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Ignition



Simon Jackson
Editor [@retro_jackson](#)

It seemed an apt way to wrap up the celebrations marking 70 years of Porsche sports cars – gathering together a mix of the brand's most famed road cars. Choosing your favourite Porsche from the seven assembled in our feature – one for each decade of Porsche's 70 years – isn't particularly easy for it's quite the line-up. In an attempt to do just that though we look at them back-to-back (p38). Which is your favourite?

Sticking with the 70th celebrations, I popped over to Stuttgart this month for the Porsche Sound Night (p82). It's the eighth time the Porsche Museum has hosted the event and it was by far the biggest yet. The premise is simple: a bunch of historically important Porsche race and road cars are reved for the appreciation of the assembled audience – in this case 3,500 smiling Porsche fans – it created quite an atmosphere. Brought together in addition to the cars were a group of equally important 'Porsche Legends' – drivers and engineers responsible for writing decades of Porsche history,

most fresh from Rennsport Reunion in California (p50). Meeting and speaking to a few of them was an experience to remember. It never fails to impress me that despite (in most cases) having been involved with a multitude of automotive brands over the years, Porsche is the one which they all seem most passionate about and which keeps drawing them back. I saw living legend Jacky Ickx standing by himself and couldn't resist a quick chat, I asked if he would care to jump into the 919 Hybrid we were both admiring and I received a categorical "no" – he told me that he's done with competitive driving duties! What was clear though is that he remains extremely passionate about motorsport. Interestingly unlike many drivers he's not a car collector, which surprised me a little. Richard 'Dickie' Attwood on the other hand was itching to have a drive in the modern day version of his 24 Hour of Le Mans winning 917 – two driving legends with very different approaches, yet both had a detectable Porsche glint in the eye. It was a privilege to be in the same room.



Ickx (centre) and Attwood (directly behind) share Porsche tales...

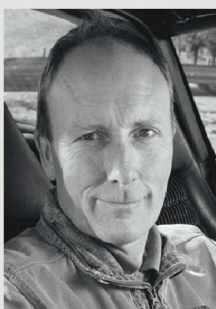
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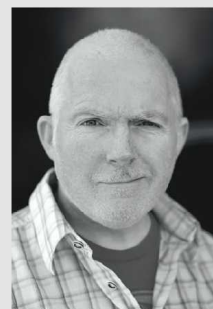
This month: Andrew investigates the history of the Type 64, a stunning streamlined Reutter-crafted 1930's creation...



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

This month: In his regular column, Philip discusses hunting for a new premises for his ever-expanding Porsche sales business...



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

This month: Columnist John looks ahead to his list of automotive winter jobs – a time of the year for hibernating in the garage...



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ABANDONED

Having enjoyed his 911S for a time, Anthony Huysser left it to deteriorate in his garage for eight long years. Thanks to the talents of Canford Classics, it has now been restored to its former glory much to Anthony's delight!

Story: Simon Jackson Photography: Fish Focus



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Abandoned in his garage for years, Anthony Huysser's 911 2.4S needed restoring by a safe pair of hands – enter Canford Classics
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Magnificent SEVEN

Seven road-going icons from seven decades of Porsche's sports car production unite to showcase the evolution of the brand.

Story: Johannes Ringberg Photography: Arvola Entertainment, Thomas Lutz



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BATTLEGROUND

The 'Standard versus Modified' programme run by Ron Simons Racing allows drivers to sample modified GT3s back-to-back with their factory standard relations – both on road and track.

Story: Christopher Twiss



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PORSCHE

NEW SPEEDSTER CONFIRMED FOR PRODUCTION

Porsche will put its new 911 Speedster concept into series production in 2019



Porsche has confirmed that its latest 911 Speedster will enter series production. The model, which is largely based on the 991 Carrera 4 Cabriolet and 991 GT3, was presented in virtually production-ready form at the Paris Motor Show, though we expect some minor detail changes prior to the start of production early in 2019. Porsche will build a total of 1,948 examples, a nod to the year it began building sports cars. The project has

been developed in a collaboration between Porsche Motorsport, Style Porsche and Porsche Exclusive Manufaktur as something of a 70th birthday present to the brand itself and its customers.

What Porsche is calling 'this year's second Speedster Concept study' (as seen here) is finished in Guards Red paintwork, a reference to the original G Series 911 Speedster of 1988. New additions to the design study include fresh 21-inch centre-locking

wheels and a partly perforated black leather interior dominated by a pair of carbon fibre bucket seats. Several design cues have been inspired by Porsche racing cars of old; the tinted daytime running lights, two 'Talbot'-shaped door mirrors and a fuel filler cap positioned centrally on the car's bonnet. The future 911 Speedster will be the first car to be offered with Porsche's new Heritage Design Packages – an exclusive accessory line created by Porsche

Exclusive allowing a higher degree of personalisation.

While the car's body is taken from the 991 Carrera 4 Cabriolet, the chassis is pure GT3, so too the engine which means the GT3's 4.0-litre 500hp naturally-aspirated flat-six is running the show – it revs to 9,000rpm. That is mated to a manual six-speed gearbox, there is also a newly developed GT exhaust system with titanium tailpipes designed to save weight. The new





Speedster features shortened window frames, a carbon-fibre rear deck lid, front wings and bonnet – with the iconic double-bubble cover at the rear. In place of a convertible soft top comes a lightweight Tonneau cover that is attached with Tenax buttons. Continuing the lightweight theme there's no PCM or air-conditioning systems. There are no official weight or pricing numbers for the new 911 Speedster as yet.



NEW PANAMERA GTS LAUNCHED

Porsche has launched two new Panamera GTS models – both saloon and Sport Turismo versions will be powered by a 460hp V8 twin-turbo engine...



Porsche has added a GTS model to the Panamera range. Available in both saloon and Sport Turismo guises, the new GTS will be powered by a 4.0-litre V8 twin-turbo engine producing 460hp and 457lb ft torque. Standard features will include the Sport Chrono package, a Sports exhaust system and three-chamber air suspension. The new GTS trumps its predecessor by 20hp and 74lb ft torque, it will reach 62mph in 4.1 seconds with a top speed of 180mph. Porsche claims fuel consumption figures of 27.4mpg (26.6mpg Sport Turismo) and CO2 emissions of 235g/km (242g/kg Sport Turismo).

The new GTS models use the Porsche Traction Management (PTM) all-wheel drive system coupled to an automatic eight-speed PDK transmission. Porsche says that chassis advancements have been made for both variants, each being lowered by 10mm, the Porsche Active Suspension Management (PASM) system has been further refined to offer greater sporting tendencies. Rear-axle steering is available as an option.

Porsche's GTS models have

long been about mild performance upgrades and choice exterior additions, that's no different here. A Sport Design exterior package with black highlights is almost expected of GTS models today, in this instance new black trim features on the nose and at the rear. On each corner come 20-inch Panamera Design wheels as standard. Inside black Alcantara and anodised aluminium surfaces mix with the latest technology and convenience features; namely the Porsche Advanced Cockpit, Porsche InnoDrive, Connect Plus module for a range of digital services. An optional GTS interior package allows for the colour coordination of the rev counter, leather stitching, and logo colours.

The new GTS does debut one advent new to the entire Panamera range – a head-up display. This can be configured by the driver and projects information in full colour directly into their field of vision. The new Panamera GTS models are available to order now, prices start at £105,963.00 (saloon) with the Sport Turismo GTS starting at £108,110.00.



PORSCHE TO BUILD 'MISSION E' CROSS TURISMO

Porsche has confirmed that it will build the 'Mission E' Cross Turismo, its second electric vehicle, with more planned to follow...



Porsche has confirmed that it will build the 'Mission E' Cross Turismo first revealed as a concept car at the Geneva Motor Show earlier this year. The four-door Cross Turismo will be Porsche's second electric vehicle following on from the 'Mission E' saloon, officially named Taycan, which will be launched onto the global market next year.

The new Cross Turismo uses the underpinnings of the Taycan, sharing its 800-volt power unit which produces 600hp and boasts a driving range of more than 300 miles on a single charge. Porsche

says that the Cross Turismo concept study seen in Geneva was 'road ready', however, we expect some detail changes to the production version of the car – most notably to the interior which we expect to appear more conventional.

This second electric Porsche vehicle is unlikely to be its last, reliable sources are claiming that an electric SUV will soon follow, together with a BEV (Battery-Electric-Vehicle) version of the Boxster and/or Cayman, likely a pre-cursor to an all-electric 911 which could appear in the forthcoming 992 generation line-up.

"We predict that over 50 percent of Porsche models delivered from 2025 will be electrified," said Lutz Meschke, Deputy Chairman of the Executive Board and Member of the Board responsible for Finance and IT at Porsche.

Via the Porsche Mobile Charger Connect, quick and convenient charging of the Taycan and Cross Turismo will be possible at home. A quick four-minute charge provides a driving distance of over 60 miles, while inductive technology will also make charging possible without psychically connecting the vehicle to a power supply. Porsche has

already created 1,200 new jobs in Zuffenhausen as a result of adding the Taycan to its range, the Cross Turismo will generate a further 300 jobs making the new electric projects one of biggest creators of jobs in the history of the firm. It promises that production of its electric vehicles, in which it plans to invest six billion euros by 2022, will be carbon-neutral with a zero-impact factory – part of what it calls Porsche Production 4.0. It also states that a transfer of knowledge will occur between its road cars and its new entry into Formula E for the 2019/2020 season.





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PORSCHE ENJOYS SALES GROWTH

Vehicle deliveries for Porsche in the first three quarters of the current financial year showed a clear increase...



Porsche increased its vehicle deliveries by six percent to 196,562 in the first nine months of 2018. Europe was a particularly strong market for the firm where growth was nine percent (66,551 units). China remains Porsche's largest single market, here it recorded a four percent growth with 56,254 vehicles being delivered. Of the individual models currently available, the Panamera showed the largest percentage increase (mostly due to it being one of the new newest vehicles available) – up 60 percent to the end of September. Despite soon being replaced by a new model, the 911 saw growth of 19 percent, however, the highest-volume sales still belong to the Macan – 68,050 were delivered, eclipsing the Cayenne's 49,715 units.

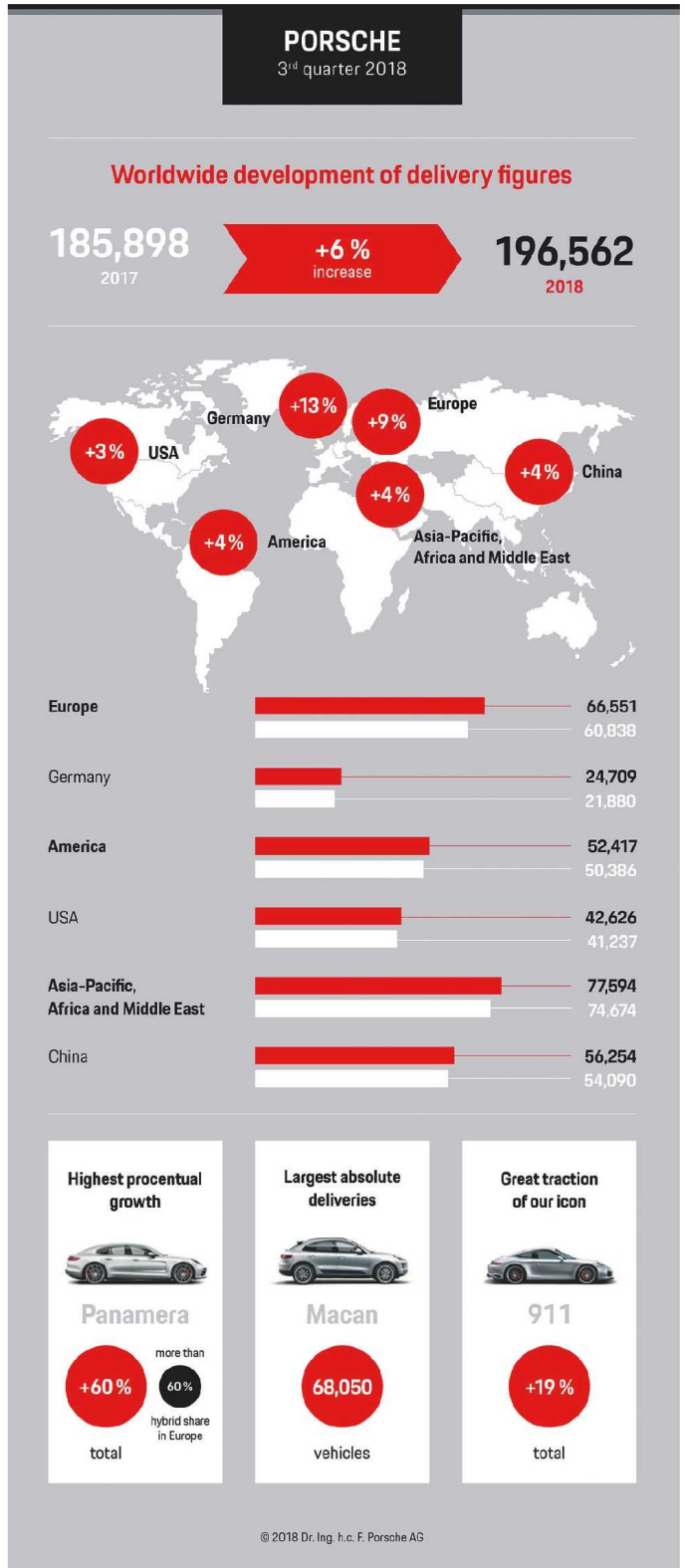
"There are a number of significant challenges that await us in the fourth quarter, and we will take proactive

steps to ensure that we face up to them successfully. This includes the changeover to the new WLTP test cycle and petrol particulate filters and the farewell to diesel engines," said Detlev von Platen, Member of the Executive Board for Sales and Marketing at Porsche.

New WLTP emissions legislation has been in force in Europe since 1st September 2018.

Porsche has not sold any diesel models in its product range since the middle of February 2018 – in fact it will no longer offer any diesel-powered vehicles. To offset this Porsche says it is experiencing an increasing interest in hybrid models – more than 60 percent of new Panameras sold in Europe so far were plug-in hybrid models.

Porsche is confident that its yearly totally of new vehicle deliveries will once more show an increase, last year's record was 246,375 vehicles.



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PORSCHE WINS AT FUJI

Porsche's GT Team won the six-hour race at the Fuji Speedway in Japan...



