changes was a reworked 3.6-litre engine running Porsche's latest Varioram intake system, boasting 286hp – up from 272hp. Arguably more important though was the addition of an entirely new body style, one that was a big departure and resurrected a badge not seen for three long years – Targa.

For the genesis of the 993 Targa we must look all the way back to the Panamericana, a controversial concept car first revealed at the Frankfurt Motor Show in 1989. It was born out of an artist's impression by Steve Murkett, a British designer whose original drawing looked more like something from Italy than Stuttgart. Between them Harm Lagaay and Ulrich Bez collaborated in moving Murkett's concept from paper to reality – Bez being the new kid on the Porsche block at the time. Bez was not a fan of the 964, being particularly vocal in his dislike for the Carrera 4, but without doubt he did strongly believe in the 911, both in terms of its driving dynamics and the strength of its identity as a standalone brand. As such Bez sought to reinvent the 911, and his first step in that direction was the Panamericana, a concept car so radical that it divided opinion at Porsche, and split the wider automotive community. Taking as its basis the platform of a Carrera 4, the Panamericana's name might have been a familiar amalgam but not much else about it was recognisably Porsche. In part of course that was the point of this new concept, Lagaay and co had developed a car that was sort of halfway between a Spyder and Speedster, its roof being far more unique than a traditional convertible.

The Frankfurt car was, as if to rub salt into the wounds of all those who disliked its radical aesthetics, painted in a bright shade of green. You couldn't miss it. Unfortunately the first person in the queue to throw rotten eggs at the new car was none other than Ferry Porsche himself. That he was joined by a number of high profile journalists did little to pave a smooth path for, in particular, new boy Bez during his time at Porsche. All the same the Panamericana saw light and life after Frankfurt, both the concept car itself and more importantly elements of its design, would reappear in future. The Panamericana took plenty of influence from the ill fated 965 (covered last month in our 964 Turbo feature), the sudo 911 supercar which took some of its design cues from the 959. Ultimately as is the case with most concept cars, though the

more radical aspects of the Panamericana were never likely to make production, there were hints of what was coming for Porsche. In fact there were plenty of inherent signifiers lurking the deeper one looked, all suggestive of the general design direction of the (then forthcoming) 993. That there were more cooks than just Bez and Lagaay involved in deciding the final design of the 993 is true to some extent, but chief amongst those responsible for its final silhouette was another Briton, Tony Hatter. To Hatter we can credit its timeless and much lauded design.

Never would the 993 take more from the Panamericana though than in the mid-1990s, when the 993 Targa version arrived. It was not lost on most that the Targa's roofline was more than just reminiscent of the aforementioned concept. As the Targa's centrepiece were two

vast glass panoramic roof panels, the likes of which Porsche had been toying with since 1977 while designing the 924. In fact the sliding glass roof had seen around three years of research and development put into it during its evaluation for use on the 924. Though it would never see the light of day on that project, like most ideas conceived in the Porsche design studios, it was never far from the minds of those present. It would therefore reappear, albeit in recycled form, at a later date on the 911.

In the design for the 993's roof came a much more advanced concept than what had been considered before though. Of the two large glass panels, the back screen section remained static, the front section could be retracted underneath it revealing a large aperture, but that's simplifying what was a

very well engineered design – one Porsche quickly patented to avoid any rivals copying. Three electric motors did the bulk of the labour, a wind deflector controlled the flow of air as is customary on car sunroofs. The cabin, at all times flooded with light, could therefore also benefit from large quantities of fresh air. It enjoyed most of the benefits of the 911 Cabriolet, with few of the trade-offs. All eventualities had been considered, even clever seals ensured water would not sit on the roof and subsequently enter the cabin if it was later exposed to the sky. Though the glass could be supplied in clear or tinted varieties, it was thermally insulated and filtered-out UV rays, and a roller blind provided shade for occupants. Without a removable roof section and wide B-pillar roll bar like its forebears, this was a Targa in name but unlike any we'd seen.



The project was outsourced to Webasto, it finessed Porsche's design



Not all of the praise for the 993 Targa's unique roof can be levelled at Porsche though. The project, or at least the roof itself, was outsourced to Webasto, the firm which first fitted a pop-up sliding glass roof to the humble Ford Fiesta in the 1970s. It not only finessed Porsche's design, it also manufactured it for the sports car maker, delivering the entire roof section ready to fit to the car's body. The body in question was not just any old 993 Carrera, but a convertible model, which was somewhat significant. The 993 Cabriolet model was developed alongside its coupé equivalent, and Porsche was careful to ensure that their shells shared as much as possible. What this meant was that, unusually, the convertible gave away little in structural rigidity to its coupé sibling – the 993 Cabriolet was already 10 percent stiffer than the

preceding 964 Cabriolet. Despite this inherent sturdiness, additional strengthening material was added to various sections of the Cabriolet, of note was reinforcement to the car's A-pillars and sills, more still was added to the Targa. All told the Targa's roof gained 30kgs in weight over the coupé – not bad you might think.

To give you an idea of how the 993 Targa sold, of the 18,391 993s built in 1996, some 4,912 were Carrera coupés, 2,706 were Targas. That's an impressive ratio, surely in part thanks to the fact that, thanks to the roof's design, the Targa was able to retain the side-on profile aesthetic of the Carrera. In total the production run was well under 5,000 units. Without doubt the 993 reinvented the Targa concept, with a new design that would remain through the 996 and 997, that it was missing the traditional roll-bar did jar with some, but

overall the first 911 Targa with a sliding glass sunroof was largely a success. Being able to open the roof to the sunshine at a moment's notice without losing much of the look and rigidity of the coupé 911 was something to celebrate, it remains so today as arguably the most successful of the 993, 996 and 997 generations of Targa model.

Today Targas are priced closer to the Carrera models with which they share much, more so anyway than they do with the coveted Turbo or RS variant of 993, which means of the final air-cooled 911s they are more budget friendly than some. The driving experience is akin to a 993 Carrera too, which should come as no surprise given that there is only that 30kg weight penalty, and likely a small amount of difference in the centre of gravity. Driving a Targa is not noticeable unique – in terms





of driving dynamics to any great degree. But whether you take to the driving experience on offer here depends much on your viewpoint, step into a 993 from anything more modern and you'll notice its heft by comparison. Still, that it is often heralded as the last true 911 is never far from the back of your mind, and therefore driving one is sure to elicit a thrill. On top of those areas you should check when purchasing any 993 Carrera, there are a couple of Targa specifics worthy of inspection. Any old 911, and these cars are more than two decades old now, will be at risk of rust, and the 993 is no different though this is admittedly not as much of a concern as with some of its

forbears. The mounting points of the roof rails (where they attach to the windscreen) can rust, so too the windscreen surround, and naturally you should check that the roof itself operates normally. That we haven't mentioned the Mezger flat-six engine out back is due to its reputation for reliability...

Ask a Porsche enthusiast to conjure an image of a 911 Targa and it's most likely that they'll picture an early air-cooled roll-bar car, or current Transformers-style 991 version. Though the 993, 996 and 997 style of Targa offered an effective solution to the coupé-meets-convertible hybrid, none are probably as iconic as their namesakes from before or

after their like. That does not, however, make them less worthy of consideration for anyone looking to enjoy open-top motoring without hassle, and of those three similarly styled 911s, the last of the air-cooled cars, the 993, is surely the one to fancy, is it not? The 993 is certainly a key 911 for several reasons, not least because it would herald the final air-cooled variant, but also because it made a radical departure from the 964 – its new parts comprised a staggering 80 percent. But also because the 993 reinvented the Targa concept, breathing fresh life, and fresh air, into a type of 911 that, had it been left to die, we would sorely miss from our now burgeoning Porsche showrooms ○

*The 993 reinvented the
Targa concept...*





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ONE
YEAR
AGO
DEC
2016



Two £35,000 Porsches caught our attention this time last month. The 997 Carrera and 981 Cayman had converged in value, but choosing which was best proved tricky. Controversial as it was, at the time we thought the Cayman represented the better package.

Also in this issue we reunited three forgotten 1980s Porsche prototypes, talked with legendary works driver Gjis van Lennep, and drove a spectacular and fully restored 911 RSR around Donington Park. A 924 S restored as part of the 2016 Porsche Classic Restoration Competition also appeared in print, so too a 959 which we drove in Germany's Black Forest near Stuttgart. A 911 SC reworked by Ninemeister, the 9m11RS ticked all the right boxes for us, lastly we documented Mark Webber's drive in the 919 Hybrid through the city of London.

FIVE
YEARS
AGO
DEC
2012



We got our first glimpse of the Sport Turismo five years ago, then a Panamera concept car, the production model has not long seen the light of day of course. We got behind the wheel of the 991 Carrera 4 to see if it moved the concept of the four-wheel drive 911 along, we also test drove the mighty V8 Cayenne S Diesel for the first time.

Three 997 GT3 RSs came together; 3.6-, 3.8- and 4.0-litre cars, part of Porsche's Evolution RS course at its Silverstone Experience Centre. Andrew Frankel drove the 1982 Le Mans-winning 962C and commented: "It wasn't just that the 962 was so fast, but also that it was so friendly and forgiving."

As part of our ongoing Turbo Files features, we examined the second-generation 997 Turbo, plus we looked at a replica classic 911 RS in detail.

TEN
YEARS
AGO
DEC
2007



That legendary lightweight 911, the 964 Turbo S was in our sights a decade ago, we confidently stated: "There is just the one issue with the 964 3.3 Turbo Leichtbau – its name: it should have been called GT2."

And after getting to know the car we let it meet its modern day equivalent, the 997 Turbo. We also drove the new generation of Cayenne in all its guises, and followed Paragon Porsche through an epic Britcar 24-hour success. We brought together a trio of 928s to celebrate the model's 30th birthday, and took a short wheelbase 911 for a spin, while SpeedART's BTR-XL, a 600hp 997 Turbo took us to 100mph in 8.6 seconds. In Part 10 of our look at Mezger engines, we examined in detail the 917's 1100hp turbocharged Flat-12 – Porsche's most powerful engine ever.



Commuter Belt

Bleary-eyed London commuters had a bit of a shock one morning in late September as Mark Webber took to the city's streets in his Le Mans-winning Porsche 919 Hybrid...

Story: Ben White and Simon Jackson Photography: Porsche

44 www.porsche.com

DECEMBER 2012 45

Porsche Prototypes

THE UNFULFILLED

We reunite three forgotten 1980s Porsche prototypes. Their story shows that the development from concept car to production can be a rocky road.

By: Max Zubovskiy Photography: Journal Stern

The role of convertibles in Porsche's history is originally underestimated. After the highly successful 911 coupé and even the top-selling boxer of the year, the three show special features. But this is neither distinguished by design nor by function, they didn't go down in history at all. The high losses and truth is that the entire car which makes it difficult to see a connection which led to the sequel.

Here ending up mostly as success of inspiration for other later design solutions. There are even those that were virtually finished projects, which led to part on the production line, but for some reasons they were left the guarded gates of their designer's workshop. In the case of Porsche, that's the Development Center in Weissach.

Content to more often consider that those to design their pre-production prototypes, or to have long drive over their garage.

Porsche keeps virtually all of its sketches. And what's more, it rarely decides to shoot some of its top secret projects out to the grand public, presenting them at events all around the world, even holding them in selected media. And that's how an incomplete white stock followed one of those remarkable projects of Porsche's history one night in a place where we could hardly imagine them, producing on the night here later.

December 2012 51

962C. Driven.

"Would you like to drive the 1987 Le Mans-winning 962C?" Not the toughest question Andrew Franks had had to answer.

Photography: James Linton

DECEMBER 2012 45

Original Resto

The backdated 911, the Replica RS and the concours restoration are brought together to create a unique chapter in the 911's story.

Story: Stuart Gallagher Photography: Max Earey

DECEMBER 2012 50

30 years of the 926

FULL FRONTAL

30 years ago, Porsche created a front-engined GT designed to replace the 911. It never did, but became a firm favourite and the 926's legacy lives on to this day.

By: Stefanus De Latorre Photography: David Smith

As had not to like the 926. Some believe that the 926 was a front-engined GT designed to replace the 911. It never did, but became a firm favourite and the 926's legacy lives on to this day.

With the years, we also gathered together what you could call the three most important versions in the 926's life: the original 926, the first fully modified version, the 926 S, and the 926 S. The 926 S was always described as being ahead of its time, so how did the driving experience compare to the more modern 926 and what is a change in the 926 that makes it so special to drive?

DECEMBER 2007 49

The Road is Not Enough

The 964 3.3 Turbo S is a rare beast, which is why we jumped at the chance to drive this Porsche 911 Icon.

By: Stuart Gallagher Photography: James Linton

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SUPERYACHT PREMIERES

The new GTT 115 hybrid superyacht was developed in collaboration with Studio F. A. Porsche...





The world premiere of the Gran Turismo Transatlantic (GTT) 115 hybrid yacht took place at the recent Monaco Yacht Show, held at Monaco Yacht Club, it was designed in collaboration with Studio F. A. Porsche. Working with Dynamiq, Studio F. A. Porsche designed the striking superyacht to be capable of crossing the Atlantic ocean.

"We have designed a yacht to appeal to future-oriented owners who appreciate the advantages of speed, high-quality design and our philosophy for perfect performance", explained Managing Director of Studio F. A. Porsche, Roland Heiler. "By combining power, speed, range and sporty design, we and our partner Dynamiq have created a Grand Turismo for the seas that is unrivalled worldwide."

Capable of a top speed of more than 21 knots, the GTT 115 uses the latest technology to combine its speed with efficient fuel consumption resulting in and a range of 3,400 nautical miles.

"Its hybrid system with three variable-speed generators is based on the principle of building sustainable yachts for the future," states Dobroserdov. "At only 35 meters long, it combines manoeuvrability with the sensation of being aboard a large yacht. The high-quality workmanship and Rhodium Silver metallic paint finish are also sure to impress. We have consciously limited production to just seven units to allow the GTT 115 to become a genuine collector's piece," said Sergei Dobroserdov, CEO of Dynamiq.

You can learn more about Dynamiq via its website: www.bedynamiq.com

SOLAR-POWERED RACER DEVELOPED

Porsche assisted with an emission-free solar-powered racing car entered into the 30th Bridgestone World Solar Challenge.

Porsche has lent a hand with an ambitious research project for an emission-free solar-powered racing car, working in partnership with RWTH Aachen University in Germany. The 'Sonnenwagen' team from the university was the only German squad to take part in the 'Adventure Class' this year with its car, Huawei Sonnenwagen, in the toughest race for solar-powered vehicles, the Bridgestone World Solar Challenge, now in its 30th year.

The race took place in Australia between the 8th and 15th October covering a staggering 3,022 kilometres along the Stuart Highway, through the Australian Outback. Starting in Darwin and ending in Adelaide, the gruelling race required a suitably equipped car, Porsche helped the Sonnenwagen team with both financial support and expertise.

"The sustainable use of renewable

energies is one of the greatest challenges of our time", said Andreas Haffner, Member of the Executive Board for Human Resources and Social Affairs at Porsche AG. "The development of an emission-free solar-powered racing car by students at RWTH Aachen alone represents a bold undertaking. Supporting this research approach is very important to us.

"We want to play an active role in shaping the future of the sports car. To do so, we need exactly this kind of young people, full of courage and pioneering spirit, and who are willing to break the mould. These are values that are also firmly rooted in our company culture."

The university team initially spent half a day at Porsche's motorsport centre in Flacht, where specialists from its three-time Le Mans-winning team covered the subjects of

vehicle body, electrics, simulation, wind tunnel tests, organising air freight, and team management. A further visit saw the young designers learn about professional weather observation and race strategy from Porsche's World Endurance Championship staff. Given the fact that the sun is the only available source of energy for the racing car, these are important factors. The team's final educational trip took them to Porsche's Development Centre in Weissach covering wind tunnel tests.

"Just like us, the Aachen students are pushed to the absolute limit when developing their racing car. The key issues surrounding lightweight construction, cooling, efficiency, powerful electric drive and aerodynamics correspond with the requirements of our Le Mans victor, the 919 Hybrid", explained Andreas Seidl, Team Principal of the Porsche LMP Team.

The team placed ninth in class, arriving in Adelaide on 14th October at 10:50:48, the winning car, built by an American team, having crossed the finish line at 13:56:53 the day before. Porsche's support for the Sonnenwagen project is one of many commitments in the areas of research, education and promotion of talent. Find out more about the World Solar Challenge online: www.worldsolarchallenge.org



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the market place

Dan Bevis

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

No Sale Price:
£120,750



This month's sideways glance at the auction world focuses solely on one particular auction, rather than casting a catch-all net across the globe. Why? Because Silverstone Auctions' 'Porsche Sale' was an absolute whopper, that's why. The single most seismic event to happen in the macrocosm of selling used Porsches, in which £2.5m changed hands in just three hours – so it makes sense to comb through the lot list and pick out the highlights because, frankly, there were just so darned many. And in an exciting addition to the published hammer results, all of the cars that didn't manage to find buyers on the day are now on sale at fixed prices – you can view the full list by sticking this short link into your web browser: bit.ly/SilverGTP

With such a rich platter of delicacies it's hard to know where to start, so we'll just tuck straight into this juicy morsel – a 993 Turbo S that's so deliciously clean it's effectively held a mirror up to the concours scene, had a jolly good chortle and refracted it through its own unique filter of fastidiousness. One of just twenty-six built in right-hand-drive, the Ocean Blue corker has racked up just 36,000 miles, enjoyed a pampered life serviced by Porsche main dealers, and the final figure reflected its rarity and desirability: it sold for £253,125. It's not that long ago that this number would have sounded absurd. Now? Well, that's the 993 market for you.

Fancy something a bit less pricey? Okey doke, how about a lasciviously purple-on-purple 928? This '91 car is an S4, which means a robust 5.0-litre V8 with 316hp, and lounge-lizard swank in spades. First delivered to Hong Kong, it's resplendent in Amethyst Purple Metallic paint with a buttery-smooth purple interior; it made its way to the UK in 2003, and has been in specialist hands ever since. The car didn't sell at auction, so it's yours for £28,750. It'd be like driving a big delicious lollipop.

Swinging back up the cash spectrum again, the 964 RS Touring unsurprisingly hooked a buyer with a chunky wallet and a keen eye on speculation. Well, they could have bought it for its merits as a flawless and formidable driver's car, but at £219,375 you'll forgive us our suspicions that it may end

Silverstone Auctions' 'Porsche Sale' was an absolute whopper..

Hammer Price:
£92,813



the market place

up hermetically sealed in a dustproof, windowless bunker. It's got the prized Porsche Certificate of Authenticity, plus a bunch of period road tests and magazine features, and despite the eye-watering cost we get the feeling that this person bought well – particularly given the heated bidding war in the room between two unstoppable financial pugilists. After all, Porsche only built eleven of these, just six of which were for the UK market. Keep it a few years, pass it on, buy yourself a sarcastically large mansion.

Something almost as rare and around half the price was the 996 GT2 ClubSport. This car basically existed to appease those who felt that the terrifying GT2 widowmaker was a bit soft (unbelievably such people exist), so the ClubSport was effectively a road-legal turnkey racer; it had a rollcage, fire-retardant Recaros with six-point harnesses, a plumbed-in extinguisher and battery cut-off switch, and it was really quite uncompromising. Just seventeen were built in right-hand-drive and this one had seen pretty gentle use. It also didn't sell at auction, so you can snap it up for £120,750. You know, if you're in the mood to scare yourself.

We're more than a little in love with the fabled 924 Carrera GT, and it's gratifying to note that the

Hammer Price:
£219,375



*Porsche only built eleven of these,
just six were for the UK market*

No Sale Price:
£28,750



No Sale Price:
£120,750





This one used to belong to Thin Lizzy's manager and has recently had a £12k resto



values haven't gone too insane just yet. Sure, £37,688 is a spicy meatball for a 924 (obliterating the car's £30,000 estimate), but for a super rare homologation model it's a positive bargain. These cars were unceremoniously stripped-out for Le Mans homologation, and each one treated to an uprated dogleg five-speeder, an LSD and, of course, those wide hips that went on to inform the 944's design direction. This one used to belong to Thin Lizzy's manager and has recently had a £12k resto; Ok it was crashed and declared an uneconomical repair back in 1989, but that's all water under the bridge...

The '88 930 Turbo Cabriolet ticked a lot of boxes for us. The original owner clearly did a lot of box-ticking themselves when they ordered it too, adding the optional blue tonneau cover, LSD, heated seats, power hood, top-tint windscreen, amplifier system, velour-trimmed luggage compartment – this thing is fully-loaded. Pretty mint too, and a snip at £92,813, given that the last owner paid £100k for it in 2015!

Race cars are always a bit of a mixed bag, largely because they're an unknown quantity; there's a gulf of difference between something that you can prove was a victor at Spa in the 1970s, and something that an amateur helmsman has been thrashing round Brands every weekend. But the '73 RSR seemed good value for an old race battler – it's actually a 911T that's been modified to 2.8 RSR specs and homologated as an FIA Historic Race Car with a current FIA Technical Passport, but you'd have to be a real nerd to know it wasn't a legit RSR. And it'd cost you over £200k to build a car to this spec today. The hammer price for this? £81,000.

We were somewhat surprised that the 997 GT3 RS didn't sell, as these cars sit in two distinct but equally vibrant niches: phenomenal driver's cars, and also bona fide investment potential. The black-and-orange scheme looks killer, it's got carbon-ceramics and Xenons, and it's had an easy life. Perhaps its £120,750 price is just a little too hot for today's market?

And finally, we had a real soft spot for the adorable 1969 911E Targa 2.0. The 'einspritzung'-equipped E came with the Comfort Pack as standard, offering velour carpets, leather steering wheel, vented disc brakes with aluminium calipers, and gold-coloured script on the rear deck. This car was originally delivered to New Jersey and stayed with the same family for forty years, before moving to a climate controlled garage in Nevada. Now it's over here, and no expense has been spared in getting it tip-top. An independent insurance valuation placed its value at £105,000-£115,000. How much did it sell for? £58,500. Someone's bought themselves a nice thick slice of happiness there.

EBAY WATCH:

944

The 944 sits in an unusual position in Porsche's history. There are two distinct ends of the market – ratty, unloved cars that can be bought for peanuts and that will likely make your life a living hell, and cherished, pampered examples that are starting to command some really quite silly prices. Is there a happy medium? Yes, there is – and it starts at about eight grand.

The genesis of the model began with a joint project between Porsche and Volkswagen. The front-engined, water-cooled 924 of 1976 was originally a product of the VW-Porsche merger team set up to develop the 1969 914. When the idea to sell the 924 as a VW, Porsche or Audi in various different markets collapsed, Porsche acquired the designs outright, continued development, and threw it to market with an Audi-derived 2.0-litre engine. It drew praise and criticism in equal measure – some loved its poise and tautility, others felt that the humble origins of certain parts did much to dilute the brand – and Porsche sought to silence the naysayers in 1979 with the 924 Turbo. This was a capable but prohibitively expensive car, but rather than scrap the whole idea Porsche soldiered on and evolved the model into the 944 – a sturdier-looking prospect featuring a new all-alloy 2.5-litre four-cylinder engine which, to an extent, can be viewed as the 5.0-litre V8 from the 928 that's simply been chopped in half (although obviously it's a bit more complex than that). The 944 featured wider arches, akin to the homologation special 924 Carrera GT, along with a fresh new interior and thoroughly revised suspension and braking systems. Any criticisms levelled at the 924 for 'not being a proper Porsche' were rendered wholly redundant by this radical evolution of the breed.

Now, we have to admit that we've been a bit silly this month. The 944 we've picked out for you is on sale on eBay [item no. 282428906399] for a whopping £29,500. That's an insane price for a 944 – you can pick up a minter for £10k, and a usable one for far less. But this one? It's a bit special... a two-owner car, 25k on the clock, solid history – a proper timewarp. Get out there and stick some miles on it!