WEC
FUJI, JAPAN

Round four of the FIA WEC World Sports Car Championship in Japan resulted in victory for Porsche in the GTE-Pro category. The No92 works 911 RSR, shared by Kevin Estre and Michael Christensen, crossed the finish line first at the end of the six-hour race at Fuji, the win extends Porsche's lead in the manufacturers' and drivers' championship standings.

Changeable weather saw wet conditions for the first hour of the race, but the track slowly dried during a 30-minute safety car phase.

Crucially Estre and Christensen made an early switch to slick tyres and began working their way up the field. Christensen swept into the lead of the race with less than two hours of running remaining, the Dane handing the car over to Estre at the final pit stop, allowing the Frenchman to take the chequered flag. The No91 sister car of Richard Lietz and Gianmaria Bruni finished in fifth place having struggled with a difficult pit stop and tyre degradation towards the latter stages of the race.

Kévin Estre commented: "I'm incredibly happy about our victory. Our setup was simply fantastic and the good braking performance was an important aspect of our success at Fuji. After we changed to slicks during the safety car phase early on in the race, our car setup allowed us to brake later than the others and thus gain positions. Our pit stop strategy also ran perfectly."

Program Manager Factory GT Motorsports, Alexander Stehlig, said:

"It was a hugely successful weekend for Porsche with the victory at Petit Le Mans in the USA and the two successes here at Fuji in the Pro and Am categories. We almost always made the right decisions during the race and the car was good and fast. The number 92 car drove a flawless race, our number 91, unfortunately, had problems during the pit stop. On top of that, the balance wasn't great in the last stint. But all in all, we're very satisfied."



PORSCHE WINS PETIT LE MANS

Porsche clinched victory in the final round of the 2018 IMSA season...

Porsche ended its troubled 2018 IMSA WeatherTech SportsCar Championship season with a victory in the final round – ‘Petit Le Mans’ at Road Atlanta. The No911 911 RSR driven by Patrick Pilet, Nick Tandy and Frédéric Makowiecki maintained a promising position in the early phase of the race. However, it was the sister 911, No912, driven by Laurens Vanthoor, Earl Bamber and Mathieu Jaminet that looked best placed to take victory despite suffering a puncture during the early part of the long 10-hour race.

Ultimately it was a drive-through penalty that sent the No912 car down the order – Bamber, Vanthoor and Jaminet tried everything to catch up the lost time but the fierce level of competition in the GTLM class prevented any major progress. The No911 entry worked its way through the field to lead the race with three hours remaining, Tandy driving it over the line for victory with an 11 second advantage over the car in P2 – the No912 Porsche took the flag one minute further

behind in sixth place overall.

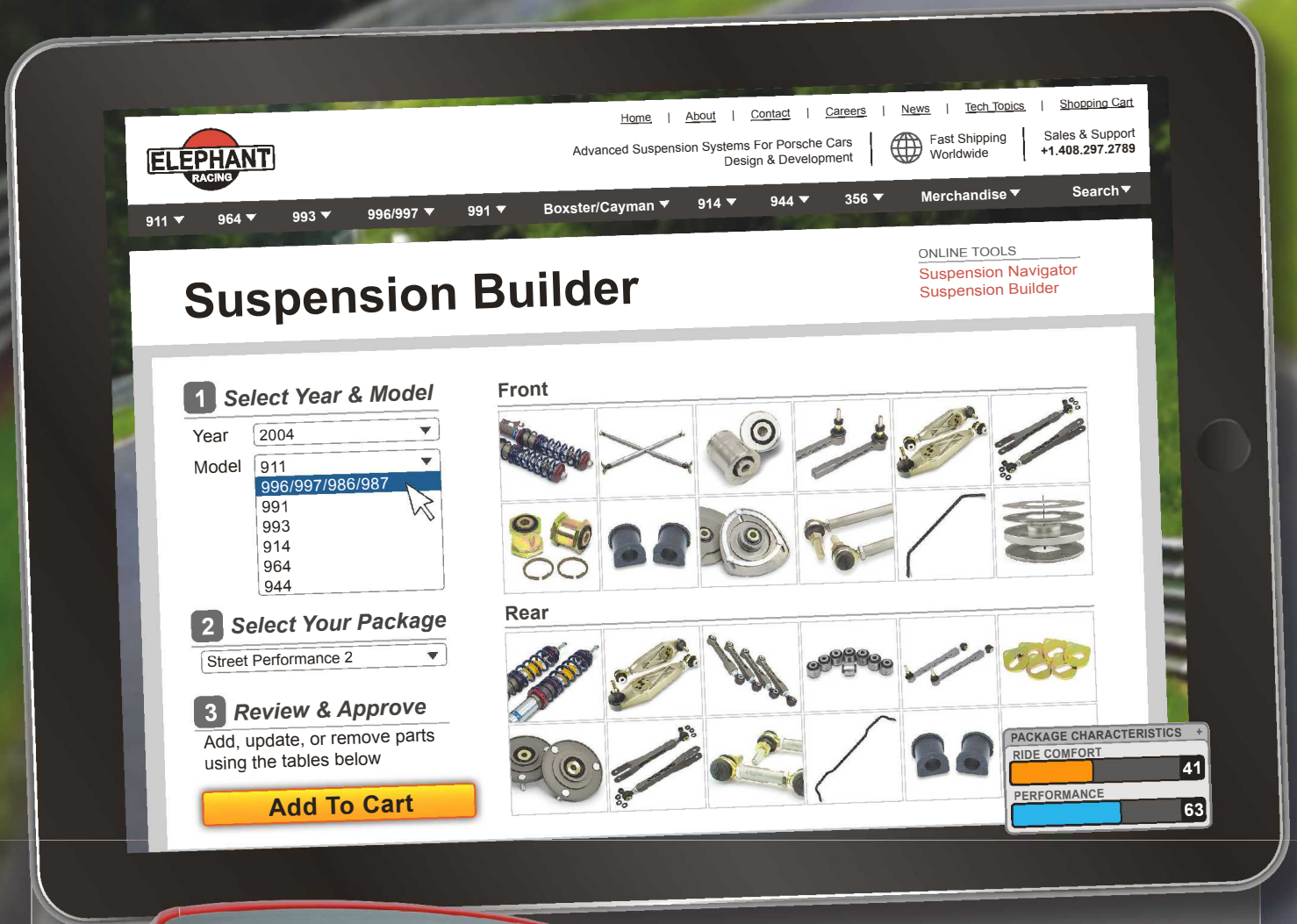
Tandy said after the race: “What a crazy race! We were relegated from the front to the back and then came back to the front. When you’re a lap down and still manage to win, it shows just how brilliantly the entire team worked. Our focus was on ensuring that the car was still fast in cool temperatures at the end. And it worked perfectly. And that was the key to victory.”

Dr Frank-Steffen Walliser, Vice President Motorsport and GT Cars, said: “Our strategy worked perfectly. Right from the start, we focused on having a car at the end of the race that was very fast in cool conditions. Patrick laid the foundations for this success with a strong double stint. Nick and Fred then brought it home. But you need the right tactic, too, and that worked perfectly. This victory fits perfectly with the successes that came just in time for Porsche’s 70th anniversary. If someone had written a film script for such a scenario, no one would have believed it to be real. But it worked and that’s just terrific!”



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CARRERA CUP GB



CARRERA CUP GB TWEAKS REVEALED

The Carrera Cup GB championship will undergo slight revisions for the 2019 season, it will once more include an international meeting on its calendar...



The Porsche Carrera Cup GB will evolve for 2019 following a programme of feedback and collaboration between Porsche, teams, drivers and sponsors. The 2018 season saw the introduction of the most significant changes to the championship since its inaugural race in 2003, the introduction of reverse grid races being the primary alteration. Generating close and competitive racing, the reverse grid format will remain for 2019 alongside tweaks designed to further improve on-track action.

As we saw in 2018, next season a driver's fastest qualifying time will continue to determine their starting position for the first race of each weekend. The grid for the second race of the weekend will be determined by the finishing order in the first race with the winner selecting a number at random between four and six, denoting whether the first four, five or six overall finishers will have their grid positions reversed for race two. However, any drivers failing to complete race one in 2019 will

start race two behind the last race finisher in their respective category. What that means in practice is that Pro category runners will no longer be relegated to the very back of the grid should they fail to finish the first race of the weekend, ensuring they will have a fighting chance of featuring heavily in race two.

For 2019 the established points system remains; with Pro category points weighted towards race one and drivers in each category awarded two championship points for setting the fastest lap within their category in qualifying.

The championship calendar will largely follow the British Touring Car Championship as we have come to expect – the TOCA package has provided a home for the championship for 16 seasons now. However, in addition and for a fourth time, an international round will feature the location for which is yet to be revealed but it is likely to shadow the ELMS or WEC – the Carrera Cup GB has already visited Spa, Le Mans and Monza in the past though a repeat visit is a possibility.

Provisional 2019 Calendar

Rounds 1 & 2 - Brands Hatch (Indy) - 5 to 7 April

Rounds 3 & 4 - TBC - May

Rounds 5 & 6 - Croft - 14 to 16 June

Rounds 7 & 8 - Oulton Park - 28 to 30 June

Rounds 9 & 10 - Snetterton - 27 to 29 July

Rounds 11 & 12 - Knockhill - 13 to 15 September

Rounds 13 & 14 - Silverstone (National) - 27 to 29 September

Rounds 15 & 16 - Brands Hatch (GP) - 11-13 October

PORSCHE TESTS NEW RACERS

A new 718 Cayman GT4 Clubsport has been spotted testing at Monza alongside the new 934 and forthcoming 992...



Photography: Marco Oltolini

Porsche has been spotted publicly testing a new 718 Cayman GT4 Clubsport alongside a lightly disguised 992 with a roll cage – the forthcoming new 911 – and the ‘new’ 935 at Italy’s high-speed Monza circuit. Of the three cars spotted the new 718 Cayman (above) is perhaps the most interesting development, it will mimic a forthcoming second-generation GT4 road car – we expect the track orientated version to make its racing debut next season. Rumoured to utilise the latest 911 GT3’s 4.0-litre flat-six naturally-aspirated engine, the new racer will

run in the region of 400hp and will be kept glued to the track with aggressive aerodynamic additions.

Porsche tested the water with the 981 GT4 Clubsport, first revealed in 2015, later homologating the car for use in a wide number of sports car championships around the world. Earlier this year it investigated the option to offer the GT4 as a rally car, so there’s every chance the firm will look to grow the car’s sporting role with this new second-generation offering in order to amplify the road-going car’s motorsport genealogy. At this stage Porsche will not comment

on the development of the new GT4.

Though the 935 (below centre and right), which is based on GT2 RS underpinings will not, as we understand it, be competing in professional racing series, Porsche clearly intends to ensure that it is able to perform to the highest level. The high-speed straights, fast corners, big braking zones and harsh raised kerbs of Autodromo Nazionale Monza near Milan are ideal for putting a serious track car such as this through its paces. Though there’s every chance that the lightly camouflaged 992 (below left) is also a track-bias

offering in disguise, it would be too speculative at this stage to confirm whether or not what we see here is a road or track car. Porsche has promised continued focus on its GT programme with 911 RSR and 911 GT3 R going forward, ‘more Porsche one-make cups than ever before’ and is widely understood to be investigating the opportunity to develop a high performance combustion engine. We expect the next generation of 992 GT3 Cup car to arrive in 2020, gravitating down to country specific championships like the Carrera Cup GB in 2022.



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Porsche 912 1965 Coupe
Manual Gearbox, LHD, Champagne
Yellow with Black interior.



Porsche 912 1967 Coupe
Manual Gearbox, LHD, Bahama
Yellow with Black interior.



Porsche 912 1966 Coupe
Manual Gearbox, LHD, Signal Red
with Black interior.



Porsche 965 Turbo 3.3L Coupe
Manual Gearbox, LHD, Metallic
Black with Matador Red leather
interior.



Porsche 964 M491 Carrera 4
3.6L 1994, Manual Gearbox, LHD,
Midnight Blue, Turbo Look FACTORY
M491.

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From
The
Archive

Plant 2, Zuffenhausen,
1965

ABANDONED

Having enjoyed his 911S for a time, Anthony Huysser left it to deteriorate in his garage for eight long years. Thanks to the talents of Canford Classics, it has now been restored to its former glory - much to Anthony's delight...

Story: Simon Jackson Photography: Rich Pearce





Tackling the restoration of a classic 911 is usually a two part process. First you must locate a suitable donor vehicle, be that a completely dilapidated shell, a Porsche reduced largely to its component parts, or a running vehicle in need of a complete overhaul. Finding the correct vehicle is as important as entrusting the project's revival to the correct pair of hands – be those your own or those of a qualified specialist. The second part of the process is, of course, the actual restoration itself – something not to be undertaken lightly. Anthony Huysser's story however, is a little different, for the 911 he has had expertly restored by Dorset specialist, Canford Classics, was very much already known to him – in fact you might say that Anthony was somewhat responsible for the car in question requiring restoration in the first instance. Anthony takes up the story:

"Throughout 1999 and 2000 I set out with a specific focus: to find a restored 1973 model 911S in good condition. Although prices in those days were still half reasonable, finding the right car remained challenging. It was not simply a matter of model and year but also colour and specification which, in the end, were well worth the wait."

Anthony's Porsche hunt saw him searching the planet for just the right car, his quest ending in the year 2000 when he came across a restored 911S in Belgium with a good history. "It looked stunning and simply irresistible with its fresh coat of Oxford Blue," he said.

Delivered new in Italy to its first owner in October of 1972, the S remained there until 1998 when it was purchased by Dutch car museum, Automuseum Bergeyk, and subsequently exported to the Netherlands. Perhaps oddly the museum sold the 911 just one year later, this time to a Belgian collector

who set about restoring and modifying the car.

"In this period the engine was comprehensively rebuilt," Anthony told us. "As well as completing a comprehensive restoration of the interior and exterior, the rear of the car received flared RS arches, these were complemented with a beefier set of 6x15-inch Fuchs wheels."

In addition, the 911's original seats were upgraded to sportier Recaro items, serving to add to its mildly modified, fast road, make up. Such a car was perfect for Anthony's needs...

"After I purchased the car, and brought it back to the UK, it allowed me to escape London and explore the wonderful UK countryside on weekends," he explained.