Auction Price:
£29,500

QUICK BUYING GUIDE:

- Check for rust along the sills, front wings, around the rear bumper mountings, rear axle mounts, and around the windscreen. Sunroofs often leak too, so be suspicious of any damp smells and wet carpets, the two may go hand-in-hand
- Be sure to play with all the buttons – electrics can be a bit flaky, so make sure the windows, wash wipe and air-con are working, as well as the headlamp lifting motors
- Brake callipers can stick if the car hasn't seen regular use, anti-roll bar bushes can deteriorate and compromise the handling, but neither of these things are particularly dramatic to fix
- Make sure the timing belt has been renewed at least every 25k, and also be sure that the cooling fan is cutting in when it should
- Power steering pumps can leak, as can the steering fluid reservoir; in fact leaks are a bit of a theme... you may find oil leaking out of the oil cooler, cams or balance shafts, water coming from the header tank, and transmission fluid from the gearbox. Basically, if you find a 944 that isn't leaking from somewhere, you might have the only one in the world that's completely sealed





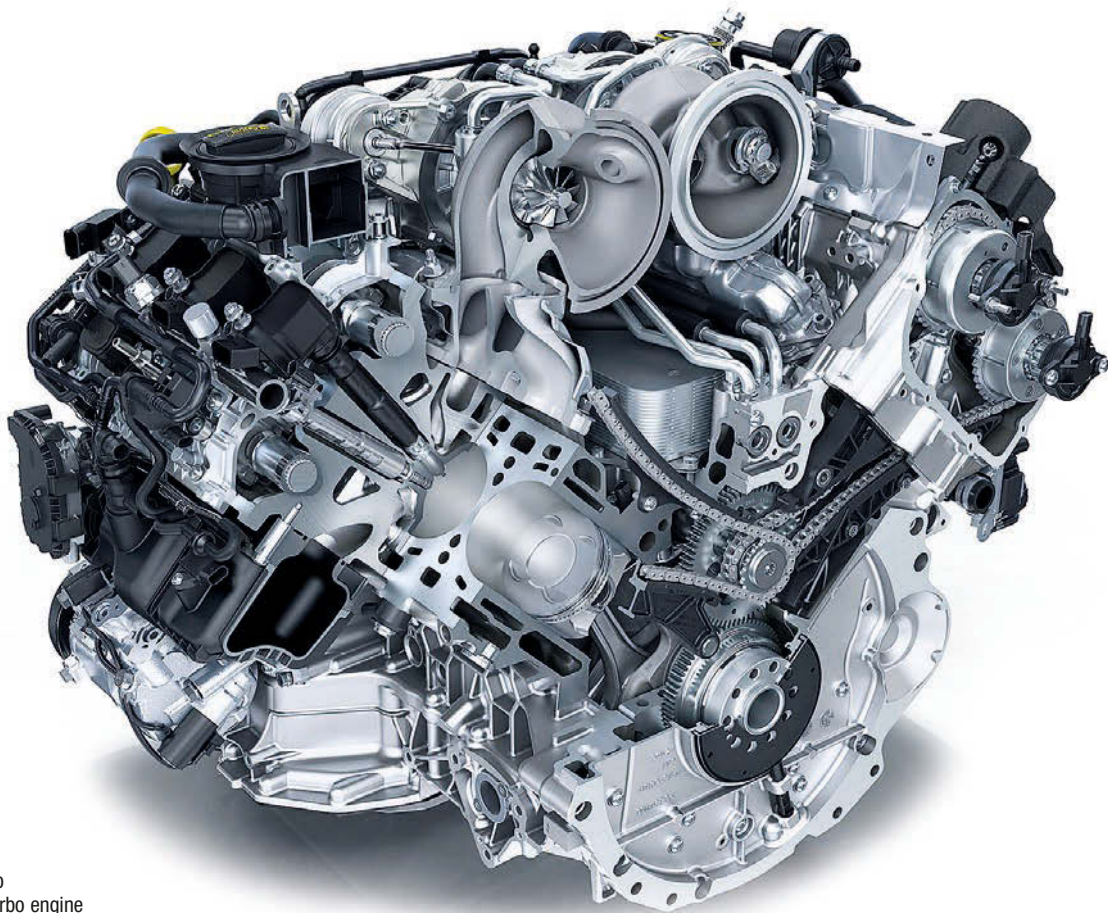
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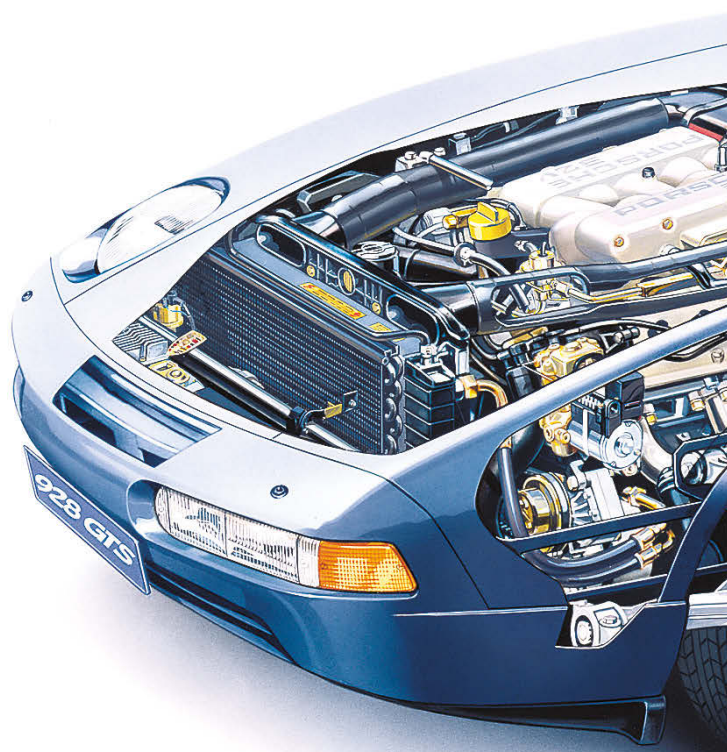
*Summer tyres versus winter tyres. Braking with ABS on wet road surface, 50 to 0 mph at +3°C. **Participating Centres only.



PORSCHE



Panamera Turbo
4.0-litre V8 biturbo engine



V8 Engines

The basic architecture of the V8 engine is a thing of beauty. We examine its technical details and question its place in the future of Porsche mobility.

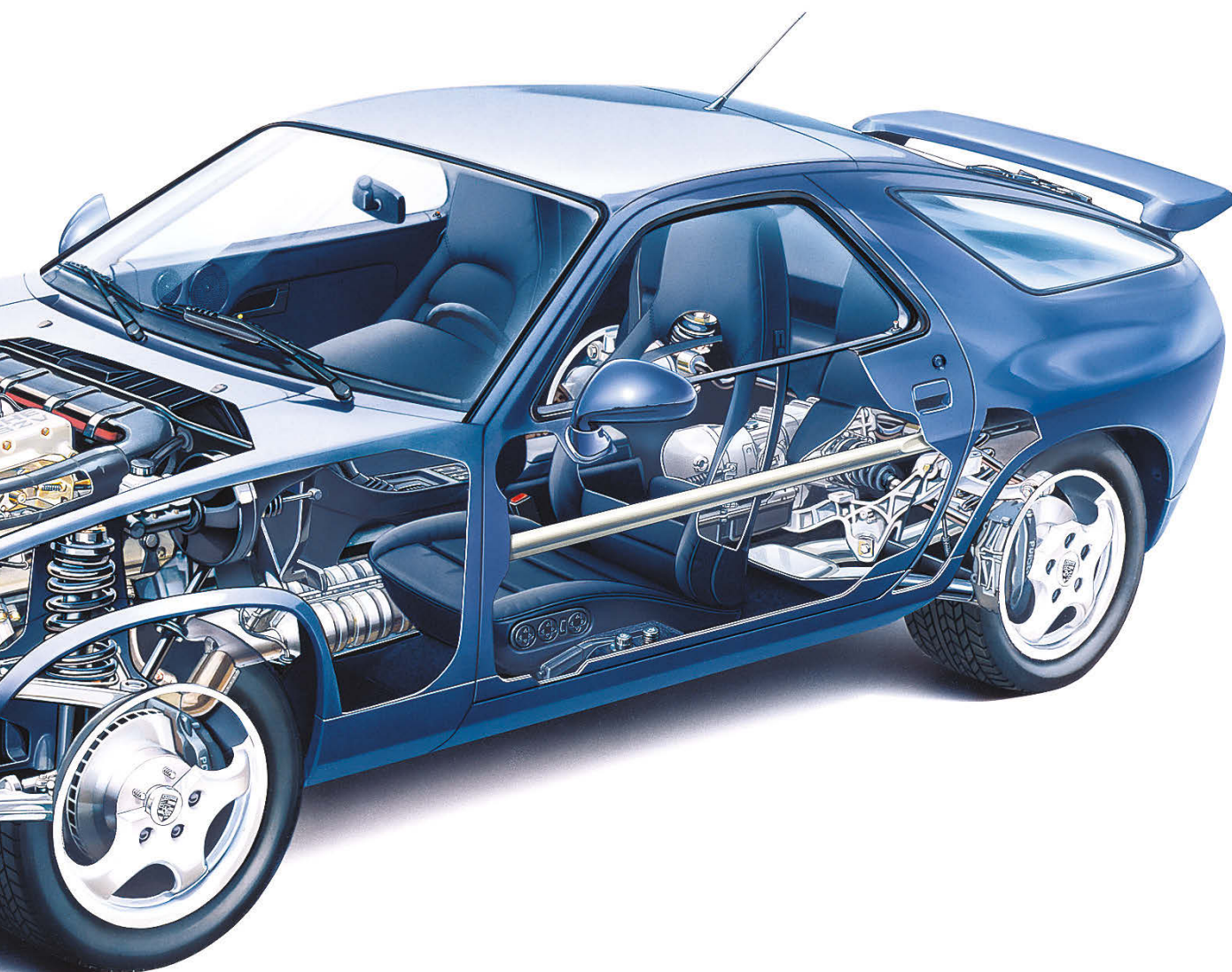
Story: Matthias Penzel, Vincenzo Bevilacqua, Thomas Raab

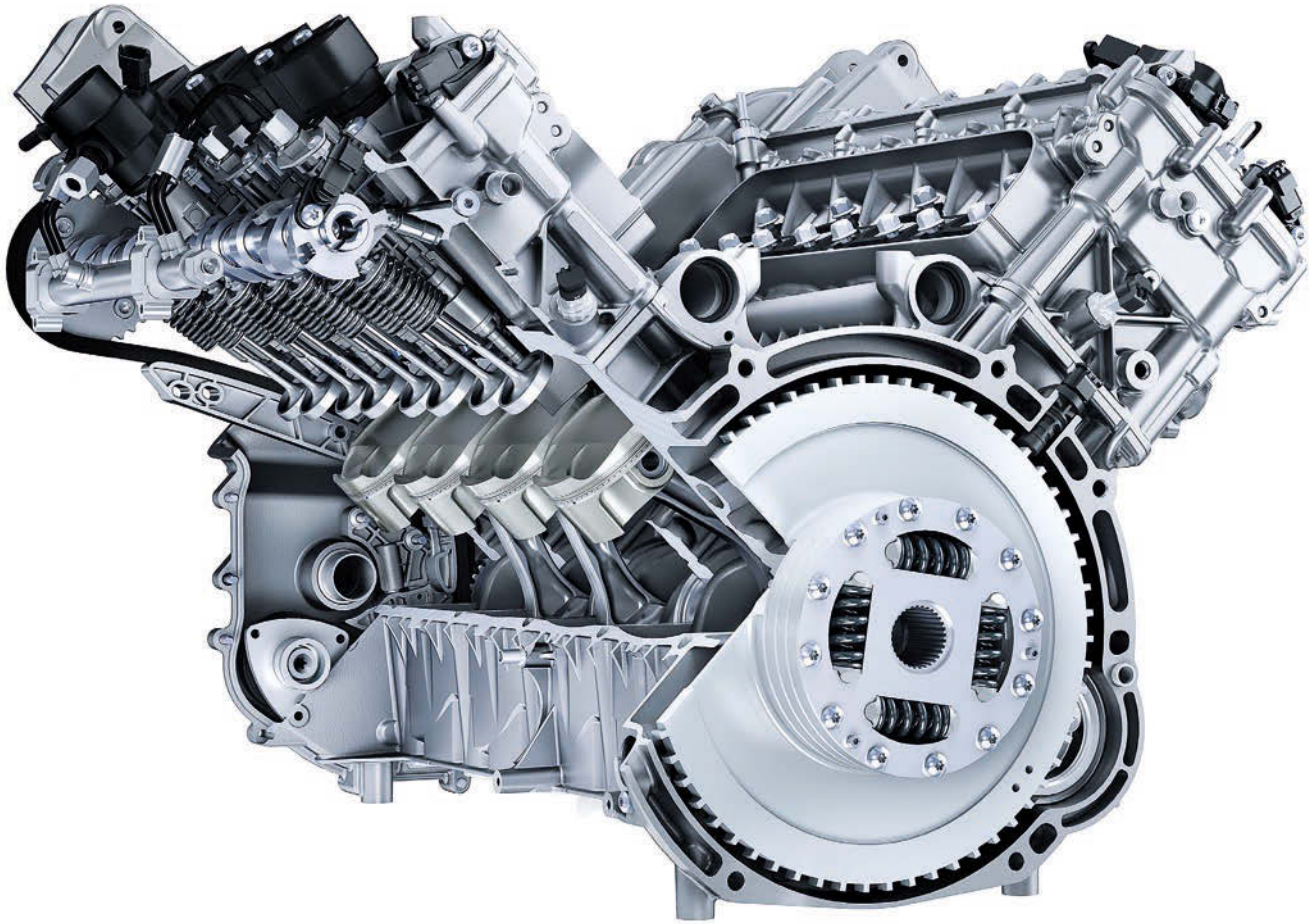
The eight-cylinder combustion engine in its V configuration enjoys an outstanding reputation, and the reason for its popularity is clear – it is an emotive piece of engineering. Only slightly longer than an inline four-cylinder engine with the same cylinder spacing, the slight increase in the V8's length is, obviously, due to the offset of its two cylinder banks. This makes the V8 a promising option for use in hybrid drivetrains, allowing, as it does, for

an additional electric motor mounted on its crankshaft flange, as neatly demonstrated by the 918 Spyder.