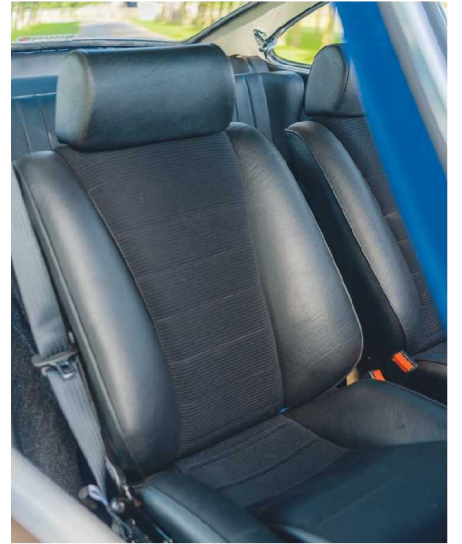
The perfect partner for getting out of the big smoke, Antony very much enjoyed driving his classic car in a rural setting, the 911S was just what Anthony needed at the time. However, life can change pretty quickly and many of you will undoubtedly be able to relate to what happened next.

"In the mid-2000s my weekend routines drifted from leisurely countryside tours to driving Bugaboo pushchairs in the park with my young family," Anthony recalled. "The car became increasingly abandoned and confined to its garage..."

Owning a classic 911 is, of course, a fantastic experience, but realistically it is a proposition that doesn't always dovetail well with the needs of those with very young children. As sad as it is to hear, Anthony's 2.4S became increasingly sidelined as, quite rightly, the kids took priority in his life.

"The extent of abandonment is unforgivable," Anthony grimaced. "Until 2017 I had not actually opened the garage door to see the car for roughly eight years!"

Those of you who have owned classic vehicles in the past will know all too well





that they do not especially enjoy being left standing. Eight years of neglect is a long time for any old Porsche and, needless to say, being ignored for such a long period meant that Anthony's car was not in a particularly good way as a result.

"Following that rather painful first confrontation it was clear that my gross negligence had come at a consequence," Anthony admitted. "It was abundantly clear that the car would require an extensive restoration..."

A lesser man might not have admitted blame for such a Porsche travesty, but Anthony was rather philosophical about the situation – seeing it not as a disaster but an opportunity. Here was a chance to open a new chapter in the car's life, and his journey with it. Chapter two, then, began with a search for a respectable specialist to restore the 911S, Anthony's case being slightly unusual in that he did not need said specialist to source him a car – he already had one – and one knew rather well at that.

"Having scoured pretty much all the classic Porsche forums online I distilled a shortlist of specialist classic 911 restoration firms. After that I soon contacted Alan Drayson at Canford Classics," we're told. "On paper it seemed a good fit; the references and online recommendations on various forums were encouraging, but it was the enthusiasm and professionalism of Alan and the team which sealed my choice to move forward with Canford Classics."

Canford Classics is absolutely no stranger to these pages, in fact the specialist in Blandford Forum has become a regular in this publication off the back of a string of expertly restored Porsches which we've featured over the years. Alan and the team at Canford Classics have a knack of producing jaw-dropping 911 restorations, both to factory standard and modified specifications. As a result the firm's name has become synonymous with pure quality in Porsche circles. It's often the case that owners will ask the team to source a vehicle for restoration, though as we see in Anthony's case it is also more than happy to begin the restoration process with a Porsche sourced or already owned by the customer, too. Naturally there are advantages and disadvantages to this, but ultimately when it comes to a full ground-up restoration, anything is possible with time and a healthy budget.

One particular aspect of the Canford Classics approach that we know proves popular is the extent to which it involves its customers in the restoration process, Anthony's experience being a case in point.

"The journey with Alan and the team was an amazing experience. From the outset I had requested to be part of the process and to be kept abreast of progress as much as possible," he smiled. "Not only was my WhatsApp regularly bombarded with swathes of progress pictures, but I was also invited to assist and

"Until 2017 I had not opened the garage to see the car for eight years!"



participate in various facets and stages of the restoration itself."

Keeping owners updated as their car is brought back to life sounds simple, yet so many specialists fail to see the benefit. Sending regular pictures and informative updates is one thing, but Canford Classics takes things a stage further – inviting owners to physically take part in the restoration of

their vehicle if they so wish. We think this is clever in several ways, but for us it has a few main plus points which work for both parties. From the specialist's point of view it enables owners to see exactly what goes into the restoration of a car, together with the dedication and expertise of the team working on it. It ultimately fosters a new-found appreciation of the work and time involved

in transforming a car. This makes it easier to understand where your money is going, and it promotes transparency on the specialist's side when it comes to billing a client for what will, inevitably, prove to be a tremendous number of working hours. Sending your classic for restoration is certainly not inexpensive, but from an owner's perspective physically seeing where that time (and therefore money) is

Anthony's visits saw him assisting with a wide range of tasks, including disassembling the 915 gearbox



going offers a unique insight. Furthermore, actually getting your hands dirty on your own project really does serve to build a stronger bond with the vehicle. It makes you feel part of its transformation and ensures a new level of appreciation for it and a wider understanding of its journey – handy for when you get collared by an enthusiast in the pub car park with the finished vehicle! Anthony's

visits to Dorset saw him assisting with a wide range of tasks, from disassembling the car's 915 gearbox and painting its dashboard, to restoring the 911's indicator lenses. Being the nice chap that is he, Anthony appreciates that all this probably slows down the work rate of the experts at Canford Classics as they hand hold through the work, bringing a customer such as him up to speed, but he for one very

much enjoyed the experience as we're sure any customer would.

"I can only imagine that such client participation, although encouraged and positively received, is probably less conducive and helpful than I could see at the time!" Anthony laughed. "However, for me, this ability to contribute to the restoration, albeit with limited contributing working hours, was



what made this journey special.”

Depending on the subject vehicle’s condition, typically this type of restoration can take around a year, if not longer, so keeping in touch (literally) with a car’s progress – as you can see here – is valuable for a customer. The finished article? Well, it is typical of Canford Classic’s remarkable work – Anthony’s 911 has been comprehensively reborn.

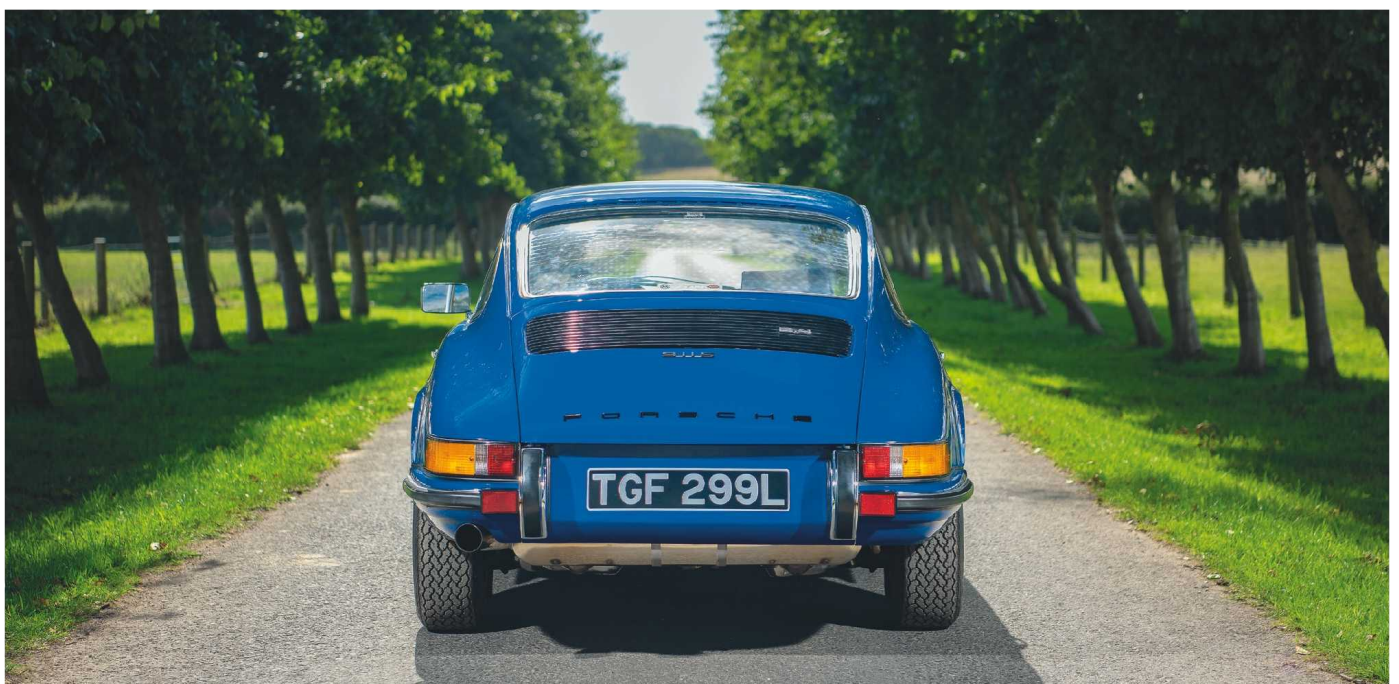
“The final product is fabulous, the attention to every detail, both mechanically and aesthetically, is impressive. The tireless concern that Canford Classics invest in every aspect of the restoration in order to meet its standards made me wonder if they were ever

actually going to let me take it home!”

Though we don’t have a definitive answer, it seems unlikely that Anthony will ever part with his 911 given their history together. We’d imagine the likelihood of that has grown narrower still now that the car has been reborn by the specialist touch of Canford Classics. These days classic 911s are often purchased purely to be restored, with no connection between their previous life and their new custodian, or they are bought and renovated in order to make a financial profit. Anthony’s relationship with this car is different and all the better for it. This car has been a part of his life despite the fact that his world has changed

drastically since he purchased it. Though he clearly beats himself up about the period that the car was left languishing in the garage, his actions in recent times have undoubtedly made up for that. His reward is a usable classic 911 with which he shares an important bond. And, now that his children are slightly older, he’s able to enjoy the car once more, just as he did all those years previous.

“Following this extensive restoration the car is more than I was hoping for – my three daughters are convinced it’s a brand new car!” Anthony said. “It was a wonderful journey, this car will finally be taken out and enjoyed on countryside drives once again...” ◯



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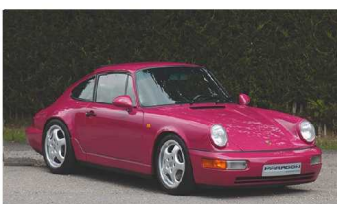
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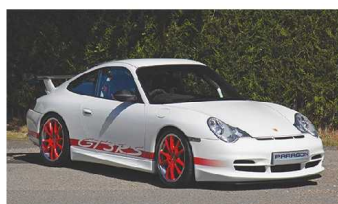
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911 RS (964)

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

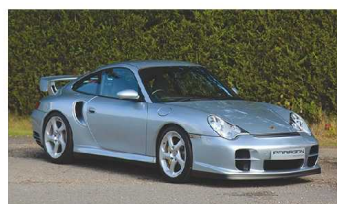
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tyre kicker

by John Glynn



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

As winter approaches, John prepares for months spent in the garage repairing damage caused by lack of use on cars and bikes. Self-inflicted pain!

The sun has set on the great British summer of 2018 and the clocks are just about to go back as I write. Owners of classic Porsches are taking their cars off the road and putting them away to avoid the damp air and salty roads. Once upon a time, this period would have ushered in months of missed sunshine and damning the winter, but not any more. Even if, like me, you despise the cold and snow, there is still much to enjoy about this time of year.

British Summer Time is one of my favourite things about living in England. The process of putting the clocks forward stamps the entry visa of long sunny evenings walking the dog in shorts and t-shirt and working on bikes in the back garden until well past nine o'clock.

As summer solstice slips past, the days get shorter and the sleeves get longer, until it's time to add a torch to the dog walking list, and motorbike restoration moves into the garage. Wrapped up in Goretex and working behind closed doors under artificial light makes life feel confined and less social. Winter weather and empty streets don't help at all.

However, as with all changes, there are some upsides. Icy roads bring the 4x4 good times and a slight lift in smugness for those of us who run those vehicles all year round. The darker evenings mean lighter mornings and school runs along frosty country lanes are a great way to start the day: all engines like chilly winter air.

I suppose my Porsche self is a morning person, as most of my favourite Porsche memories are

linked to the early part of the day. Road trips in the orange Carrera usually begin with an early morning run down a deserted motorway headed somewhere cool. The sound of ten air-cooled engines started simultaneously in the courtyard of a rented villa on a fragrant French morning as we prepared to drive to Le Mans will stay with me forever. There is simply nothing better than waking up in a foreign country with a Porsche outside the door, waiting to be driven.

For air-cooled fans who store their old 911s over winter, this is project time. I've got a reasonable list of stuff to do on all of my cars, but close to the top is fitting the new fuel pump system to my 924 Turbo, shifting it out of the garage and replacing it with the 911, which needs some recommissioning. The brake callipers will be seized and the washer system has been on my workbench for at least twelve

months, alongside a new alternator. The exhaust leaks and so does the windscreen seal: I think the rest of it is basically sound, but you never know until you start driving these things again. At least it is MoT exempt now.

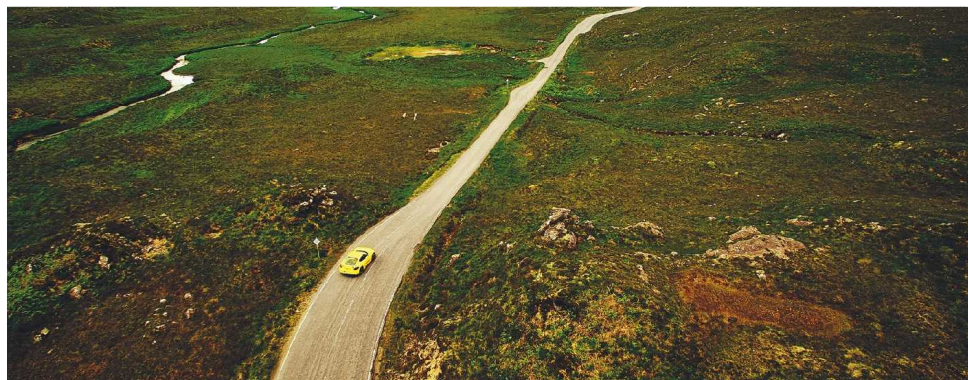
A big worry on all of my old cars and what I might find when I strip them is fuel. Modern fuel is a disaster when it comes to parking cars up and the BMW R1200GS motorcycle I recently bought through a Porsche contact provided a good example of the issues. The bike is a 2007 model that had sat around for a couple of years with a half tank of fuel. The stale fuel has caused significant damage.

After pulling the tank off the frame, I emptied eight litres of dark yellow contents into a basin: neighbours from thirty feet away remarked on the aroma. The fuel pump and filter assembly sit on plates inside the tank, with

the pump held by three rubber mounts. These had been melted into bubble gum by the fuel, so the pump was just kicking around. The pump internals were seized solid, so all that needed changing before anything else could happen. As the bike was bought in obvious need of TLC and I've repaired lots of these over the years, none of what I found was a huge surprise, but an owner who was less thrilled by the prospect of waving spanners around would have had a fair sized bill to repair this damage, all of which was caused by lack of use.

After fixing the 1200's fuel system issues and getting it running, I took it for a night ride accompanied by my newly licenced 16 year-old on her moped. If you like old 911s and also ride motorcycles, old BMW boxers are the perfect garage partner. The machines are cut from similar cloth and boxer dynamics are fantastic on two wheels or four. I have since put the bike into deeper restoration with lots of powder coating and wire wheel building going on right now and when it's all back together, it will be 911 time. This winter has definitely given me plenty to look forward to ○

Most of my favourite Porsche memories are linked to the early part of the day



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

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

Simon looks at the electrified future of Porsche, which is seeing the brand reorder its house like never before...

During a recent trip to Stuttgart I saw some of the works taking place to transform the Porsche factory at Zuffenhausen into what the manufacturer is terming 'Porsche Production 4.0'. The changes are designed to guide Porsche into a new electric era, part of an investment of six billion euros into design, development, production, and training into electric mobility. To say that Porsche is putting all of its eggs in the electric basket seems like an understatement, its communications talk of changes throughout the entire company, a 'process of major change' and 'safeguarding its future'. Somewhat remarkably Porsche is predicting that over 50 percent of its models delivered from 2025 onwards will be electrified, which is a pretty staggering time frame considering that date is just over six years from now. By way of perspective around six years ago we were welcoming the 991 to the Porsche fold.

All this change starts with the introduction of the Taycan, Porsche's first fully electric model, which is in part responsible for the creation of 1,200 new jobs making it one of the biggest creators of jobs in the history of Porsche. For its production Porsche is ditching the concept of the traditional assembly line, instead creating a 'factory within a factory' at the main plant in Zuffenhausen. The new way of working is termed 'flexi-line production' and is said to make Porsche the first vehicle manufacturer to use driverless transport systems in continuous series production. It is designed to create versatility in the production

process. The Taycan will travel around 400 metres via conveyor belt between a new paint shop to the final assembly area, with the body shop and electric motor assembly areas located separately, yet still within the same zone. Taycan production will be carbon neutral, Porsche says it is 'pursuing resource-friendly production' and, ultimately, a zero-impact factory – which means it aims to have no environmental impact whatsoever. These major changes to the factory floor at Porsche are no mean undertaking at all.

Not all of those 1,200 new employees will be bolting the Taycan together, some will be working on its offspring. Platform engineering will continue under the new regime, the Taycan's underpinnings will spawn other vehicles, and if they don't wear Porsche badges they will likely sport logos from elsewhere in the VW Group. We do know that Porsche will produce derivatives

cars we see emerging over the coming years.

Part of Porsche's journey into the electric and digital era will continue to draw a link between motorsport and series production. Just as Porsche linked the 919 Hybrid with its road-going hybrid vehicles of the same era, its entry into Formula E at the end of 2019 will look to draw comparisons with the new wave of all-electric road cars. This includes the all-important charging technology, which remains a sticking point with the world's shift into electric mobility. The design of the Taycan's 800 volt motor means that its lithium-ion battery can be recharged in four minutes to provide enough juice to travel 100 kilometres (62 miles). Porsche says that a 'transfer of knowledge' will reach a whole new level when it enters Formula E. Quick charging systems are vital if electric cars are to be adopted as widely as the automotive industry hopes, Porsche E-Performance covers all areas of

infrastructure from the Porsche Mobile Charger Connect system to, perhaps most importantly, a joint venture with BMW, Daimler and Ford called Ionia. This will see the creation of 400 high-power charging stations across Europe by the end of 2019. By the same token, the Electrify America initiative by the VW Group will see the installation of 300 stations on motorways in the USA. Furthermore, prior to the launch of the Taycan Porsche plans to install more than 2,000 AC charging points Europe-wide at places, such as hotels, in up to 20 global markets. The idea being that customers will access electricity via their Porsche charging service account, even though the charging stations will be managed by different providers, Porsche will deal with the billing process centrally to make life as easy as possible for the end user. It all sounds great in theory, only time will tell if it all works in practice. One thing is certain, our Porsche future is closer than you think... ○

It all sounds great in theory, time will tell if it works in practice...

of the Taycan, the Cross Turismo has already been sent into series production, and an electric two-door sports car has been promised – most likely an e-powered Boxster or Cayman, or an all-new model entirely. These are extremely unlikely to be the only pure electric Porsche



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



As his Porsche sales business further expands, Philip Raby goes property hunting...

Have you noticed in life that, however much space you have, it's never quite enough? That's particularly true of the Porsche sales businesses; all the dealers I chat with (yes, we are friendly with each other) never seem to have enough room for all their stock. Not even the ones which, by my standards, have massive showrooms.

I'll be honest, our modest premises on a busy industrial estate in West Sussex, are petite and far from salubrious. On a good day, we can fit 12 Porsches inside, but 10 is slightly more comfortable. Even then, it's a juggling act to get cars in and out and, inevitably, someone comes along wanting to test-drive the 911 that's sitting at the back of the showroom.

For a while, we've been thinking we need more space and, ideally, somewhere smarter as well, to reflect the quality of the cars we sell. Recently, premises became available just across the road and they would have been ideal; giving us twice as much space as we have

now, plus secure outdoor parking. Remaining in the same area would be nice, as there are complementary businesses on the same estate, and we all get on well. Plus, we are very conveniently placed for customers to reach us from around the UK and beyond, not to mention that it's cycling distance from home for both myself and Sales Manager, Will. So, lots of boxes ticked but, sadly, after months of anticipation, the deal fell through. Frustrating, but I guess it wasn't meant to be.

On the main road between work and my home there used to be a Saab (remember them?) dealer, which later became a SsangYong (no, I don't know, either) dealer. I always thought it was a smart showroom in an enviable location, with plenty of passing traffic and just a stone's throw from the beautiful Chichester Harbour – it could have been purpose-made for us. Then, one day, I drove past and noticed that the stock was looking somewhat depleted, so I plucked up the courage to pop in and asked if they were closing. I was told that,

sadly, they were, and the building would be flattened for housing within a couple of months. I was gutted, both for them and for the premises. It really would have been perfect but, once again, no.

Feeling somewhat despondent one sunny lunchtime, Will and I had

Despondent, we drove around in search of potential premises

a drive around in search of potential premises. As we're both into sailing, we were drawn to a local boatyard which we knew had several large industrial units and a yacht builder had recently left. The buildings were all in use, though. With a smell of fibreglass resin mixing with the salty air, the lower reaches of the harbour on the doorstep, and yachts

and moulds scattered around, the place was a hive of activity and it really appealed to us; but possibly for the wrong reasons! It was too far from the main transport links to be practical, even if there had been vacant units.

A coastal location was attractive, though, so we popped into Chichester Marina next. This was more upmarket, more accessible, was right next to my sailing club (handy for lunchtime pints) and had some smart new units. Once again, though, none were available. It was a true 'head meets wall' scenario, so it was back to the office to trawl Right Move.

Sure, we could move to a local town such as Fareham, which has a plethora of business units, but it's tricky for us and for customers to get to, with traffic congestion at peak times, and just doesn't appeal. One reason for working for myself was to avoid having to commute anything further than five miles from home.

So, for now, we've given up on finding the holy grail of premises and are working hard to improve what we've got. It's amazing what a good clean, a lick of paint and some new furnishings can do to a place. Not only will this – I hope – create a better impression for our customers, but we should also feel better about working in a refreshed and more pleasant environment. The only problem is, we still don't have room for any more Porsches.

Still, I like to think that, what we lack in space and style (the buildings, not the people; well, ok...), we make up for with our friendly approach, decent coffee, great customer care and lovely cars, even if they are a bit crammed in ○





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| <p>AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT) RS6 V10 » 680+BHP (+DE-LIMIT) 2017 R8 V10 » 650BHP (+DE-LIMIT) R8 V10 » 592+BHP (+DE-LIMIT) RS4/RS5 » 488+ BHP (+DE-LIMIT) RS3/TTRS » 420+ BHP (+DE-LIMIT) RS3/TTRS (NEW) » 480+ BHP (+DE-LIMIT) S3 / GOLF R » 375+ BHP (+DE-LIMIT) 3.0TDI (ALL MODELS) » 315+ BHP 3.0 BI-TDI (ALL MODELS) » 380+ BHP Q7/A8 4.2 TDI » 400+ BHP</p> <p>BMW M2 » 435BHP (+DE-LIMIT) M3/M4 » 540+BHP (+DE-LIMIT) M5/M6 » 730+BHP (+DE-LIMIT) X5M/X6M » 730+BHP (+DE-LIMIT) X5M50D/X6M50D » 450BHP M135i/M235i » 410+BHP i8 » 415BHP 120i/220i/320i/420i » 275+BHP 116D/216D/316D » 160BHP 118D/218D/318D » 225BHP 120D/220D/320D/420D » 240BHP 328i/428i » 295BHP 335i/435i » 410+BHP 330D/430D/530D/730D » 360BHP 335D/435D/535D » 395+BHP 550i/650i » 555+BHP (+DE-LIMIT) 640D/740D » 395BHP (+DE-LIMIT) X530D/X630D » 360BHP X540D/X640D » 395BHP</p> | <p>MERCEDES-BENZ A45/CLA45 AMG » 420+BHP AMG GT/GTS » 560BHP (+DE-LIMIT) C43/E43/GLC43 AMG » 455BHP C63/63S 4.0T AMG » 620+BHP C63 6.3 AMG » 530+BHP 500 4.7 BITURBO (ALL MODELS) » 498+BHP 63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP 55 AMG KOMPRESSOR » 600+BHP (+DE-LIMIT & SUSPENSION LOWERING) S65 » 780BHP (+DE-LIMIT) SL65 AMG » 690BHP (+DE-LIMIT) SL65 BLACK » 720BHP (+DE-LIMIT) SLK 55 AMG » 420BHP 200 CDI (ALL MODELS) » 173BHP 220 CDI (ALL MODELS) » 230BHP 250 CDI (ALL MODELS) » 260BHP C300 HYBRID » 285BHP C300E » 350BHP C400/E400 » 400BHP 350 CDI (ALL MODELS) » 315BHP 420/450 CDI (ALL MODELS) » 358BHP</p> <p>ALL 2017 RANGE ROVERS AVAILABLE RR 50SC/SVO/SVR STAGE1 » 600+BHP RR 50SC/SVO/SVR STAGE2 » 650+BHP 2.0/2.2 DIESEL (ALL MODELS) » 220+BHP RR 4.4 TDV8 » 395 BHP RR TDV6 3.0D » 305+ BHP RR SDV6 3.0D » 350+BHP DEFENDER 2.2 » 180BHP</p> | <p>PORSCHE 996 TURBO/GT2 » 600+ BHP 997 TURBO 3.6 » 625+ BHP 997 GT2 RS » 670+ BHP 997 TURBO/S 3.8 INC PDK » 611 BHP 997 GT3 RS » 480 BHP 991.2 GT2 RS » CALL 991 TURBO/S (ALL MODELS) » 750+BHP 991 GT3 3.8 (ALL MODELS) » 490+BHP 991 GT3 RS 4.0 (ALL MODELS) » 525+BHP 997 CARRERA S » 376+ BHP 997 CARRERA PDK » 368 BHP 997 CARRERA S PDK » 400+ BHP 997 CARRERA GTS » 435 BHP 991 CARRERA (ALL MODELS) » 500+BHP 991 CARRERA S (ALL MODELS) » 500+BHP 991 CARRERA GTS (ALL MODELS) » 540+BHP BOXSTER/CAYMAN 718 GTS » 420+BHP BOXSTER/CAYMAN 718 S » 420+BHP BOXSTER/CAYMAN 718 » 380+BHP BOXSTER/CAYMAN 981 GT4 » 430+BHP BOXSTER/CAYMAN 981 GTS » 375+BHP BOXSTER/CAYMAN 981 S » 345+BHP CAYENNE GTS » 450 BHP CAYENNE TURBO 4.5 » 565+ BHP CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP CAYENNE 4.2 DIESEL » 450+ BHP CAYENNE 3.0 DIESEL » 318+ BHP MACAN S » 420+BHP MACAN GTS » 440+BHP</p> | <p>MACAN TURBO (ALL MODELS) » 480+BHP MACAN S DIESEL » 318+BHP PANAMERA TURBO » 600+ BHP PANAMERA DIESEL » 305+ BHP</p> <p>EXOTIC / MISC FERRARI CALI T » 660BHP FERRARI F12 » 780+BHP FERRARI 599 » 647 BHP FERRARI 488 » 750+BHP FERRARI 430 » 525 BHP MCLAREN MP4-12C » 700 BHP MCLAREN 650S » 720 BHP MCLAREN 675LT » 750BHP MCLAREN 570/S » 680+BHP AVENTADOR » 750+BHP HURACAN LP610 » 650BHP GALLARDO LP560 » 600+BHP BENTLEY 4.0 T V8 » 700BHP BENTLEY GT/F-SPUR » 680BHP GT SPEED / SUPERSPORT » 690+BHP BENTAYGA W12 » 700+BHP MASERATI GHIBLI 3.0S PETROL » 470 BHP MASERATI GHIBLI 3.0 PETROL » 400 BHP MASERATI GHIBLI 3.0 DIESEL » 312 BHP MASERATI GT/QPORT » 438 BHP MASERATI GT S / MC » 479+ BHP</p> |
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In 1953 Porsche presented its first racing sports car, the 550 Spyder. Parallel to its development, a new high-performance engine was designed and built. Porsche designer Ernst Fuhrmann used four camshafts driven via bevel shafts, double ignition and dry sump lubrication for the four-cylinder boxer. In 1954, the 1.5-litre engine in the 550 Spyder produced up

to 117hp at 7,800rpm. Meanwhile, Hans Herrmann's success in the Carrera Pan-Americana initiated the designation 'Carrera engine', and in the following years the 550's successors, Types 645 and 718, were also successfully powered by the Carrera engine. The 1.5-litre version producing up to 142hp, with the 1.6-litre and 1.7-litre engines delivering more than 165hp. The

special racing engines of Type 719 developed up to 170hp and in the 718/2, 787 and 804 Formula 2 and Formula 1 racing cars the 1.5-litre engine even delivered as much as 190hp. The Carrera engine also made a career in the 356, coming in the form of the Type 692 with 1.5- and 1.6-litre displacements, with 100hp and 105hp respectively. Last of all came a two-litre Carrera engine, the Type 587, it was also

Magnificent SEVEN

Seven road-going icons from seven decades of Porsche sports car production unite to showcase the evolution of the brand...