Distributing its displacement across a larger number of cylinders results in a uniform output of torque, offering smoother running and therefore greater comfort from the V8 engine. But the V8 unit's greater structural length and higher weight are drawbacks in terms of vehicle architecture and axle loads. In sports cars this can be compensated for

through the use of a mid-engine layout or, in the case of front engine vehicles such as the Panamera, by shifting the engine as far towards the centre of the vehicle as possible. For drivers and passengers, however, this results in space constraints — therefore this is not always a viable route for luxury sedans. Over a V12, the classic V8 represents a good compromise, with smaller structural space requirements and simple architecture, a high power-to-weight ratio and extremely smooth characteristics.





BASICS OF V ENGINES

The bank angle of the conventional V engine is immaterial, because even with some units featuring horizontally opposed cylinders, two connecting rods connect to a shared crank pin. Engines such as that of the Porsche 917, with a 180° bank angle, contrast with that of the 911, where the connecting rods of the opposing cylinder pairs run to separate crank pins, offset from each other by 180°. In a V engine, the bank offset is determined by the width of the connecting rod.

The bank angle of a V engine influences the engine's height and width, as well as the position of its centre of gravity in the vertical axis. Ideally, a V engine produces an even ignition interval, for a four-stroke V8 engine that means a 720-degree cycle angle. That means two crankshaft revolutions for a complete working cycle, divided by the number of cylinders (8), yielding a 90° bank angle or a whole-number multiple thereof. When vehicle platforms are offered with V engines with a different number of cylinders, this can necessitate deviations from that rule. One example of this is the V6 engine, to achieve a regular firing order, the four-stroke, six-cylinder engine requires a bank angle of 120°, which is associated with an unfavourably large structural width.

To compensate for the resulting irregular firing order of the V6 engine, engineers fall back on a trick of sorts: the 'incorrect' bank angle is compensated for through an additional crankpin offset on the crankshaft. This

requires split-pin crankshafts or even flying arms with an angle offset making up the difference. For a V6 with a bank angle of 90°, the requisite angle offset is then 30°.

In the basic design of a V8 engine, designers have another important bit of room for manoeuvre: the configuration of the crank throws on the crankshaft. This has a crucial influence on the principal characteristics of the engine. The decision regarding the arrangement of the crank throws is shaped by the dichotomy between maximum power potential, and optimal balancing of the free inertia forces and torques. Due to the kinematic coupling in the crankshaft drive, the inertial forces are produced by the oscillating motion of the piston and connecting rod masses. Depending on whether these inertial forces are produced one or two times per crankshaft revolution (for example through the upward or downward motion of the piston) we speak of primary and secondary forces in relation to engine speed. As engine speed rises, free inertial forces and/or torques are felt in the form of increased vibration, which is perceived as unpleasant and can only be partially mitigated through engine mounts. For the most part, conventional V8 engines feature one of two crank variants: the 'flat-plane' crankshaft in which all crank pins are on a single plane, and the 'cross-plane' crankshaft, in which the crank pins of the four-cylinder pairs are arranged at 90° angles to each other.

Flat-plane V8 crankshaft



CROSS-PLANE V8

One typical feature of the cross-plane V8 engine is the characteristic sound, defined by a "bubbling." What sounds pleasant for enthusiasts, however, impacts the gas exchange in the engine. An efficient gas cycle is a fundamental prerequisite for optimal cylinder charge and volumetric efficiency, and therefore potential output. Gas cycle can be impeded by two effects; flow resistance in the inlet and exhaust path, incomplete gas exchange and thus residual gas in the cylinder.

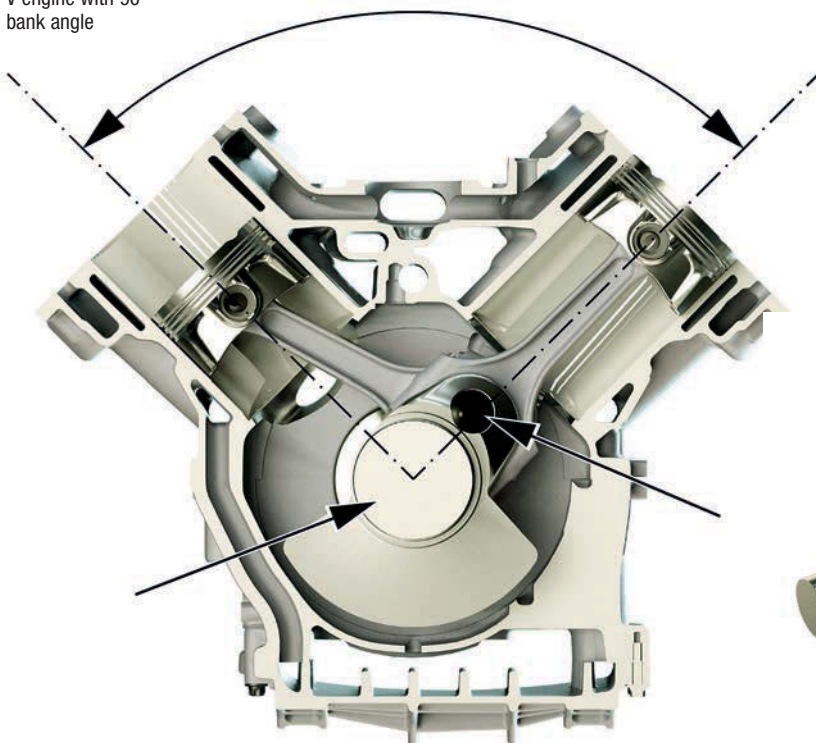
In gasoline-powered engines, residual gas also promotes a tendency toward hard, explosive combustion after ignition (i.e. knocking). Persistent knocking leads inexorably to piston damage. In order to prevent this a knock control system has to intervene, but then ignition cannot take place at the thermodynamically optimal time, which in turn leads to compromised thermal efficiency.

A V8 engine with a cross-plane crankshaft experiences this problem in a particularly pronounced form. In spite of the generally even ring order in the engine as a whole, with a 90° bank angle there is still an uneven ring order in each cylinder bank. Two cylinders per bank always fire in direct succession

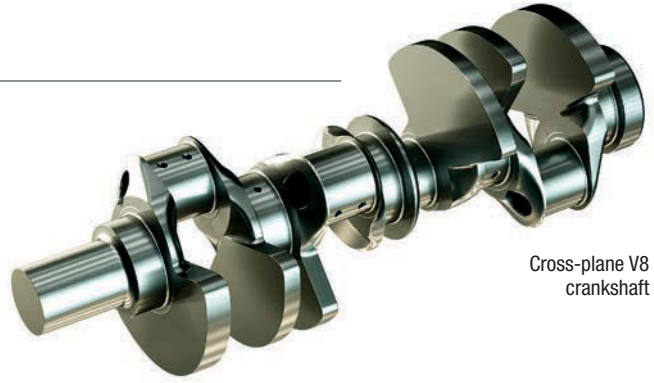
(90° ignition interval). What that means in concrete terms is that the exhaust pressure pulse of the subsequent cylinder already occurs while the exhaust valves of the previously ignited cylinder are still open. As a result, exhaust is pushed back into these cylinders, which in turn adversely affects the quality of the gas cycle.

In practice this disadvantage could only be counteracted through greater complexity: for example through great lengths of exhaust manifold pipework, although there are limits generally defined by the vehicle package here. Or through cross-bank exhaust manifolds for V engines, in which the exhaust is in the V angle. As part of a current V8 engine project, Porsche has now broken new ground in this context. With specific control times for each individual cylinder, the residual gas problem can be eliminated with minimal effort. This was demonstrated in impressive fashion both in simulation and on the test bench. The cross-plane V8 engine typically earns high marks in two other important categories: smoothness and low vibrations. In terms of free inertial forces and torques, the cross-plane configuration is ideal.

V engine with 90° bank angle



Top: V6 crankshaft with flying arms
Here: V6 split pin crankshaft



Cross-plane V8
crankshaft

FLAT-PLANE V8

The crankshaft for the flat-plane V8 engine looks like that of an inline four-cylinder engine, aside from its wide crank pins, which in a V have two connecting rods. The similarity to a four-cylinder is no coincidence. The flat-plane V8 embodies the original idea that led to the development of V8 engines; combining two inline four-cylinder engines in an angled configuration. And this is what gives rise to the fundamental advantage and drawbacks of this configuration. The secondary free inertial forces of the four-cylinder are retained and combine vectorially in the V configuration. The gas cycle, on the other hand, is considerably more harmonious. The ring in the flat-plane V8 jumps from one cylinder bank to the other, which eliminates the residual gas problem of the cross-plane V8. The even, alternating, expulsion of exhaust gas produces a completely unique engine sound that is noticeably like that of two inline four-cylinder engines – penetrating and aggressive. Putting all of these characteristics together, the flat-plane V8 is primarily for use in high performance sports cars, such as the 918 Spyder.

While the firing order determines the crankshaft rotation angle traveled between the ignition of two cylinders, the order defines the unique sequence of the cylinders in succession. As fixed geometric variables, the bank and crank angles only allow certain orders. The respective configuration defines which pistons reach their top dead centre. The firing orders of flat- and cross-