Story: Johannes Riegsinger Photography: Angelika Emmerling, Daniela Loof



available in various 356 models as well as in the 904 Carrera GTS.

The 1960s at Porsche were dominated by the 911. Introduced in 1963 while still bearing the designation 901, the first 911 produced 130hp and could manage a top speed of 130mph with its 2.0-litre six-cylinder boxer engine. In 1966 the 911S was already up to 160hp with a top speed of 140mph, by

1968 that increased to 170hp and 180hp in 1969 with a VMAX of 143mph. All of these production vehicles formed an excellent basis for sports variants, such as the 911R, which was launched for racing purposes in 1967 weighing just 830 kilos and with the 210hp Carrera 6 engine – in 1969 Gérard Larrousse and Maurice Gelin won the Tour de Corse with one. In the winter of 1969, the 911

ST 2.2 was built using as its basis the 911S, an extensive customer sports programme took the car up to 240hp and lightweight components reduced its weight to significantly less than 1,000 kilograms. Porsche presented the 904 Carrera GTS as early as November 1963, only 106 units were produced from the first limited run Porsche with fibreglass body. Its Carrera four-cylinder in road spec



*The gears crack with gentle friction
and precision, the chassis seems willing...*

produced 155hp, with 180hp in the racing car, pushing the car up to 155mph.

The 1970s was the power decade at Porsche – the era was all about turbo technology. With the 917/10 and 917/30 the new technology passed its baptism of fire on the racetrack, Porsche's turbo technology filtered down into its road car production in 1974 with a 260hp 911 Turbo capable of a top speed of more than 155mph. In the 911 Turbo 3.3, introduced in 1977, those numbers had already increased to 300hp and in-excess of 160mph. Another fast representative of the period was the 230hp 911 Carrera RS 3.0, built for homologation purposes, just 110 units were produced – its weight of only 1,060 kilograms assists excellent driving dynamics. It wasn't just about the 911 for Porsche during this period though. From January 1979, the 924 Turbo also generated some rather sporty performance, its four-cylinder engine delivering 170hp and 140mph top speed. The fastest road-legal Porsches of the 1970s, however were two thoroughbred 917K racing cars with their legendary twelve-cylinder 180-degree V engines. In 1975, a 917K road car was delivered to Count Rossi. And, almost a stone's throw away from Porsche's racing department in Flacht, in Wildbad near Calw, another 917 was taken delivery of, having today been restored by its owner Joachim Großmann, this product of 1975 was also approved for road use and is capable of travelling at well over 185mph.

The 1980s was the four-cylinder era, what began in the autumn of 1975 with the 924

was continued through the '80s. Based on the 924 Turbo, the prototype of the 924 Carrera GT was completed in the autumn of 1979, one year later the production car was introduced. A road-legal racing sports car constructed of lightweight fibreglass components for its front bumpers and rear wheel arch extensions, it predated the 944. Only 406 examples of the 210hp, 1,180kg, 149mph four-cylinder car were produced. In the winter of 1983/1984 Porsche launched another sports car – the 911 SC/RS. Here, too, lightweight construction was the top priority. Only 1,057kgs and 250hp provided the 911 SC/RS the necessary driving dynamics for Group 4 racing, only 20 units were built in accordance with the regulations of the time. From January 1985 onwards, Porsche produced the four-cylinder 944 Turbo with 220hp, the 944 Turbo S became available from autumn 1987 with 250hp, and, by the autumn of 1988, the 944 Turbo had the same power, the 944 Turbo models impressing with excellent handling and power.

More wins at Le Mans wins and faster road cars framed the 1990s. In addition to the 964 and 993 Turbo models, the 993 GT2 spearheaded the 911 range in the mid-1990s. With 430hp and a weight of just 1,295 kilograms combined with rear-wheel drive, the GT2 served up maximum performance; the 4.4 seconds to 62mph and top speed of 183mph are facts that speak for themselves. The only way to travel faster in a Porsche at this time was at the wheel of the 962 endurance racer. Jochen Dauer built his 962 LM road car on an existing race car

chassis, launching it at the Geneva Motor Show in 1993. For Le Mans 1994 the 962 LM competed in the GT1 class, which required a road-approved version of the vehicle. Its performance data is barely believable, yet true: 730hp, zero to 200km/h (123mph) in 7.3 seconds, top speed 250mph. Yannick Dalmas, Hurley Haywood and Mauro Baldi proved how well Dauer did the job: they won the 24 hours at Le Sarthe with one of these cars. From May 1999 another Porsche sports car would become available: the 996 GT3. With a weight of just 1,350 kilograms, 360hp ensured high driving dynamics – the 911 GT3 would fast become a favourite Porsche for many.

From 2000 to 2009 911 road cars become ever more powerful, the 911 range was expanded in the 1990s to include the GT2 and GT3 models, this continued to gain momentum into the 2000s. The 996 GT2 started it all off in 2000; 462hp, 1,440 kilograms, the turbocharged 911 sprinted from zero to 62mph in 4.1 seconds and reached a top speed of 196mph. In January 2003 the 911 GT3, which was further strengthened with 381hp, shortly afterwards the 911 GT2 received an increase in performance to 483hp. With the 996 GT3 RS, Porsche revived the tradition of its Rennsport models – lower weight and a powerful rear wing set the sports car apart from the common or garden GT3. The 997 GT2 was presented at Geneva in 2007, it produced 530hp and accelerated to 62mph in 3.7 seconds and topped out at 204mph making it the fastest and most powerful production 911 to date, in 2008 Walter Röhrl



took one round the Nordschleife in a time of 7:32.18 minutes. Thus the 911 road car's numbers came toe-to-toe with the Carrera GT. Fans of the naturally aspirated engines were pleased about further 911 GT3 models, in 2006 the GT3 delivered 415hp, in 2009 that increased to 435hp, and the development of the 911 GT3 RS also continued apace – in 2006 415hp was available, by 2009 that had climbed to 450hp.

In the 2010s the striving for improved driving dynamics continued too. The GT2 RS and GT3 RS 4.0 were the most potent representatives of the 997 generation of 911, but the wheels of its successor, the 991, didn't stand still either. In 2017 the 911 Turbo S Exclusive Series was launched, delivering 607hp, it being limited to 500 units. In addition to its 27 additional horsepower, the 911 Turbo S Exclusive Series differed from the standard Turbo S in its design with noble materials in use. With the 911 GT2 RS, Porsche's motorsport department developed a superlative driving machine which was unleashed at the end of 2017. The strongest and fastest road-going 911 to date, on 20 September 2017 it set a new lap record for road legal sports cars at the Nordschleife, 6:47.3 minutes with Porsche test driver Lars Kern at the wheel – the 700hp of the Bi-turbo-Boxer catapults it to 62mph in just 2.8 seconds. And finally, for now anyway, in

March 2018 Porsche presented the 520hp 911 GT3 RS, the most powerful 911 with naturally aspirated engine ever approved for road use...

356 CARRERA GT

Tinny clang. Door closed. Crawl into the crumpled bucket seat, enjoy a short panoramic view and pleasing goose bumps: even a 'normal' Porsche 356 would be special enough but a valuable collector's item, history you can touch, a tangible piece of the 1950s with an upward arrow on its price tag such as this is not a normal 356. This one has 130hp, more than a standard 356, its two-litre engine makes it the crowning achievement of the range. Built in 1961, admittedly this 356B does not really fit into the concept of part of our idea: inviting the fastest production car from every decade of Porsche history to a family reunion. But because it was conceived and constructed in the '50s, we'll allow it some leeway. It's the most concentrated dose of 356, and '50s Porsche, you can get. Anything less simply wouldn't have felt right in this crowd of very special Porsche cars. But now we're off: turn the ignition key, pump the accelerator pedal briefly and firmly – bam! The harsh, mechanical, combative sound of the bevel-gear engine works like an adrenaline direct injection. Acoustic caffeine, administered intravenously.

The 356's 130 horsepower shoves you

forward and the background sound is completely authentic: foaming war horses with steel-footed hooves are waiting for you from word go. The 356 pushes on powerfully, mills energetically through the gears, whets the appetite for racing. It is hard to imagine that an earlier 356 could be so much milder, depending on the engine, preferring sweet handling instead of focused execution and actually performing more like its famous cousin, the VW Beetle, than the 356 Carrera GT. Porsche's idea had to be condensed for the first time with the 356 Super models, which had 60hp – and more.

The gears crack with gentle friction and precision, the chassis makes its way vividly on uneven roads, but seems willing and obliging, and the steering already shows the basics of the precision of years to come. The limit? We haven't tried it, of course, but it gives us the feeling that you can irritate a 356 Carrera GT for quite a long time and ride it into the country with the accelerator flat to the floor before the front axle first goes straight before the rear axle wants to swing round a blink of an eye later. But as I said, that's just a hunch. We just had thievish joy with this little rocker that can be so wild, so frolicsome and extroverted. Only the braking effect, which takes some getting used to, is violent: at the beginning, when trying a little frivolous late braking, your heart flickers before one has





readjusted oneself to driving with momentum and a sense of proportion. And then: pure, unadulterated joy is delivered.

911S

Welcome to the '60s. The 1950s was the decade of the 356, the '60s saw Porsche reinvent itself in pursuit of more performance, more sportiness, and yes, more comfort. Porsche's urge to always go one step further, to search for constant evolution, dates back to this time. In the autumn of 1963, the established 356 was replaced by the elegant, modern 901, a completely new design and, 82 units later, Porsche had to rename the 130hp six-cylinder Boxer engine coupé the 911 because of a protest from Peugeot over the model name. This was the beginning of one of the most remarkable careers in automotive history: the start of the 911 legend. In 1966 Porsche ignited the afterburner for the first time - with raised compression and first 160, then 170, finally 180hp, the 911 became a sports cannon. It is the fastest large-series Porsche of the 60s, the initial spark for an ever more rapid development.

For our journey through time, however, we didn't choose a 911S, but a particularly exclusive model that combines the turbulence of these years with a preeminent moment in Porsche history: signal red, chassis number 300 057, production in autumn 1964 makes it the oldest 901 owned by the brand from the intermediate phase between 356 and 911, the 911 blueprint par excellence, somehow even primordial soup for everything that today is called Porsche.

At the same time comes a most illuminating explanation as to why the fast 911S was destined to follow three years later: Driving the 901 is comfortable, characterised by great friendliness and mildness. The two-litre six-cylinder boxer purrs, the sound polyphonic and soft, the power deployment

even and linear. An adult performance from a completely different league than the discontinued 356 models of the time. Someone at Porsche must have driven the 901/911 in the middle of the '60s and, after a perfectly balanced drive, found out that they had seen more fun in a late 356 Carrera GT. Exactly at this point Porsche performed a determined about turn: the 1960's longing for faster development and greater levels of comfort. 'Sportiness, driving pleasure and performance' became mandatory; the 911S got 30, 40, 50 more horsepower than the base model. This level of performance, it was deemed, showed the potential of the 911's chassis, which can be so precise. The 911S is Porsche's recipe for a moderately dimensioned sports car that is suitable for everyday use, but which is, at the same time, vehemently powerful. The Porsche story takes shape...

911 TURBO 3.3

Hard Rock. That's your first thought when you get into a 1970's Turbo. It's the black leather jacket, the double bass, drum solo and thundering guitar riff all at the same time. It is full of energy dark, uncompromising and stormy, full of adrenalin and testosterone. With the Porsche 911 Turbo 3.3 we have landed in the middle of a performance spectacle that demonstrates exactly how far performance cars, the 911 in particular, had come in just one decade.

The first generation 930 Turbo has its roots in racing, it was designed to bring the 911 within striking distance of the illustrious Italian supercars of the period. Customers were enthusiastic about the confident mixture of brute performance, drivability and everyday usability, within a few months "the Turbo" had bludgeoned itself a special position in the 911 hierarchy. Porsche was more than willing to accept its customers' hunger for performance: in 1977 the turbo engine, which



had grown to 3.3 litres in displacement, already produced 300hp – the Turbo 3.3 with its 186mph top speed was the fastest production Porsche of the decade.

The rough-and-ready charm of this powerful Porsche is hard to ignore even 40 years later. The snap-action levers of the door handles alone are reminiscent of handgun triggers; the cockpit is dominated by a mixture of velour seats with melancholic shades of colour, logically arranged round instruments and the typical feeling of space of an early 911. It's compact and clear in here, functionality without boredom, reduction as a leitmotif without being spartan. And then the large-volume boxer engine starts to rustle, driving the 930 forward with casual power delivery. It's interesting that the powerful turbo engine doesn't even come to the fore during country road speeds. The effect is rather reassuring, it corners with punch from its hip, the

agile chassis with its sensitive steering seem wonderful even by today's standards.

The 930 spins around on the asphalt – its tyres break traction with ease – ABS hasn't arrived here yet, the repertoire of complimentary modern safety devices even less present. As a driver in a 911 Turbo 3.3 you're on your own – if you want to use the throttle, you learn how to deal with it. And, just when you think you've become used to the Turbo, the straights become longer and the ambition bigger, there is suddenly an almost absurd rush. Gaps become disturbingly narrow, landscapes evaporate, motorway straights suddenly disturbingly short. There it is, the turbo-feeling that still proves incredibly addictive even decades later: physically bending the laws of physics, just like that. Sing along at full belt to Bat out of Hell, play air guitar and there will be no one around to laugh at your mullet. What an amazing time

this Porsche harks from – what a 911.