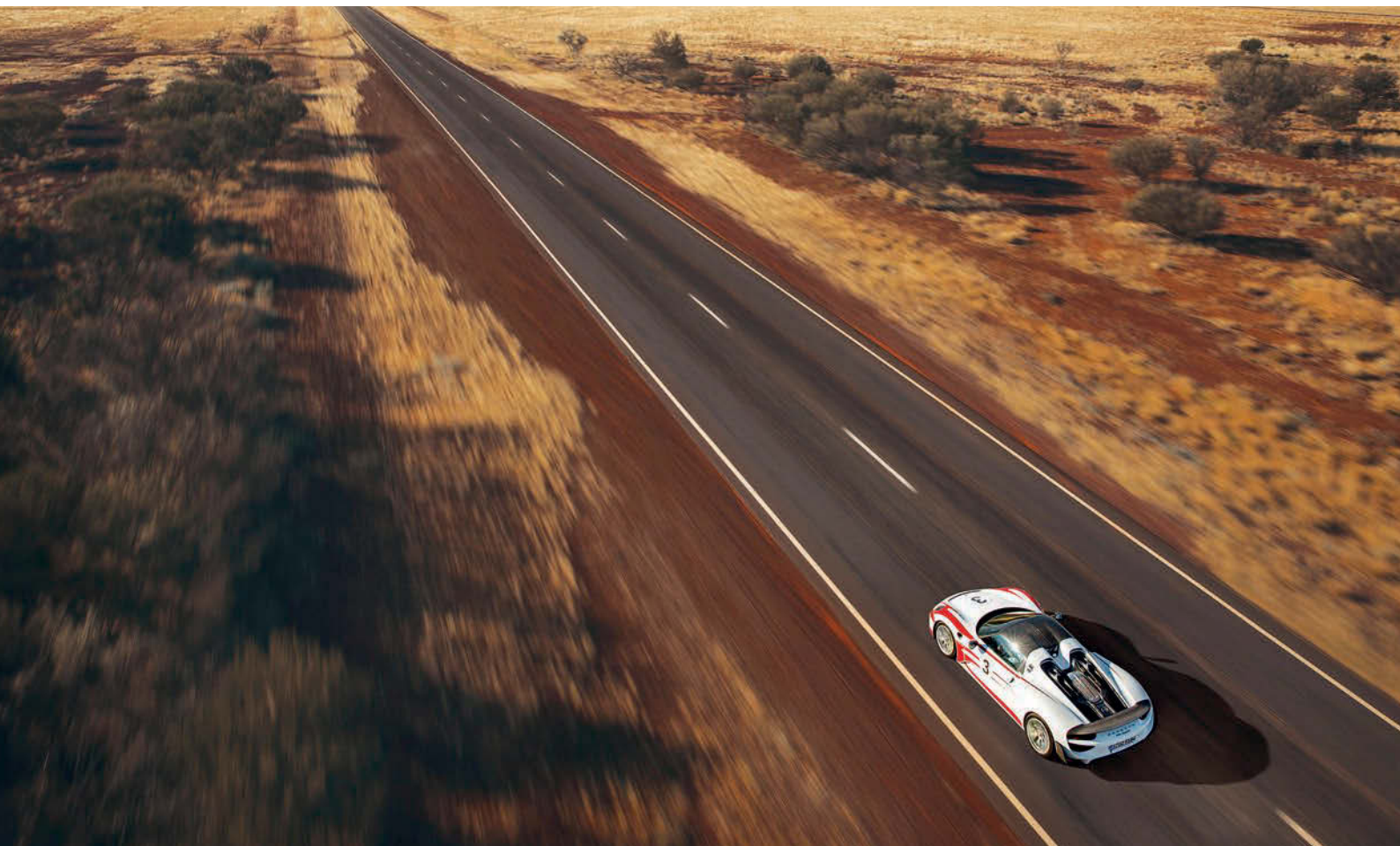
plane engines therefore differ in principle. Nearly all modern flat-plane V8 engines fire in identical sequences, in cross-plane V8 engines, by contrast, one generally finds manufacturer-specific firing orders. This takes into account a circumstance that can lead to slight confusion: worldwide there are different definitions as to which cylinder is counted first and how the other combustion chambers are numbered. This would seem to result in different firing orders. Removing the effects from the different cylinder counting methods, the variance in firing orders drops markedly.

If one begins the cylinder count in each case with cylinder one, there are a total of eight theoretically possible ring orders for each rotational direction in a flat-plane V8. With a cross-plane engine, the total is 16, as here the angle position of the centre crank pin is interchangeable. However, not every theoretically possible ring order is implemented in reality. The objective is always the best possible compromise between the following criteria; gas cycle, stress on the main crankshaft bearings, vibration stimulation of the crankshaft drive through deformation of the crankshaft under loads, and rotational irregularities.

Porsche carefully examined the question of the optimal ring order for both flat-plane and cross-

plane V8 engines. Nearly all flat-plane engines are identical, with alternation between banks always a possibility even with a deviating ring order. The result for cross-plane variants was likewise no surprise, particularly with a focus on maximum robustness of the crankshaft bearings, the ring order 1-3-7- 2-6-5-4-8 is the best choice in view of all characteristics – which has been the ring order for all Porsche cross-plane V8 engines since the 928. Even so, the other implemented ring orders also have their justifications, here the objectives of the manufacturers in terms of their conceptual decision vary. The results of the analysis also reveal another interesting point: there are certain ring orders that have never been implemented in reality, but which also demonstrate exceptional balance in the fulfilment of the specified objective.

One thing is clear in any case, for all the competition between different drive technologies for future mobility concepts, the V8 will continue to have its place in premium vehicles, not only as an icon of past glory, but due to the sum total of its technical characteristics ◦



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

Matt Biggs

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

[@mattbiggs](#)



Jack Wood

2015 981 Cayman GT4 and 2004 996 GT3

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Rob Richardson

1978 911 SC

[@Racereightysix](#)



Andrew Frankel
1994 968 Sport

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Ryan Stewart
2007 987 Cayman S

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Martyn Morgan-Jones
1986 924 S

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Philip Raby
2009 Cayenne Diesel

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

[@MarkWGTP](#)





1978 911 SC

It's almost time to put the 911 away for winter, but the one final job before that was to give the car a service. It's always advisable to put fresh oil in before leaving a car to hibernate; old oil will be full of nasty deposits and acids and with degraded additive packs these contaminants can eat away at the engine. Science aside, changing oil is better than changing engines so for me it's a worthwhile exercise. Oil type, grade and even ZDDP is a hot topic when it comes to air-cooled 911s and for good reason; these

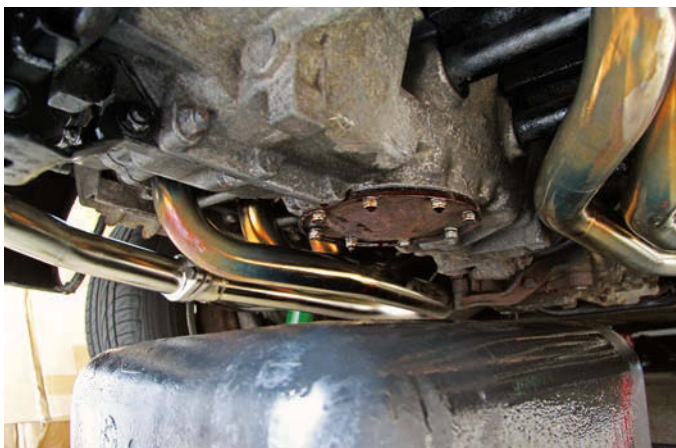
engines are demanding on their oil so the right one is an investment. Something I can testify having ran my car on the hot side a couple of times before the oil cooler was fitted and the engine is still in rude health.

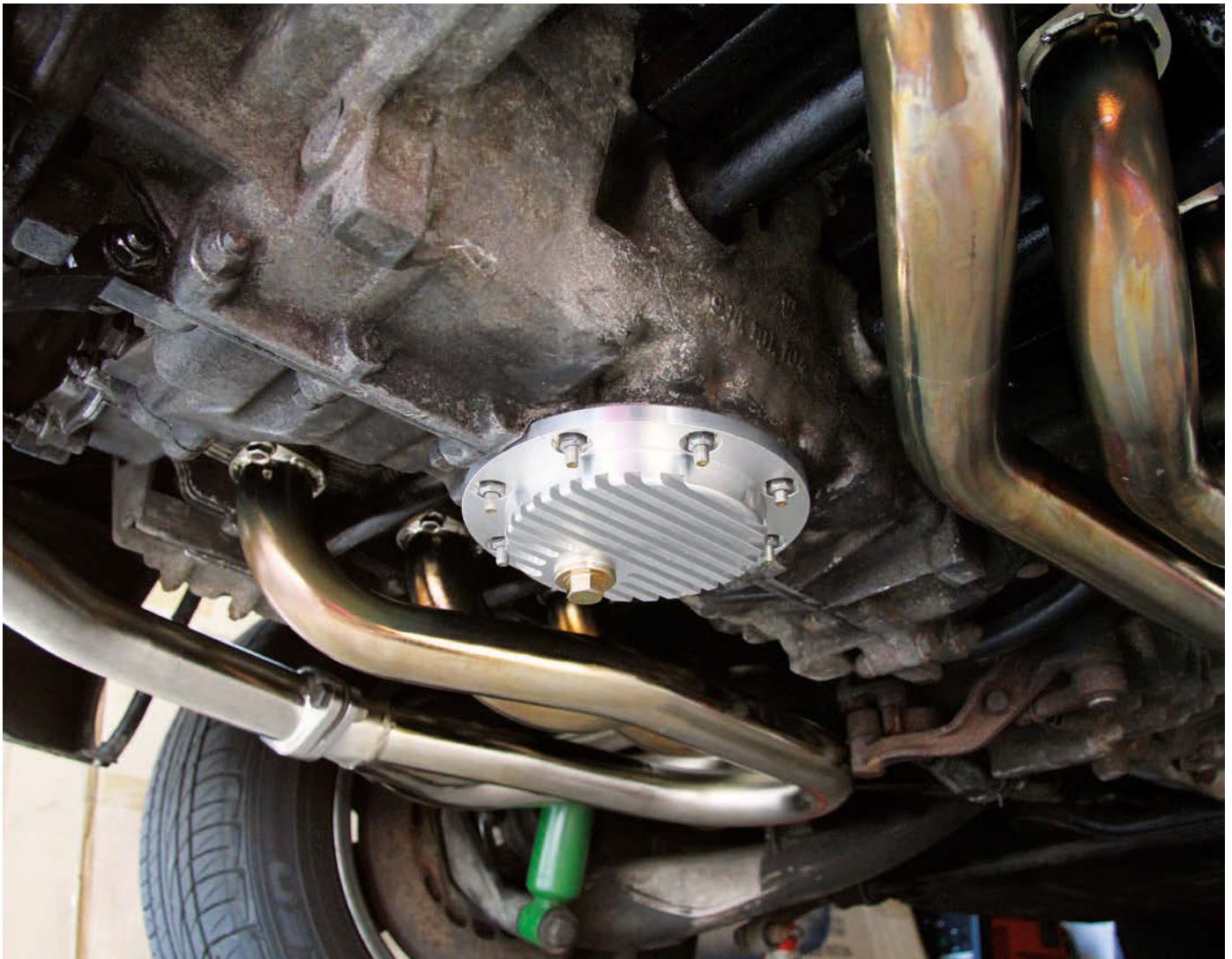
I spoke to the team at Opie Oils (www.opieoils.co.uk) who recommended I stay with the same oil they had previously supplied: Fuchs Titan Pro-race 15w50 and a K&N oil filter. The Titan oil is race proven with a high synthetic content. It utilises advanced wear reducing chemistry, ester synthetic

base materials and technology derived from aircraft turbojet engine lubrication. What this means is high load carrying and film strength properties, ideal for an air-cooled engine such as mine.

Changing the oil on my 911 had always been a grim job, mainly because of the mess. Dropping out the oil tank plug is survivable with a big funnel or catch can, but without access to a ramp and working on axle stands, removing the sump-plate inevitably results in a puddle on the floor and / or some running down

your arm and lubricating your armpit. Not as fun as it sounds while it's still hot. In a bid to avoid this next time I ordered myself a billet CNC sump and hardware from Design911. The new alloy sump features a drain plug rather than it having to be removed so no more messy oil changes, and because it's CNC'd the gasket surface is perfectly flat so no chance of oil leaks occurring. My favourite part though, especially with my ongoing 'improving the cooling' mission, is that the sump plate has cooling fins that drop down into the undercar







airflow; every little helps. Also, it's beautifully made and looks good, especially with my Dansk manifolds. I love it when function defines form! It has made it clear the underside of the engine needs a good clean though, a job for spring I think.

The new sump replacement was easy only requiring longer studs to be fitted to account for the increased thickness, which I'd ordered alongside it as well as new nuts, washers and a gasket. With it tightened down it was just a case of refilling the oil. This time I'd got myself a funnel with a flexible pipe as there's no room with the deck lid open to get an oil can in, so this made life much easier. Finally I gave it a quick drive to get it up to temperature and then checked the level, topped up and the job was done. Oil temps are still lovely and cool, further helped by the sump, so the car can now be locked-up

for the winter safe in the knowledge there is nothing eating my engine and it'll be ready to go come spring.

While it might not be getting driven over the following months it'll be getting some more attention with a couple of big projects on the suspension and the interior in the pipeline. I'm looking forward to some quality winter garage time after a brilliant spring, summer and autumn of driving it.

Rob Richardson

Rob Richardson
911 SC

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2014 PANAMERA S E-HYBRID

anding late on a flight from Chicago, I hurry home where EA14 awaits. Despite the hour (a little after 11pm) I have every intention of popping out for a quick drive.

"Are you kidding me?" opines my wife upon throwing open the door. "It's midnight, or thereabouts, you've been up since 3am and you look awful". Thanks. "...and besides anything else, I've hidden the keys..."

Thus it was next morning before I was reacquainted with the Panamera after a week away. Open the door, noting once again the magnetic effect which allows the door to be opened at any angle, and climb inside. Ah, that's better. Rising centre console, mechanical shifter standing proud from the transmission tunnel, a myriad physical buttons in this the age of the glass-fronted touch display, and substantial dashboard architecture with in-built screen. Immediately I'm at ease as I go for the key.

Feel self-conscious as you leave your house in the morning? Get one of these. Gauges activate, the dashboard illuminates, but other than a low-level whirring and a little graunch-like feedback as the front 255/20s squeeze the tarmac on lock, there's little commotion as the Panamera rolls off the drive and heads off towards the Cotswolds.

Fully charged the night before (around five hours on a 240 volt household supply, £1.50 per charge or thereabouts), we've 17 miles of electrons to dispense as we wend our way out into the sticks.

Running in default hybrid mode, which equates to E-Power mode with sufficient charge, the 3-litre supercharged, 335hp V6 is dormant until the 9.7kwh battery pack depletes to around 20%, whereupon it's kicked into life in order to gain a little water and oil temperature (it would seem) before it's actually required by the drivetrain. Truth be told, the 95hp provided by the electric motor as those 9.7kwh electrons are shot through the coils, offers just enough momentum to at least drive to where the roads are a little more interesting this morning.

Another village appears in the windscreen as the battery gauges sinks inexorably towards 20%. V6 now running, we rumble along. The on-board computer suggests 142mpg since setting off.

It's a real alchemist, this car. It has the style and long-distance gait of a Mercedes CL, the power and dynamic ability (despite its girth) of an M5 and the sheer road presence and feel of a Ferrari. I've owned all of them, and I see and feel them in the Panamera. It goes down the road with a real sense of purpose, and as the first or a series of corners closes

up through the windscreen, I know I'm in a for a treat.

This particular Panamera, other than the black wheels over which I'll probably debate internally for a few months before finally deciding whether to spray or leave them be (hint: I'll probably end up spraying them silver), is pretty close to ideal spec. So what exactly do we have? Comfort seats with memory, carbon trim, the half carbon (and heated) steering wheel, the aforementioned entry and drive system (signified by the chrome strips on the door handles, not that I use it much), wireless internet capability (which I've not used at all), park assist front and rear, PCM with audio interface, the glass sunroof which encourages more welcome light into the cabin (and the privacy glass to the rear windows which appears to do the opposite) and the dynamic light system which adjusts for corners, but not for upcoming traffic. One needed to spend more on the 'plus' system when the car was new for that feature. Although Porsche is one of the few companies (perhaps only?) which offer up the ability to retrofit this option plus others to pre-owned cars. Lament the absence of a rear blind? This can be sorted out for a reasonable £150 or so. They'll even swap out the trim panels and replace with some wood for around £1100, which coincidentally is what

the carbon trim appears to fetch on eBay, so that's one option for the future. And something north of £3k gets you that Dynamic Light System Plus, but let's face it, life is too short.

Equipped with twenty inch rims for around £5k when new, plus the SportDesign side skirts this particular car probably topped out at something a little over £105k also considering the Sports Chrono which is fitted, plus the Bluetooth handset, power steering plus (less assistance as the speed rises), heated rear seats and other fripperies such as the painted wheel centres, DAB radio, LED rear lights and so on.

So you drive around in this carbon and leather-lined interior, revelling in the imperious handling. Then glance at the computer and it confirms that in the 1250 or so miles since the last reset you've done 41mpg. As I said, alchemy. You return home, climb out and plug it in.

Mark Williams

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

[@MarkWGTP](#)





1986 924 S

I have to confess that most of the jobs I'd planned to do on my 924 S are still awaiting my attention. This is because one of my other cars, a Davrian Mk8, has been occupying my time. But I've made some good progress with the Davrian, even taking it to Castle Combe Circuit for the marque's 50th celebrations, so the 924 has moved up the queue.

I'm still having trouble getting the rear hatch to secure. To be honest, it's driving me mad. The pins are new, and they seem to be adjusted to the correct height, but they just won't engage and secure firmly enough. To prevent the hatch from popping open, I've temporarily disconnected the hatch struts. Not ideal I know!

I've found time to clean and tighten the leaking power steering pipes, and tightened the joints, and

there are now no tell-tale oil spots on the garage floor, but I think I need to budget for new pipes. I also adjusted the handbrake is readiness for the MoT. Which, I'm pleased to report, it passed. There were a few advisories however: a very slight oil mist on the tops of the two front struts; and the nearside front wheel bearing was ever so slightly noisy. I've bought new bearings, and I'm looking into buying some strut inserts too.

In the last month or so, I've used the 924 on a number of occasions. I usually take it to a monthly classic car breakfast at the Steel Horse Cafe, near Abergavenny, and my wife and I used it recently for a 100-mile round trip. We travelled over the Gospel Pass in the Black Mountains, to Hay-on-Wye, before returning via Talgarth, Crickhowell,

and Abergavenny. It performed faultlessly, although I must admit that the interior does get a bit warm ...even with the roof open. Climate control in my 'moderns' have made me soft!

I did mention in my last update that I've been considering buying another Porsche. Well, as of yet, I still haven't managed to do this. I can choose or buy cars for others, but I'm hopeless when it comes to my own cars! An air-cooled 911 is at the top of my wish list, but it would also drain all of my resources – and put my marriage at risk! A friend let me have a run in his Boxster S, which impressed greatly. But it's not quite for me. I do have a hankering for a 996. But so, it would seem, does everyone else!

By the time I get around to ringing up about a 'good' 996, it has sold.

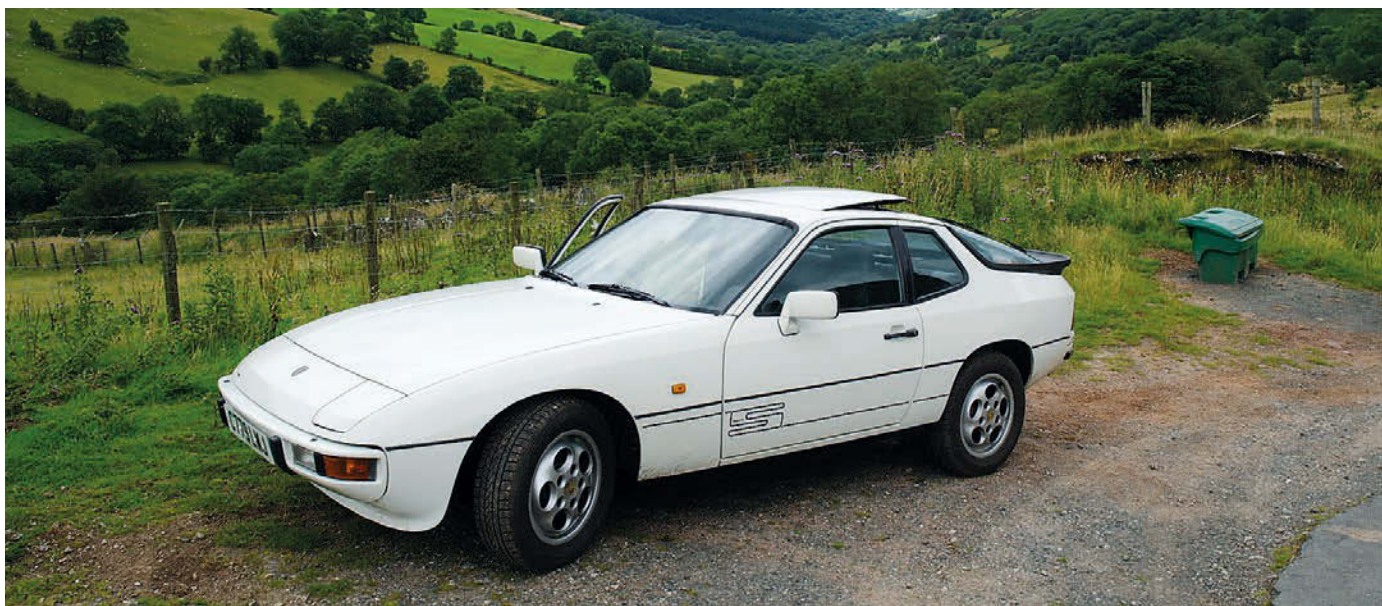
Then there's the 944. This seems to be my 'default' position. I love the S2, but it has to be in a certain colour combination, and with a proven provenance.

Then there's my 924S. Perhaps I should just spend some money on this? My wife thinks it looks very attractive. I'm not sure what to do. I'd like to say watch this space, but it would be like watching paint dry!

Martyn Morgan-Jones

Martyn Morgan-Jones
1986 924 S

[@MartynMJones1](#)



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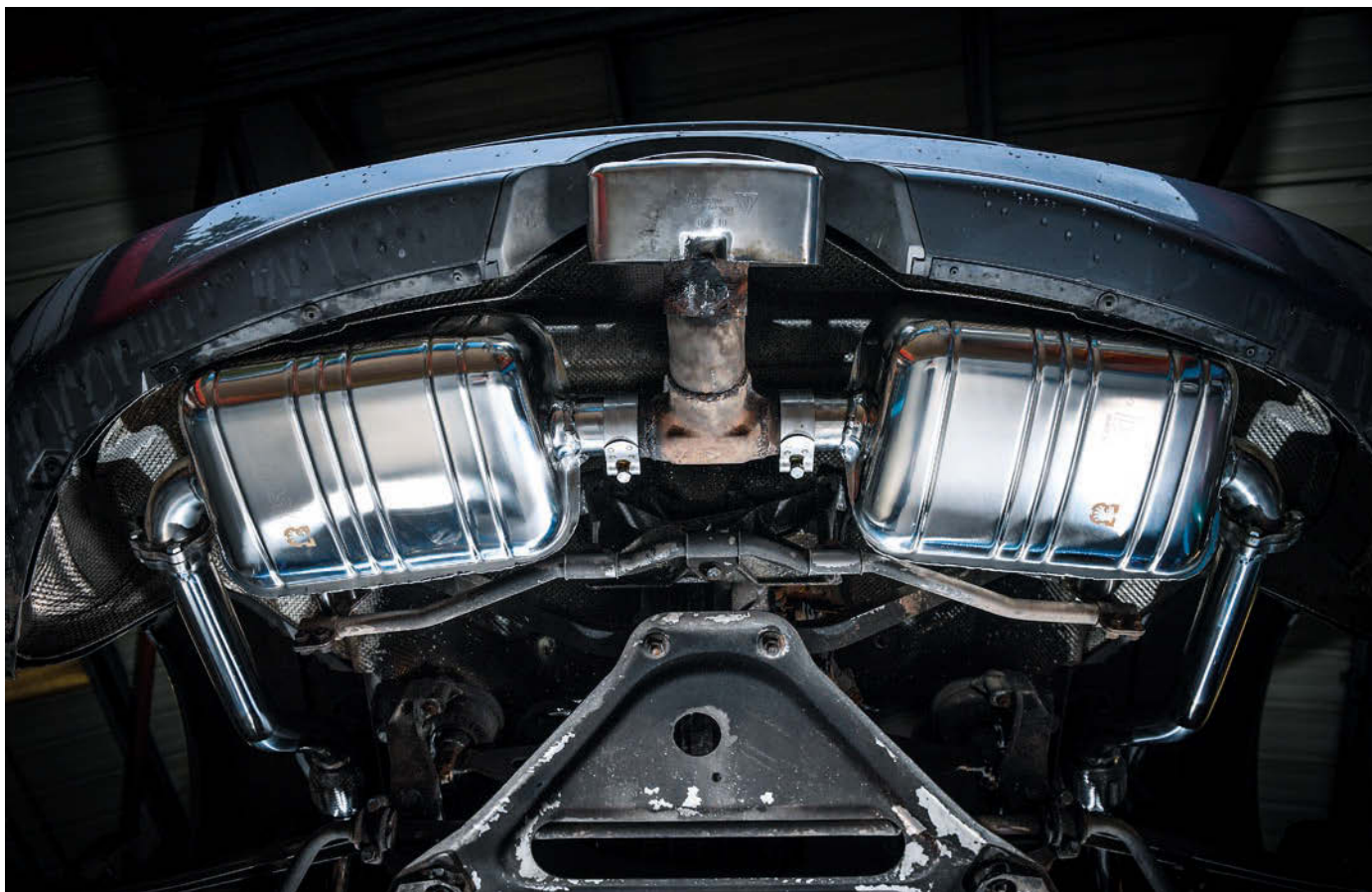
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2005 987 BOXSTER