959

At the beginning of the 80s things became a little turbulent at Porsche. The G Series 911 was almost ten years old and the front-engine 924, 944 and 928 seemed to question how long the 911 could lead the Porsche charge. At the same time technology was making huge leaps, motorsport was just the tip, with Porsche's activities including grand undertakings such as the epic Paris-Dakar rally. With the 959, the electrostatically charged atmosphere of Porsche's early years found lightning and thunder: suddenly there was this exuberant, spectacular technological stroke of genius, which combined a then hot four-wheel drive system with sophisticated aerodynamics. It merged a big shot of 911 tradition with science fiction innovation. Good old times and the modern era cross,





Everything goes backwards, the acceleration puts the horizon into free fall...

forming an emotion-rich technological hybrid with trace elements of the 911 and a dreamed of high-flying future. The blower-cooled 2.8-litre boxer engine was just part of a breath-taking specification; liquid-cooled cylinder heads, hydraulic valve compensation, hollow valves filled with sodium, 450hp (or 515hp in the Sport version), turbocharger (of two different sizes), water-cooled KKK turbochargers, electronically-controlled all-wheel drive with single-disc dry clutch, speed-dependent level control, adjustable spring hardness and magnesium wheels. In the '80s this was clearly poster place fodder in a kid's bedroom, the dream supercar of the Porsche model range – astonishing both press and excited prospective buyers. And you can add to that list 'rarity' since only 292 959 were ever produced.

Some 32 years later the former hyper car is surprisingly down-to-earth, it seems hard to believe that its current worth on the open market is around one million pounds. There is a drastically advanced 911 here dressed in the typically rounded look of the period, it shares something with the 964 – introduced in 1988 – in being pretty but not outrageous

in its design. The 959's interior is still a long way away from the detailed and polished dynamics of today's über Porsches. You won't find much more going on in here than you'd see in a G Series 911 of the same era.

But as soon as you set off in the 959 you can hear there's something different going on, the twisted restlessness on idle is new, the metallic undertone, too. Drivers of turbocharged cars who are spoilt for torque may be puzzled by the restrained acceleration low down in the rev range. Not much happens, at least until the tachometer needle has passed the 4,000rpm mark when both turbos are wound up. Then everything goes backwards, the acceleration puts the horizon into free fall, it's hysterical bliss. It's a good thing that the 959 drives as unerringly and compactly as any other 911 on public roads, this way you can use a lot of its performance on the road. But if you were allowed to drive the 959 once on a closed circuit, you wouldn't resist hanging on as the rpm needle climbs for what seems like forever. Its ingenious all-wheel drive system and almost bizarre engine performance combine in pure madness to allow the driver to dive deep into the realm

of otherworldly control, via the delivery of intense traction and perfect balance. With the 959 you'll never look back again

911 GT1

Welcome to the world of creative wild growth and wonderful experimentation. Welcome to the grey area between racing and supercar glamour. The story of the 911 GT1 is not easy to tell. It has no clear boundaries, no clearly defined rules, and yet it starts with exactly that: rules laid down by the FIA for the GT1 class of racing. In order to be able to race at Le Mans or in the FIA GT World Championship races in the mid-1990s, Porsche needed to build a race car for homologation purposes, a small street-approved series of 25 cars. So far so simple. In reality, there were three variants of the GT1 produced for 1996, 1997 and 1998, some of which differ drastically from one another. There aren't 25 examples of a single version, the FIA turned a blind eye and accepted just two road versions of the 1996 GT1, 21 models of the Evo model from 1997 and only one road-approved model of the GT1 from 1998 as the basis for homologation. These cars being built by Porsche as a







friendly declaration of intent. Whether the GT1 can legitimately bear the title of the 'fastest production Porsche of the nineties', or whether the 993 GT2 of 1996 beats it to the crown is an argument we must leave for another day. Like the FIA we'll turn a blind eye and let the GT1 roll onto the starting line on this occasion.

The silver 1997 car you see here is a actually a pre-production model, an early working prototype, serving to make driving the thing

even more exciting. Here the audacity of the car's design becomes clear: it boasts a 993 front end with rear lattice tube frame, in which a race-proven bi-turbo six-cylinder engine is accommodated, pushed in front of the gearbox and pushrod spring-mounted wishbone rear axle – this defines the GT1 as a mid-engine machine. Porsche cleverly anticipated generation changes introducing 996 headlights and taillights for 1997 cars. It's a chimera, this car, it leaves you incredulous, astonished and

keen for just for one chance to drive it.

The ruthless racing technology of the GT1 is little apparent. Only the thick tube work, which leads from the rear of the car to the footwell compartments, suggest that something is not quite normal here. That and perhaps the calf-wrecking counterforces at work on the clutch pedal. Otherwise it could be a 911 with a dry engine sound and infernal howl which attracts all of your attention. And you need to pay attention,





because the handling of this thing is pure racing car. Daringly agile at low speed, its hard faced turbo engine requires lightning fast reactions at speed. The aerodynamic forces at work become increasingly apparent: and the anticipation builds, your heart rate increases in-line with the revs. The GT1 screams like a devil, mutating into a merciless tool, larger than life and pushing the bar to a level that degrades ordinary sports cars to mere toys. A rendezvous with one hell of a machine. It's absolutely wonderful!

CARRERA GT

Come the noughties Porsche had long since overcome the great crisis of the late 1980s and early 1990s, it was bursting with self-confidence and strength.

Instead, however, of indulging in a lazy and careless approach a strong pace was set in Zuffenhausen and Weissach. In 2003, the same year in which Porsche launched the Cayenne SUV (at the time extremely controversial, today proven as very lucrative), the brand demonstrated with the Carrera GT supercar that its sporting reflexes were still there. With no talk of selling-out on values, the Carrera GT was sharper than any previous Porsche production sportscar. High-technology and emotion culminated at the highest level.

On our journey through the fastest and most fascinating Porsches of the last 70 years,

are there any comparisons to be made between 356 Carrera to Carrera GT? Which GT is best? The endearing 1950s iron, loud, full of charm, rough and yet profound, or the laser-cut precision of the Carrera GT, its multi-layered, dazzling personality with subtle sophistication hiding driving ecstasy and frightening ability? It is remarkable how finely balanced all the elements are: engine, chassis, function, and ergonomics – it's a perfection that makes you hungry rather than satisfied.

Function at its finest, the Carrera GT's ten-cylinder soprano is silky-smooth and razor-sharp. There's no noticeable upturn on idle, no fluctuations, only a crystal-clear V10 chord with a hint of hoarse hissing. The engine reacts to prods of the throttle with a huge turn of power, it's as if you're changing the octave on a synthesizer keyboard. And that's how it drives, too: 612hp, crawling with fine synapses firing directly from your right foot into your brain, without delay, threatening and at the same time precise. You feel the lack of flywheel mass and ultra-short clutch which engages as hard as nails, it's tough in traffic light starts and tiresome, ungainly even, during manoeuvres. But that's racing, the Carrera GT seems to grin and simply lets you get used to it.

At some point, however, as you buzz through the scenery, the world becomes your race track – and it's still too small for the GT. For every situation it has an answer: its feather-

weight steering simply can't get any better – with such quick feedback, directly without unnecessary hardness and with a willingness around the vertical axis. It's creamy and good-natured, but at the same time also alert. Metallic clicking switches are joined by short and swift gearshifts, offering a crisp, masterly level of resistance. Then there's the poisonous barking of the ten-cylinder engine and its hair-raising acceleration. In the Carrera GT you're sitting in more than a machine, it's a mechanical being of the old analogue kind. And yet when its animalistic nature emerges, you want to pat this machine on the rump and sit back as it screams into the wind towards 200mph. Deus ex machina.

918 SPYDER

It's digital time. Long live the electron. Of course by now Porsche is leading the way with its new sportscar technology. In 2013, the 918 Spyder impressively demonstrated that even die-hard octane fanatics need have no fear of a future, a future in which fuel is not only extracted from Super Plus, but at least partially, from a large battery too. Back then, myriad hybrid automobiles were largely regarded as compromised products, but Porsche cared little for it was in the mood for something new, and once again it came up trumps.

The first trick of the 918 Spyder is that in the right places it is nothing more than an



exceptionally good sports car. No experiments when it comes to chassis, suspension and steering. In addition, all man and machine interfaces are intuitive and can do without trying to change for the sake of change, which innovative technological concepts suffer from every now and then. The second recipe for success here, however, is the successful dialogue between electric drive and combustion engine.

Where many other hybrid and petrol systems shout over each other creating disadvantages, the 918 Spyder manages to combine the advantages of its two opposing drive principles to become stronger than the sum of its parts. It turns the programming codes of its control software into gentle lyricism, talking analogue and digital. One way or the other, one can only be amazed by its act. It rolls along in whisper quiet silence – aside from the noise of its tyres –

your neck muscles already twitching from the concentrated power of the two electric motors. One press of the accelerator pedal and the electric Newton meters shove you forward with force. All the while the combustion engine is still nestling under its shell, dreaming of Le Mans or Laguna Seca. In order to understand the 918 Spyder correctly, you have to dig into its driving modes, which can be flicked through on the steering wheel. E mode for purely electric driving, vegan, gluten- and lactose-free, but at the same time disturbingly sexy and sensual. More power is available under the pedal than with an old 911 Turbo, and yet you can hear the birds chirping – that's quite something. It's followed by the hybrid mode for the elegant tango of electric and traditional petrol motors. You can catch yourself following a game of trying to control the electronics purely for entertainment purposes, in a state of ecstasy and amazement

you try to keep the car running pure electric power. Gently push the electric motors for a few seconds, feel the transfer of excess kinetic energy into the batteries. It's incredible. But it's also remarkable too that the combustion engine is so willing to go along with the game. This racing star boasts exuberant performance, absolutely dominant ordinarily, here it is diligently degraded to a team player alongside its electric counterpart. That can come as a surprise, but the result is harmonious and surprisingly exciting.

What the 918 does then does, with its roaring V8 and electric power units, is blend the old with the new in a magical fashion. Even hardened racing drivers couldn't fail to be happy with the amount of power on tap here. And yet in the next breath we roll off into the city sunset, quietly, smoothly. Say hello future to the future – the next 70 years of Porsche history should prove fascinating ○



The next 70 years of Porsche history should prove fascinating...



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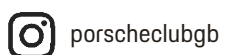
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Magnificent Men & Their Flying Machines

The sixth Rennsport Reunion (held every three years) had a special significance in this, the year we celebrate 70 years of Porsche sports cars...

Rennsport Reunion at Laguna Seca has become a pilgrimage for Porsche fans the world over – more than 60,000 fans attended the four-day event in California on this occasion, the sixth running of the epic event. The attraction? Around 2,500 vehicles charting the history of the Porsche brand, from the 356 Speedster to the RS Spyder, 959 Paris-Dakar and 919 Hybrid plus the drivers and key Porsche personnel responsible for their legendary status. The theme for the sixth edition was ‘Champions’, and with over 30,000 race wins under its belt Porsche certainly has plenty of those, in fact it is by far the most successful brand in motorsport history.

As you can imagine there were many highlights over the long weekend, but Dr Wolfgang Porsche driving 356 ‘No1’ was high up the list. Capturing 70 years of Porsche sports cars Dr Porsche turned some laps in Porsche’s first registered vehicle – built in 1948.

“It was a pleasure to drive,” said the Chairman of the Supervisory Board at Porsche. “The corkscrew corner is definitely a lot of fun in a really fast car. I only know this passage from our track at Leipzig. The original is far more impressive.”

Factory Porsche driver Timo Bernhard arrived in the paddock at Laguna Seca with his eyes lit-up as he was reunited with his beloved



RS Spyder. "It reminds me of our sensational overall victory at Sebring in 2008," said the German. "On the morning before the race I saw a banner at the entrance that read: 17 Sebring overall victories for Porsche. When I left the track that night after winning, fans had turned the number 17 into a big 18. That was incredibly emotional back then – and it still is today. Such thoughts always arise at the Rennsport Reunion."

Developed for the 1973 season, the 911 Carrera RSR is a true champion – Hurley Haywood and Peter Gregg scored overall victory in the No.58 Carrera RSR at Daytona – and achieved the first win in North America for a 911 at a 24-hour race. Brumos Racing followed that up with many other victories. Haywood was reunited with the car in California: "It was enormously important for Porsche motorsport in the USA," he recalled. "We dominated for many years."

Belgian motor racing legend Jacky Ickx was

equally moved by the experience of attending Rennsport Reunion: "Some very emotional experiences are connected to so many Porsche race cars," he said. "But it's the incredible moments that are deeply rooted. This becomes more and more obvious when I see a Porsche 936. In such a car we won a seemingly impossible race at Le Mans in 1977. For hours we fought tooth and nail. The team gave their utmost. In the end we climbed to the top of the podium. We made the impossible possible. No one gave up – you never forget such lessons."

German Porsche legend Jochen Mass commented: "It's fantastic to see all these race cars. That's when I realise everything I drove back then," The Sebring winner of 1987 is 72 years old now, but he's just as passionate about Porsche as he was in his youth. "When I see these cars, I want to race them. Especially the 962. These cars bring back all the memories. For instance, I think how magnificent it was to drive the works cars. When customer teams

slightly modified the 962, often the good balance was gone. What does that tell us? Leave a Porsche as it is. That's as good as it gets."

The final appearance of a Le Mans legend, the Porsche 919 Hybrid, also took place at Rennsport Reunion. Porsche works driver Earl Bamber turned the final few laps in the evo version of the car. "Everyone wants to contest Formula 1. I don't need to do this anymore. This car's performance exceeds every expectation," he said.

And then there was 'the' surprise of the event – the 'new' 935 presented at Laguna Seca on the Thursday. Designed for club sport, it pays homage to the 935/78 'Moby Dick'. Just 77 units of the 700hp monster, based on the 991.2 GT2 RS, are planned for build.

All eyes are already on the future – three year's time in fact for Rennsport Reunion VII – quite how Porsche will top the 2018 event is likely to be very much worth seeing with your own eyes... ○



*"Leave a Porsche as it is.
That's as good as it gets"*



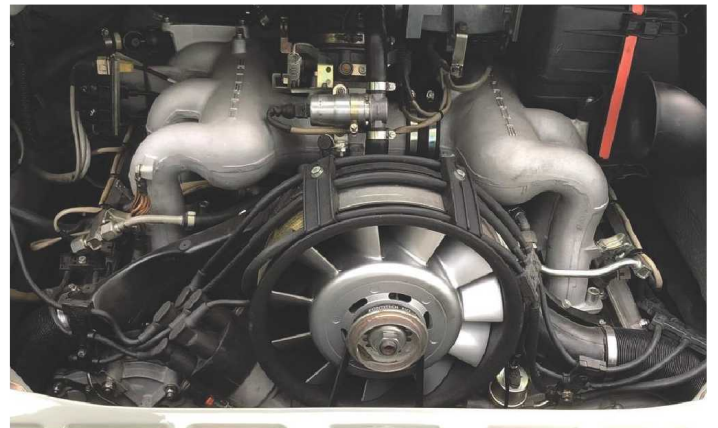
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Delicate Balance

Choosing which air-cooled 911 best suits you might seem tricky at first, realistically though the 3.2 Carrera Sport Targa is all the classic Porsche 911 you could need – here's why...