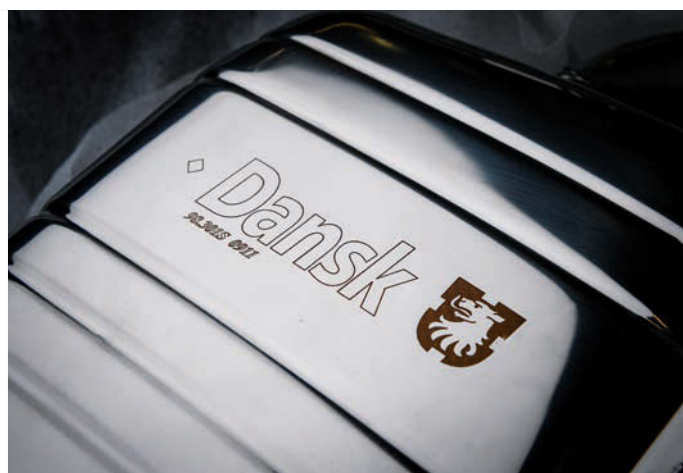
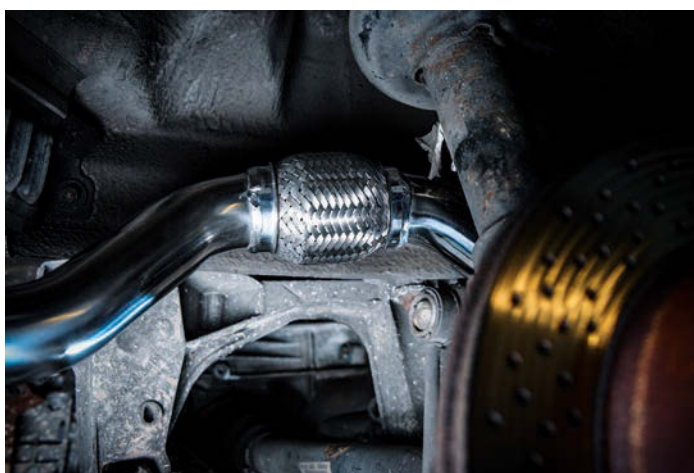
The fitment of an upgraded exhaust might not have been my first port of call for the Boxster, had it not been for the fact that the original system had developed a blow soon into my ownership. At a guess I'd say the joint between the cat section and the silencer on the driver's side had failed, but in short it sounded terrible. I had a look

around the available options with a direct fit item being my preference over a custom affair. Though there are a handful of respected options out there, one brand stood out having become synonymous with Porsche and sheer quality – Dansk.

A few people told me that Danish brand, Dansk, was the default choice for Porsche enthusiasts, and there's good reason for that. Dansk offers a

range of more than 1,000 different exhaust applications for street and race cars, but importantly it is an OE supplier to Porsche. The firm's sports exhausts are all produced in deep draw or polished 304 grade stainless steel, so they look utterly fantastic, but moreover they offer high performance gains and boast a distinct, throaty, acoustic nature. For me the noise the new system

made was key. Even before the Boxster developed its unwelcome rasp, to me it didn't sound like a true Porsche, though I could tell from its factory din that there was potential for that to change. In short I wanted a factory esque noise, but at the same time a tone akin to that of a modern normally-aspirated 911. I wanted to accentuate that six-cylinder roar, without making





long term fleet

the car annoyingly loud – quite the balancing act. Dansk offers two cat-back systems in polished stainless steel for the 987 Boxster 2.7 and 3.4 (Mk1 10/2004 onwards), and the 987 Cayman (Mk1 07/2006 onwards). The 98722098300S comes with 200 cell catalytic converters, the 98722098301S comes without cats. Dansk says that it sells more 300S units than 301S, almost certainly as most people are concerned about removing their car's catalytic converters. However, these cars feature primary and secondary cats, and it is the secondary units which the Dansk system deletes. The primary cats do the lion's share of the work in cleaning up the car's exhaust gasses, and into which any sensors are connected. In essence the secondary cats perform a back-up function and should, in theory, be expendable without impacting emissions enough to cause issue. With this in mind I opted for 301S with a view to switching out the cat section if it is required come MoT

time – if anyone has a view on this please get in touch! There is a difference in price between the two systems; '300S' retails for around £1,095.00, '301S' is available for approximately £908.00.

The system swiftly arrived from Denmark and I must say if looks were anything to go by, this was a classy piece of kit. Regal Autosport in Southampton was my destination to have the new exhaust fitted. It is accustomed to working on Porsches of all generations, and has become especially adept at being a one-stop shop for bolt-on modifications. As such it is well-equipped for tasks such as mine, with a plethora of spare Porsche gaskets, bolts and nuts to hand ensuring that those typically frustrating unforeseen issues (like missing parts or bracketry) that tend to arise and stall you when you're working on cars, are kept to an absolute minimum. The Boxster's bulky old exhaust system came off with a bit of persuasion, and any fitting parts that could be

salvaged were. Fresh gaskets and bolts for the triangular flanges came from Regal Autosport's stores, and the design of the Dansk system ensured it fitted-up to car a treat. Dansk never got around to designing a tailpipe section for the 987, so the options are to buy a new one from another brand, or retain the original setup. In this instance I retained the original 2.7 oval pipe which I might change in future. Regal Autosport kindly cleaned it up for me but, as you can see, it does let the side down somewhat bolted to such a lovely looking new stainless system. I'm trying to ignore all the other imperfections under the car too – whenever you fit new parts it makes the original stuff look so tired.

With the system swiftly fitted I set off home via the A3 and the Hindhead tunnel – I'm a sucker for a tunnel run. The car now sounded amazing and, importantly, much more like a Porsche, inside the tunnel I was laughing like a school kid. In fact the car's new

six-cylinder growl reminds me of normally-aspirated 911 with a sports exhaust fitted, exactly what I was after. It is loud, make no mistake, but you can drive around the noisy bit if you want, upwards around 2,000rpm it begins to come to life and the crescendo builds beautifully. Honestly, the Boxster has been totally transformed by the Dansk kit, thanks to the impeccable work of Regal Autosport, too. To say that the Dansk experience has lived-up to, and exceeded, my expectations is almost an understatement.

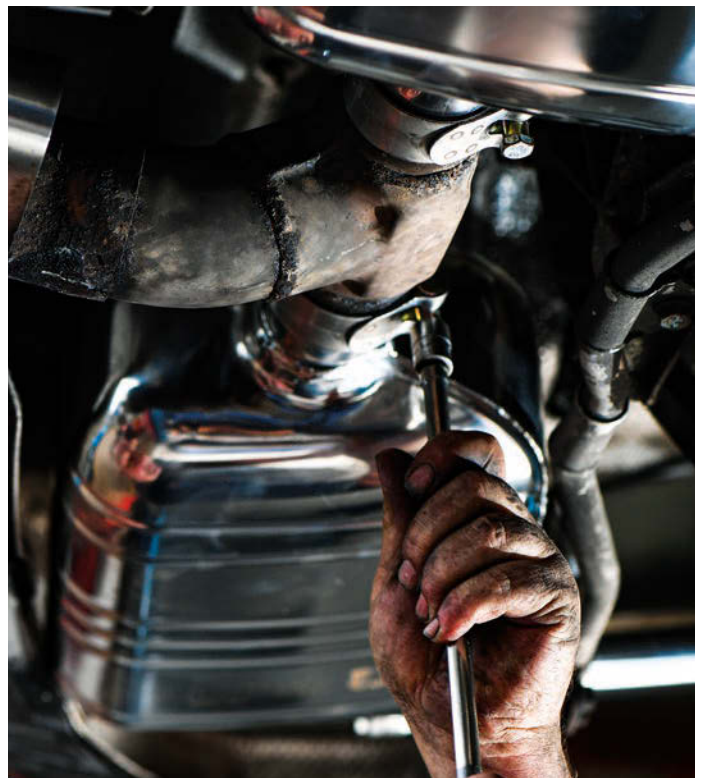
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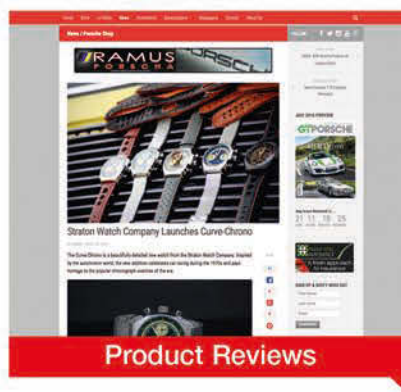
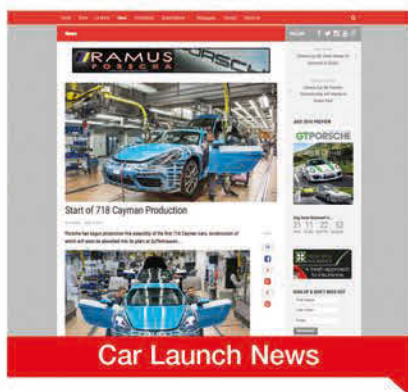




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How much? £240.95

Where from? www.racingmodels.com

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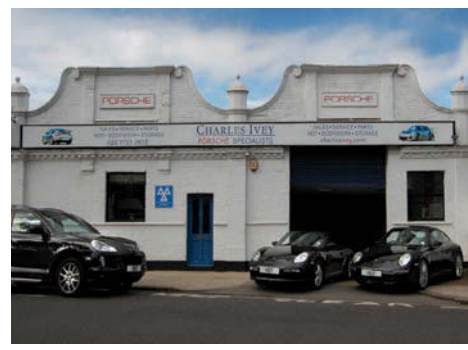




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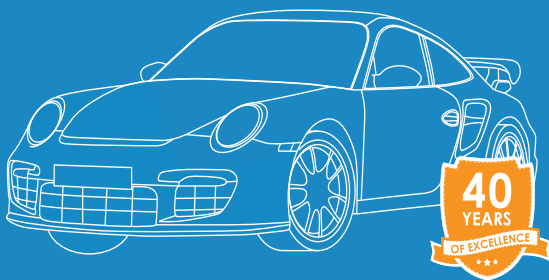
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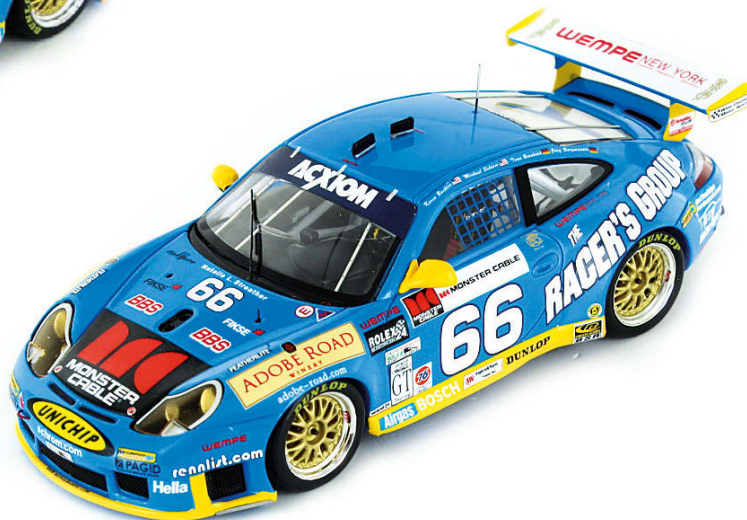
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SPARK 1:43 996 GT3 RS

How much? £53.95

Where from? www.racingmodels.com

The Racer's Group Porsche 996 GT3 RS won the 2003 Daytona 24-hour race with Timo Bernhard, Michael Schrom, Jorg Bergmeister and Kevin Buckler own driving duties. This Spark 1:43 scale model is resin. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