Story: Simon Jackson Photography: Matt Woods







*There is becoming a need to protect
now sizeable investments in these cars*





Unless money is no object – and I'd guess that for the majority of you reading this magazine that is not the case – like it or not purchasing a classic air-cooled 911 has become a balancing act. The trade-off is between head, heart and, but largely it is also ruled by finances. Money serves not just to dictate which models are available to any prospective purchaser, but also what said buyer might actually choose to do with their new car once it is in their possession. Owing to rising values and, in some cases, rarity, owners of old Porsches (hell, even some contemporary ones), are increasingly being forced to balance their impulsive desires with a certain sensibility. Without doubt this is upsetting a great number of Porsche people, us included, and creating a divisive issue which boils down to one sentiment: to drive or not to drive...

Sure, we'd all love to use a classic 911 everyday, to watch thousands of miles pile onto its odometer and to live a carefree car lifestyle, flicking two fingers to the wind, but at the same time there is what is fast becoming a need to protect now sizeable investments in these cars. Ultimately the game is to retain as much value in a classic car as possible in order to make owning the thing financially viable. After all, who can realistically afford to see thousands of pounds drop off the value of their Porsche as heavy wear and tear takes its toll on its residuals? And yet, conversely, what's the point of owning a car if you aren't going to use it? Seriously? What many folk trapped in this scenario need is a classic 911 which is affordable and that will retain value once subjected to light or medium use. A desirable model without being so rare that its very existence prohibits the enjoyment of it, it should be useable – not crazy fast but quick

enough to excite – with a driving experience blending the best of the old ways with the modernity and usability of contemporary cars. This useable 911 'investment' isn't going to depreciate in an ideal world, and it will allow a bit of fun too, but what is it? Well, it might just be the 3.2 Carrera Sport Targa, the reasons for which we'll get onto in due course, but first a bit of history.

With the 911's death sentence suspended by Porsche in the early 1980s, by 1984 Porsche buyers were treated to a new 911 to consider. Proving Zuffenhausen's commitment to the 911 cause, the new version which replaced the SC was simply named 'Carrera' – the first time the name had been used to denote anything other than a high performance model since the days of the 356. Three body styles were available at launch; Coupé, Targa and Cabriolet. At the heart of each sat the 3.2-litre engine which was good for 230hp and 209lb ft torque. A detuned version of this very engine had already proved its worth by winning the Paris-Dakar just prior to the car's launch, so this 80 percent new mill had impressive pedigree before it even hit the streets. Underneath the casing it used the 911 Turbo model's increased stroke and boasted freer flowing manifolds, further performance tweaks were subtle but, in combination with that slight bore increase compared with what had come before, the changes served to deliver a power unit that was both 10 percent more powerful and yet 10 percent more economical too. The changes for 1985 were subtle, even more so for the year afterwards following Porsche's profit margins coming under fire from a weakening dollar – exports to the USA causing issues closer to home for the German bean counters.

As a result of financial strains the 1987

Carrera was little changed too, with pretty minor tweaks taking place in order to keep engineering costs down. Porsche did make one bold step however in being the first manufacturer to warranty against rust for 10 years – in this regard Porsche was a pioneer in the automotive industry. From 1987 the biggest change to the 911 Carrera was the fact that it received the Type 950 gearbox, a unit that would appear in a 911 right up until 1998, and one considered by many to be a vast improvement over what had come before. It was also around this time that weight concerns began to come to light. All of these gradual improvements were certainly successful in refining the 911's driving experience, but they were each adding a weight penalty to this once extremely lithe little sports car. Porsche became aware of this, adding a Club Sport option to its arsenal, yet with the benefit of hindsight it's possible to pinpoint this moment in time as a somewhat transitional one, whereby the Carrera was for the first time gently moving toward its future role as the sports car / GT cruiser some regard it as today. Pricing was keen in sports car terms, cheaper by far than an equivalent

Mercedes of the era but still a luxury buy, make no mistake. In the late 1980s under £40,000 got you behind the wheel of a Carrera, by way of context that was around the same price as the average UK home at a time that saw fast rising house prices – up 16 percent in 1987 and a further 25 in 1988.

While they're certainly an awful lot dearer than they once were, values of 3.2 Carreras are today well under some of the older 911s out there. These cars, built between 1984 and 1989, represent a sound investment with strong residual values and, in our opinion, head room enough to grow if you invest in the right car. They also happen to offer a decent blend of old meets new both in terms of appearance and driving experience.

Easier and arguably more rewarding to drive than the SC that it replaced, the 3.2 Carrera is without doubt a far more traditional Porsche, a truly 'classic' 911 when compared with anything that came along after it. Powered by that rewarding air-cooled 3,164cc horizontally-opposed flat-six boxer engine, the 3.2 Carrera is a characterful 911, exhibiting enough foibles to prove endearing without being annoying. In period the 3.2 Carrera's

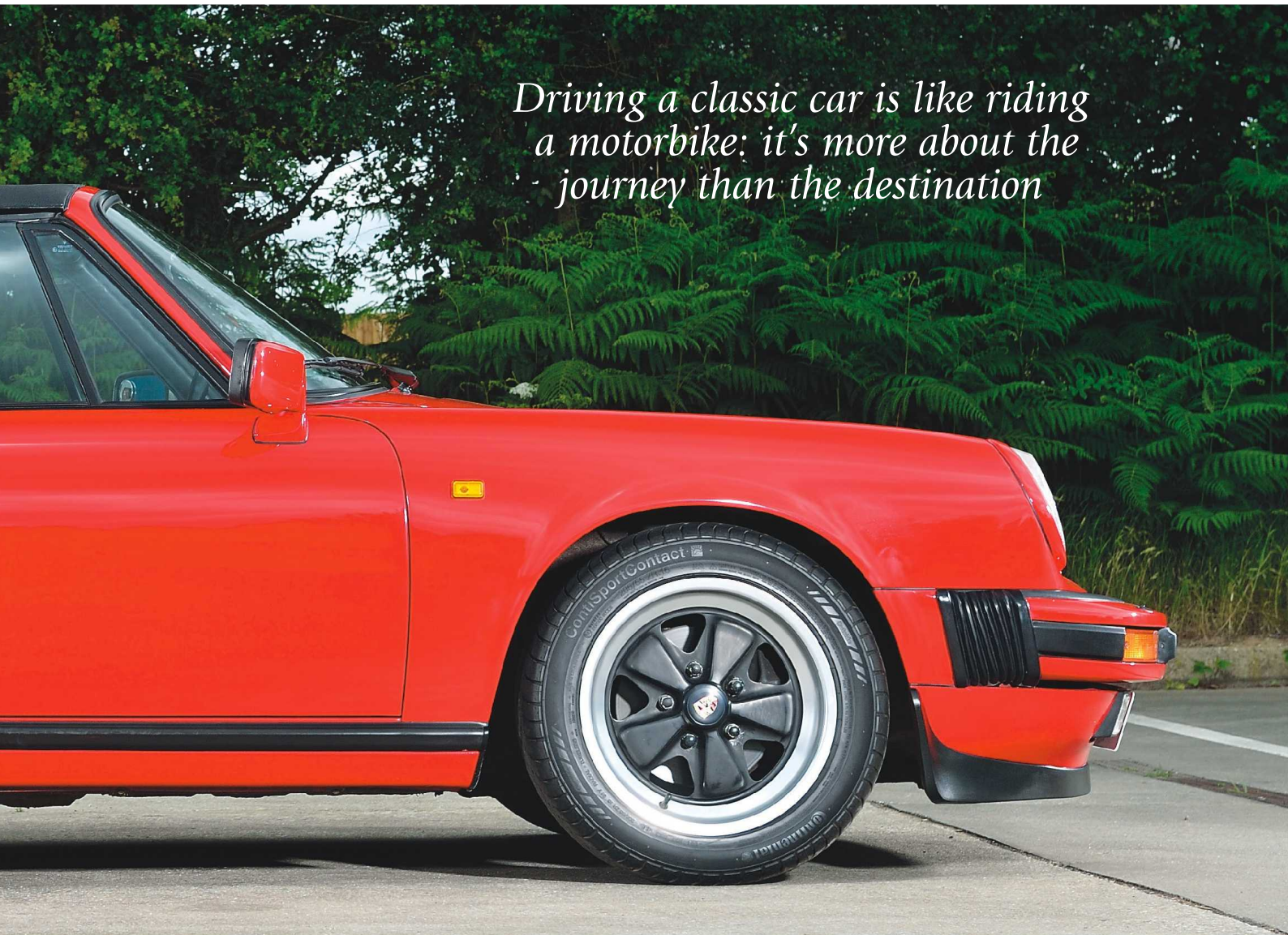
book numbers were impressive; 62mph being struck up well into single digits, but by today's standards these aren't desperately quick cars, yet they do have enough performance to be fun. The major advancement in technology was the addition of a Bosch L-Jetronic injection system and Digital Motor Electronics (DME) ignition setup. Coupled with the aforementioned five-speed gearbox (915 up to 1987, then G50), the 3.2 is extremely useable in a real world environment and relatively economical with it. Though Coupé, Targa and Cabriolet versions were offered, and historically speaking it has been the tin top variant that has proved most desirable, I think what you need these days it is the Targa. And it just happens that is the model you are looking at on these pages – it's almost like we plan these things... Here follows my reasoning.

Increasingly given the value and age of these cars fewer and fewer people are driving older 911s like they stole them, the roads are simply too busy for such behaviour and taking to the track, unless it is a Porsche specific event catering for enthusiasts, can be a little dicey. But there's also another reason that I believe people don't drive old 911s as





*Driving a classic car is like riding
a motorbike: it's more about the
journey than the destination*



hard as they once might have, though I'm not totally convinced you'll want to hear it. The unwelcome opinion I have is that most modern cars, not just the sporting type, will outperform a 230hp air-cooled Porsche without even trying. That means that it's highly likely that your modern daily driver is actually a quicker steer, point-to-point, than the 3.2 Carrera we're looking at here. As a driver that results in feeling less inclined to push a classic 911 hard, especially on English roads where there are fewer open and clear stretches free from traffic than ever before. But don't let that put you off. To my mind this means that that driving a classic sports car is less about charging around owning the road (as a 3.2 Carrera once would've promoted), and more about enjoying the nuances of the car's driving dynamics and the visceral experience it can deliver. Driving a classic car is like riding a motorbike: it's more about the journey than the destination, and that opens a whole new world, making driving a cathartic experience rather than a necessity to get you from A to B.

The 911 Targa is my pick of the 3.2 Carrera range because it provides an involving drive,

more rigid, sporting and insulating than a Cabriolet, yet also serving to connect the driver to their surroundings in an immersive fashion – heightening their sense of speed as tress rush by and wind whistles overhead. Delivering a sense of speed that proves exciting on the road without requiring the need to travel dangerously quickly in order to invoke a quickened pulse, the 3.2 Carrera Targa has the perfect blend. That neat balancing act is finessed further with the Sport model. The 3.2 Carrera was offered in standard and Sport variants so it boasted sports shock absorbers with spoilers front and rear – the car you see here is a Sport. However it is really that slightly more focused ride and handling which makes this variant the ideal option for medium speed, engaging, back road blasts, and as we've discussed, in the real world that's this car's ultimate sweet spot.

Purchasing a 3.2 Carrera Targa is essentially no different from buying any classic 911, these cars are pretty robust and aren't known particularly for fragility other than areas which can suffer corrosion. Ultimately all the usual considerations should be treated with due diligence and, with a Targa, ensure the roof fits

well. The 1983 vehicle you see here is offered for sale at the time of writing by Greenside Cars in Norfolk priced at £64,850.00. It has been the subject of a complete glass-out restoration, making it representative of a prime example of its ilk – one would hope it would be a drama-free purchase. Porsche authority and pre-purchase inspection expert, Peter Morgan, says that identifying a genuine UK Sport model can be tricky, partly due to owners changing parts over time. UK market Sport models would have had a black splitter out front and a 'whaletail' rear spoiler. Originally these variants would have worn black Boge or green Bilstein shocks – though these are likely to have been replaced by now, typically with yellow Bilstein Sport replacement shocks out back.

Selecting a classic 911 that suits your needs might seem daunting, but in the 3.2 Carrera Targa you'll find the perfect blend of driving involvement and gentle, classic thrills. Moreover this is a car which can be used without fear of affecting its value, an investment with headroom to accrue worth if such things are of concern, it's an iconic classic 911 that's unlikely to disappoint ○





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BATTLE

The 'Standard versus Modified' programme run by Ron Simons Racing allows drivers to sample modified GT3s back-to-back with their factory standard relations – both on road and track... Story & Photography: Steve Hall



GROUND





Oversteer. Usually fun – especially if you’ve provoked it intentionally – but midway through Spa’s infamous Eau Rouge complex, in the damp, in someone else’s 991 GT3? Well...

Thankfully my instructor doesn’t seem overly concerned, a stab of opposite lock has the GT3 back on line nicely in time to appropriate the correct trajectory for the left kink over the top and onto the wickedly fast Kemmel straight. It’s quite the introduction to the Standard versus Modified programme run by Ron Simons Racing (RSR).