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How much? £2932.80

Where from? www.bilstein-shocks.co.uk

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The 904/4 GTS replicated here by Spark in 1:43 scale, was raced to fifth place at Le Mans in 1965 by 'Franc' Jean Kerguen. The team did not finish as the car ran out of fuel. This is a resin model. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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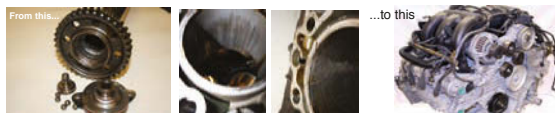
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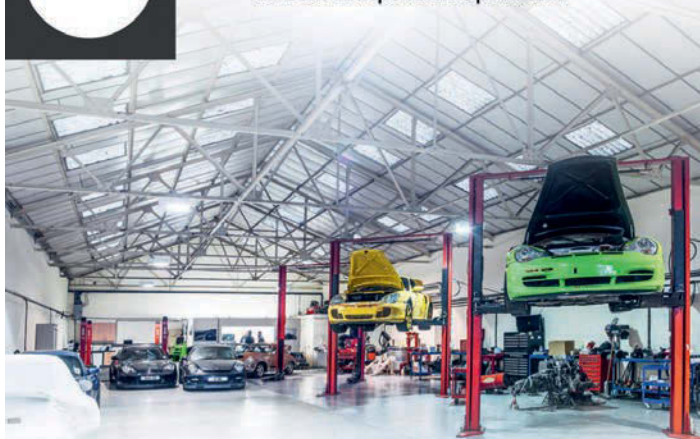
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JANUARY 2017

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
Inside: TechArt 991 GTstreet R, 904 GTS, Al Hobert remembered, RAC Rally of the Tests, 911 RSR, 964 3.3-litre vs 3.6-litre Turbo, Lufteknic 911 SC, *Market Place:* 356 Speedster, *All You Need To Know:* Adaptive Cylinder Control



MARCH 2017

Cover Story: New 911 GTS
Inside: Autofarm 911 2.7 RS, 944 S2 Cabriolet, TechArt 718 Boxster S, 964 Carrera, 910 at 50, Macan Turbo with Performance Pack, Macan GTS, *Market Place:* Cayman, *All You Need To Know:* brakes, *GT Infographic:* GTS



APRIL 2017

Cover Story: 996 vs 997
Inside: One-off 959 Cabriolet, New Panamera 4 E-Hybrid first drive, RUF CTR3s, History: Porsche 804, 924 vs 987 Cayman, IMS bearings - Autofarm's solution, *GT Infographic:* 959



MAY 2017

Cover Story: New 911 GT3
Inside: F1 star Daniel Ricciardo's 912 Outlaw, Prefab rally 911s, History: Carel Godin de Beaufort, Adelaide Motorsport Festival, 991 GT3 RS vs 993 Carrera RS, Panamera Sport Turismo, Profile: Abbots Porsche, *GT Infographic:* GT3



JUNE 2017

Cover Story: 911 Reimagined
Inside: Backdate special; Ninemeister SC, PS Works 3.6 Clubsport, RPM Technik 964, 991.2 GT3 First Drive, 968 Sport - driven, Walter Rohrl at 70, Profile: DP Motorsport, Tech: GT1 engines, *Infographic:* Carrera Cup GB



JULY 2017

Cover Story: 996 GT2
Inside: Steve McQueen-style 911 SC, rare 964 Carrera 2 'Turbo-look', 917 tribute by Bailey Cars, 996 Turbo Tiptronic, 'Scary Porsches', TechArt at 30, Destination Nürburgring - Part One, *Porsche Tech:* 997 GT3 radiators



AUGUST 2017

Cover Story: Millionth 911 driven
Inside: Prototype Carrera Clubsport driven, 981 Boxster at £25k, 1977 911 Targa 3.0, TechArt 928 S4, Destination Nürburgring - Part Two, 911 R at Monza, 90 Years of Nürburgring - Part One, *Tech:* Wavetrac differentials



SEPTEMBER 2017

Cover Story: Tuthill Porsche's road-going Safari rally 911 SC
Inside: GT2 RS revealed, Rennsport's '930 RSR', tuned 944 Turbo with 612hp, Le Mans: 1987 vs 2017, Paragon Porsche profile, Ktec Autohaus G-Series, Nürburgring at 90 Part Two



OCTOBER 2017

Cover Story: Porsche Exclusive Manufaktur: 997 Sport Classic vs bespoke Macan GTS
Inside: Sharkwerks Cayman GT4, 924 S duo, all-new Cayenne prototype driven, 991 Turbo S Exclusive Series driven, 917 'Hippie', 911 Clubsport



AUTUMN 2017

Cover Story: 987 Cayman S vs 987 Boxster S
Inside: Reworked 911T hillclimber, 986 Boxster: 2.5 vs 3.2, Panamera 4S Diesel 1,000-mile road test, Targa Florio - Part One, modern Porsche single seaters, all-new Cayenne



NOVEMBER 2017

Cover Story: 964 Turbo
Inside: Carrera 4 GTS British Legends Edition, 356 B Super 90, dp Motorsport 911 RS 3.5 Red Evolution, rally-raid Macan, Targa Florio - Part Two, Classics at the Castle, EB Motorsport at Zandvoort, GT3 Touring revealed

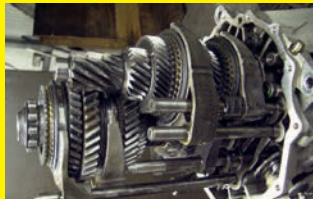
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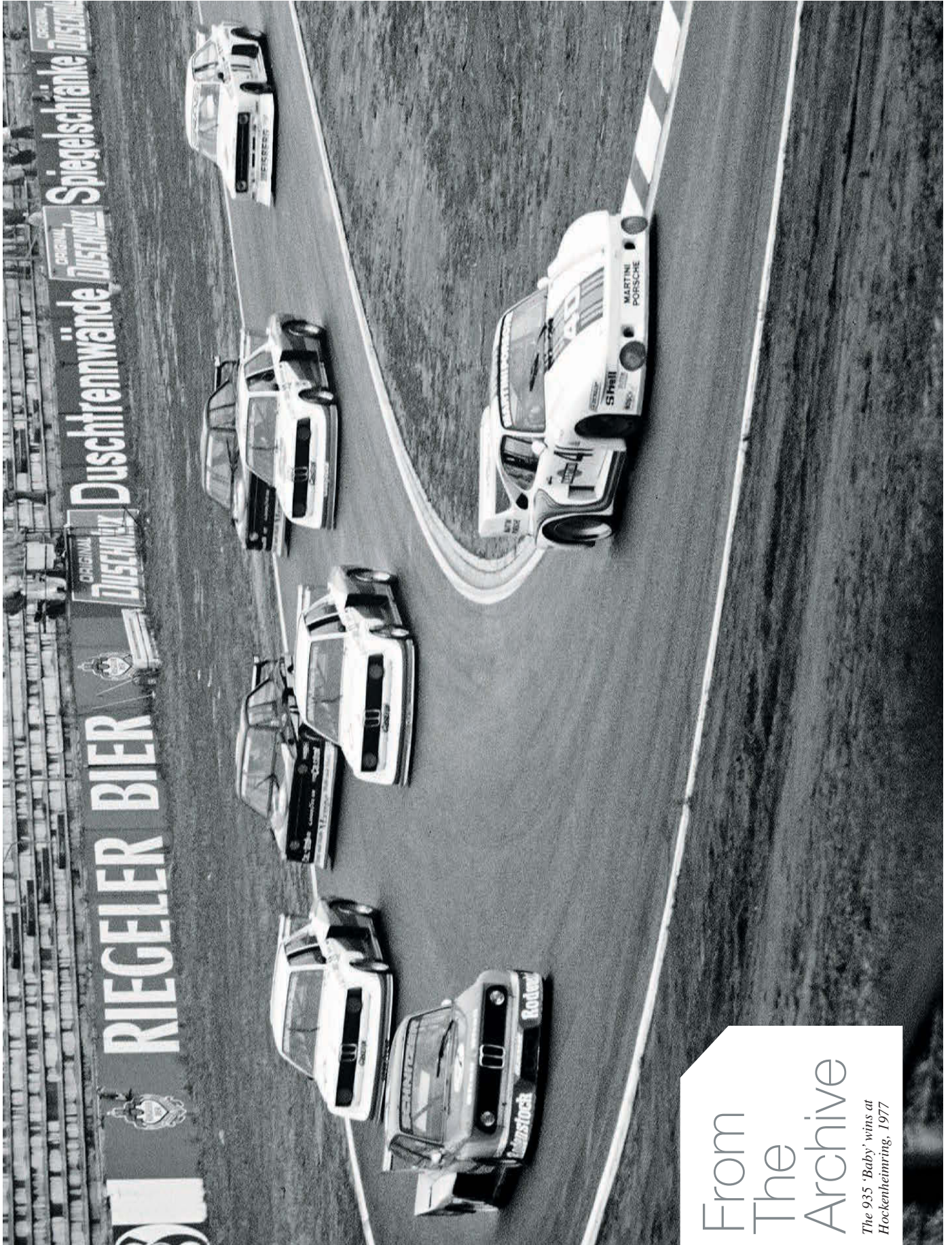
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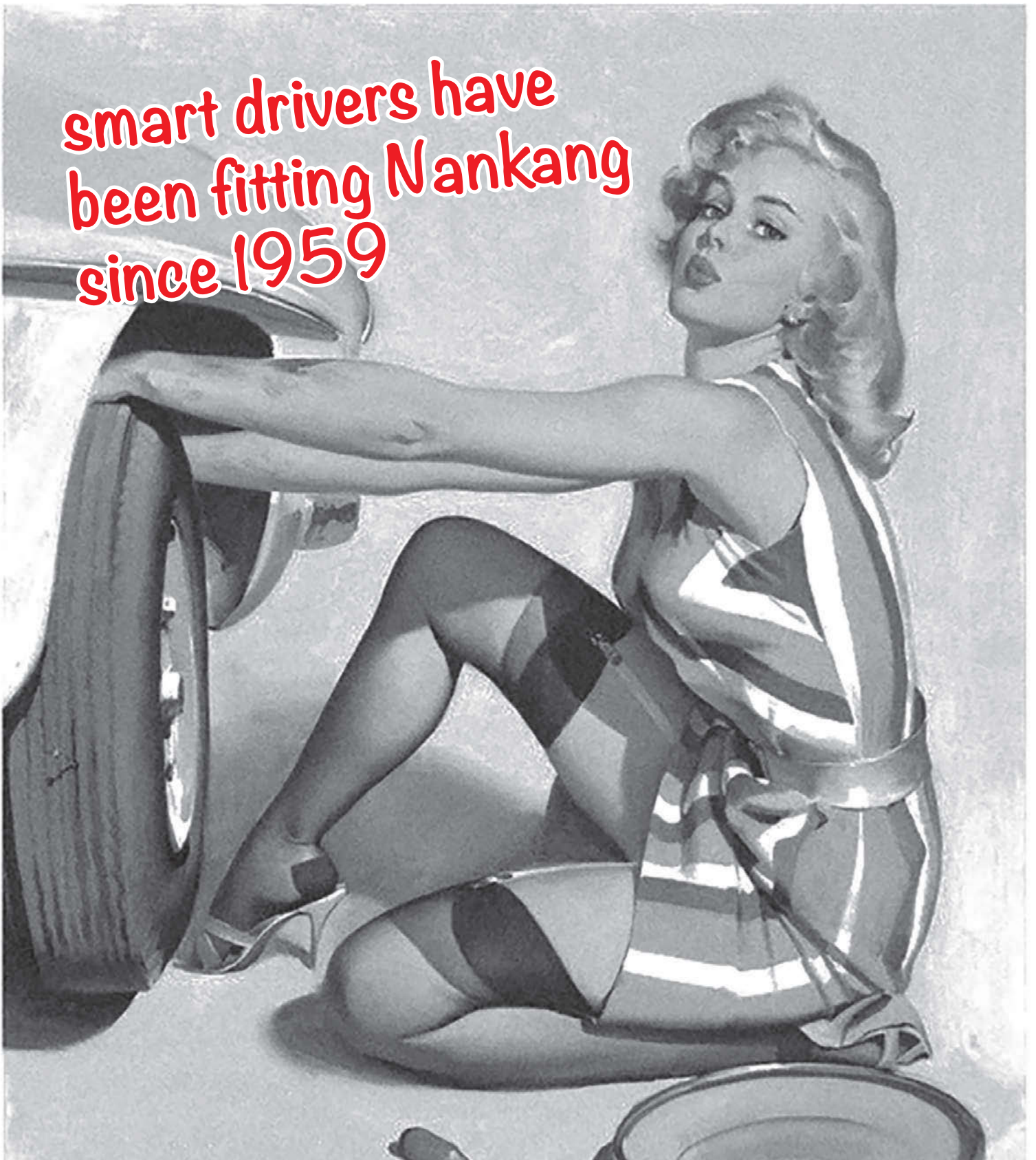
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