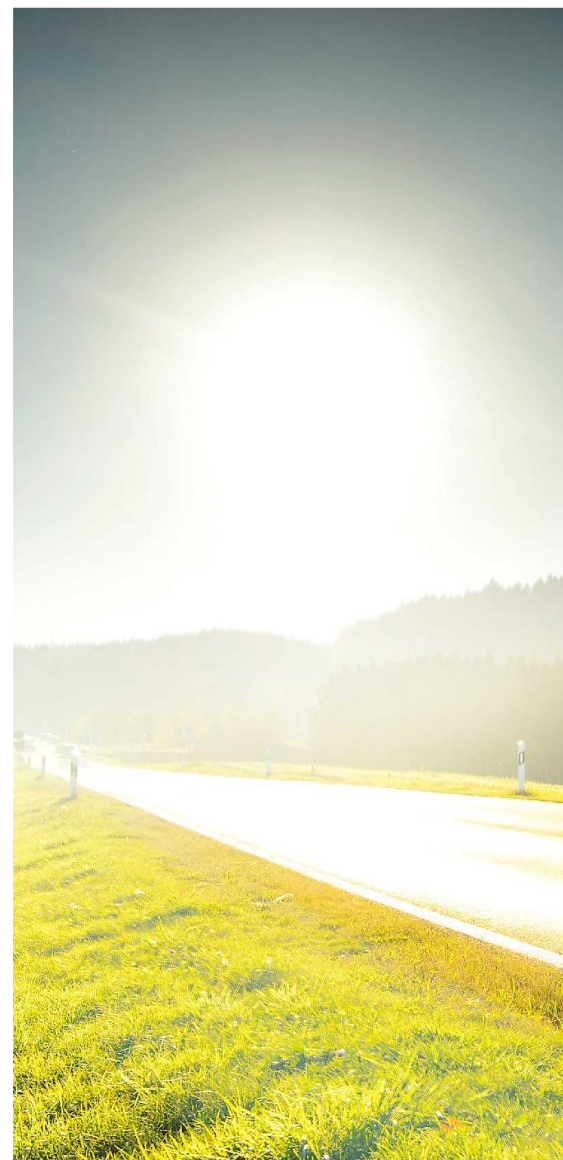
It’s no secret we’re huge fans of the GT3 in all its guises at *GT Porsche*, so the chance to try a modified first generation 991 GT3 back-to-back against a standard car on the wonderful Spa-Francorchamps racetrack, and the fantastic public roads surrounding the Nürburgring, well, it was an opportunity we were thrilled to take up. It’s a tough job, and all that...

You’ll probably have heard of RSR, it is one of the longest established and best known trackday organisers in Europe. Brainchild of Ron Simons, RSR takes its name from his original company, Ron Simons Racing. Established in 1995, the company grew from a background in racing and tuning track and sports cars. With a solid history in racing and instructing himself, Ron spotted an opportunity to take things onto the next level in 2002 and ‘RSR Nürburg’ was born. With an impressive array of machinery to rent, today operations at the Nürburgring, Spa, Portimao

and Ascari, and a solid background in event organisation and management, mean that it’s easy to see why RSR has now become one of ‘the’ go to outfits in the world of high-end track experiences.

One of the firm’s most recent innovations is the introduction of its ‘Standard versus Modified’ programme, which provides a fascinating opportunity to sample the tangible differences a modification package can bring to a variety of cars (rather than taking the ‘easy to claim on paper’ word of a tuner as gospel). The philosophy is simple: take an already capable track car, sprinkle it with a selection of dynamic improvements and then sample it back-to-back with an original version, all under the guidance of an expert tutor. With 11 different cars on its books from the Renault Megane and BMW M4, to Porsche Cayman and Nissan GTR, RSR’s fleet is a comprehensive one which demonstrates the depth of its business. But you’re reading a Porsche magazine, so you want to know about the best Porsche that RSR run in this programme, and that would be the 991 GT3. We’ll be trying both standard and modified examples on road and track to get a proper feel for the dynamic changes certain updates bring, and our schedule starts with six laps in each car at the iconic and somewhat intimidating Spa circuit in Belgium.

If you’ve ever been to the Ardennes region – particularly outside of the height of summer – you won’t be surprised to learn that our visit coincided with overcast, occasionally



“There’s no such thing as a dangerous track, just dangerous drivers”

wet and generally cool conditions – a direct contrast to that which we experienced around Nürburgring the following day. Such is the climate around this part of Belgium. Thank god I’d managed to get a few laps of Spa under my belt previously, and had the chance to warm up in a BMW M235i before getting into the GT3; it’s always helpful to get a bit dialled-in before taking a GT3 onto a track like this, on a day like this. Which brings us back to that moment...

So yeah, perhaps there’s a bit less grip through Eau Rouge than there had been at the wheel of the M235i an hour

earlier. However, all is calm in the cabin, a reflection of both the GT3’s composed and communicative chassis and the, er, composed and communicative Ben Lake calmly passing instructions from the passenger seat. Often on hire drive events like these you’re held back substantially by the instructor, told to brake well before other cars (and more to the point, your own ultimate capability), advised to short shift, generally drive at 75 percent and get nothing more than a basic sample of what it’s really like to push the car. But this isn’t the RSR way; its philosophy is to treat you like a grown up: as Ron explained:

“There’s no such thing as a dangerous track, just dangerous drivers”. Which is to say, if you demonstrate that you know what you’re doing the instructor is there to help you perfect your line, your braking points, find smoothness, and subsequently lap time. Using all of the available revs.”

And we do. With Ben’s guidance I trim off a full five seconds between my first and final laps, but more to the point with a helpful, encouraging eye in the seat to my right, I can focus on enjoying the GT3 – and it’s predictably sensational. No matter how many times you’ve experienced the extraordinary





I find myself three seconds per lap quicker than my best time in the standard car...



banshee wail of the 3.8-litre motor beyond 8,000rpm, it's something you just want to chase down time and time again, and there's nowhere better to do this than at a racetrack. Much the same could be said for the chassis; how Porsche has honed the unique characteristics of the weight distribution here to provide a stable, approachable platform yet still deliver a uniquely challenging driving experience, is one of modern motoring's mysteries. Throw in a flawless PDK gearbox and peerless visibility and you have an absolute weapon for road and track.

But then we're well aware of just how good the factory GT3 is, aren't we? So with my eye in, and a base laptime set, we sample the more track focused car. Given that the RSR cars are available for hire on the road, the modified GT3 isn't the harsh, extreme 'race car with number plates' you might expect. It comes with KW Clubsport coilovers with three-way adjustment, Winmax WE1 Compound brake pads (endurance spec), BBS CH-R wheels, Michelin Pilot Cup Sport 2 tyres, an Akrapovic Slip-on Titanium exhaust and a Recaro Pole Position ABE driver's seat. It's a comprehensive upgrade package designed to give more precision and control, without compromising driveability – taking into account its role as a rental car.

The Recaro seat locates you slightly better – mainly due to the side bolsters – and a touch lower in the car. But naturally, it's the baritone blare of the Akrapovic exhaust you notice most before you've even turned a wheel – it sounds utterly fantastic. Out on track, the combination of the KW suspension, lighter wheels and stickier tyres sharpens every element of the GT3's dynamic repertoire. Turn-in is more incisive, grip levels are higher, and mid-corner stability improves, the rear of the car easily able to keep up with whatever the front end asks of it. And none of this comes at the expense of spiky dynamics – if anything the modified car carries less inertia thanks to tauter control, so even when the car slides it does so in an easily corrected and intuitive fashion (particularly through the switchbacks at Les Combes). It's an utterly thrilling and immersive drive, and I find myself three seconds per lap quicker than my best time in the standard car. It's impossible to pick out how much each component is contributing individually, but as a demonstration of the benefit of a well thought-out package of complimentary upgrades, it's incredibly instructive. Six laps of Spa at this speed is plenty, and thanks to the excellent Race Navigator system fitted to each car, you can re-live your laps from the day via USB videos with full telemetry.

I wake up to bright sunshine and T-shirt temperatures at my Nürburg hotel the following morning. Rightly known for the famed racetrack that winds through the Eifel region, there are also some spectacular driving roads to enjoy here. We head out nice and early to get some moving shots in the bag,



before sampling each car back-to-back on the superb L10 that heads east out of Adenau; beautifully surfaced and sprinkled with every corner radius you could want in it's eight kilometres, it makes for a superb test ground.

Shock news: GT3's are superb fun out here too, modified or not. Perhaps inevitably, the modified car has less opportunity to enforce its dynamic advantage here. It remains demonstrably sharper, but away from the limits of grip we're talking small increments

which deliver a slightly more responsive GT3 at road speeds. The Akrapovic enhanced aural signature reverberating from the trees make it mandatory to crack the window open.

And then I have to give the keys back, which makes me sad. It's been a fantastic couple of days, and a particularly instructive one at Spa where the advantages wrought on the modified car were so clear; if you're considering upgrading your own car we'd heartily recommend trying this programme so

you can feel the benefits for yourself. On the road, it's a chance to have a terrific blast in a pair of GT3s – prices start from €299.00.

RSR have come up with something special here, whether you simply want an amazing day driving GT3s at one of the world's truly great racetracks, or you're looking to modify your own GT3 and want to sample the tangible improvements available, we can confirm that you'll have an absolute blast with the 'standard versus modified' programme



THANKS:

Ron Simons and Jonathan Chan at RSR Spa

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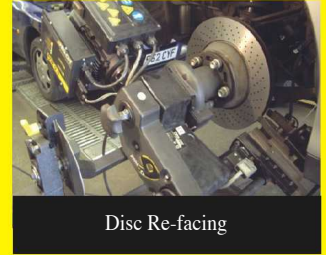
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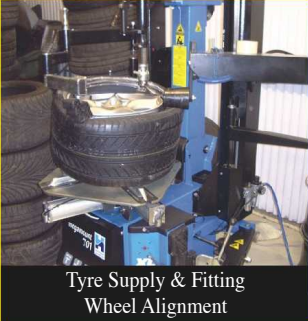
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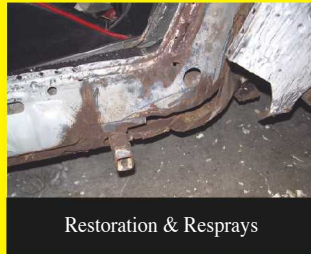
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Winter Driving

The approach of challenging winter weather means that you should ensure your Porsche is seasonally prepared in every respect....

It's that time of year again. The blistering summer of 2018 is little but a distant memory, and we've entered the improbably long period when everything's just slightly too cold to be comfortable. Things may start looking brighter around April time, but until then we have a few motoring precautions to take. Winters are harsh on our cars, and they can make driving unpredictable – and your preparations need to include more than just remembering to wash the gritting salt out of your wheel wells, wearing a jumper, and checking

that your heated seats work. Fortunately, Porsche have done a little forward planning for you, and the development of Porsche Traction Management (PTM) can be a real help in wintry conditions.

The philosophy behind PTM is to combine driving dynamics with improved safety; increased traction makes for a sportier driving experience in optimal conditions, and the all-wheel-drive system's grip keeps the car usable when conditions become sub-optimal. Porsche's proprietary AWD system, long the benchmark for performance and

compactness, rapidly distributes torque between front and rear axles with constant monitoring helping it to adapt to driving conditions. The technical basis is a constant across all equipped models – as with conventional rear-wheel drive, power is transmitted directly to the rear axle via the transmission; a second downforce on the transmission output is directed to a multi-plate clutch, through which the front axle drive can be engaged on a fully variable basis. What does this mean in real terms? In the dry, the car can sense



when you're accelerating enthusiastically, or cornering rapidly, or pulling away uphill, and juggle the torque accordingly. In the wet (or ice, or snow), stability and grip are greatly enhanced. The system is both a plaything and a safety net.

Yet regardless of whether or not your Porsche is equipped with PTM, there are a number of common-sense precautions to take in winter:

VISION AND VISIBILITY

Make sure all your bulbs are working, and that lenses are clear of dirt, ice or snow. It's vital to see, of course, but also to be seen. Ensure that your lights are turned on in iffy conditions too – the number of drivers you see in the dark with nothing but their front DRLs illuminated, not realising that this doesn't turn on the taillights, is rather frightening.

You'll also need to clear dirt/snow off your number plates, and be sure to get rid of any snow from your roof, bonnet or boot – you don't want it flying off and hitting someone when you're on the move. Don't be one of those dangerous people who clears a letterbox-sized peephole in the ice on their windscreen – ensure that all your windows are clear and you have proper visibility, otherwise you could cause all kinds of mayhem.

Keep your washer bottle topped up with screenwash too, and make sure your wiper blades are in good shape – slushy spray mixed with dazzling winter sun can be a nightmare. And check that your wipers aren't frozen to the screen before you depart!

ANTIFREEZE

A 60:40 ratio of antifreeze to water is ideal to keep your coolant system effective in winter. Check your handbook (or with your dealer) to make sure you have the right antifreeze. If your car does start overheating, you might have a frozen radiator; if your

fanbelt is making a constant squealing noise, your water pump may have frozen. Either way, you need to stop driving and let it thaw before something expensive breaks.

Porsche recommend their own branded coolant, and another option is to convert your engine to run on Evans waterless coolant – this is great for performance cars in summer as its boiling point is over 180 degrees Centigrade, but also ideal for winter as it doesn't freeze until below -40 degrees.

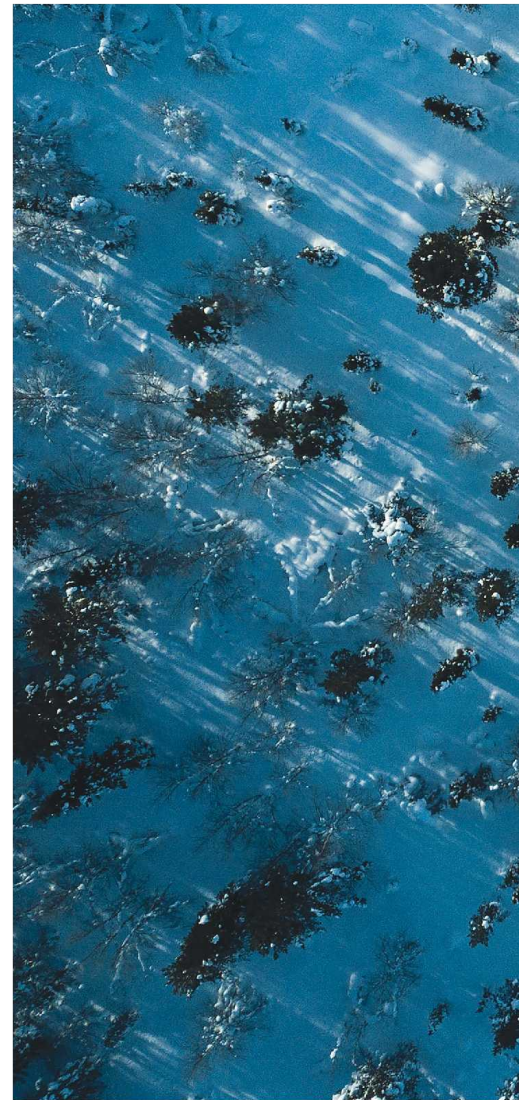
TYRES

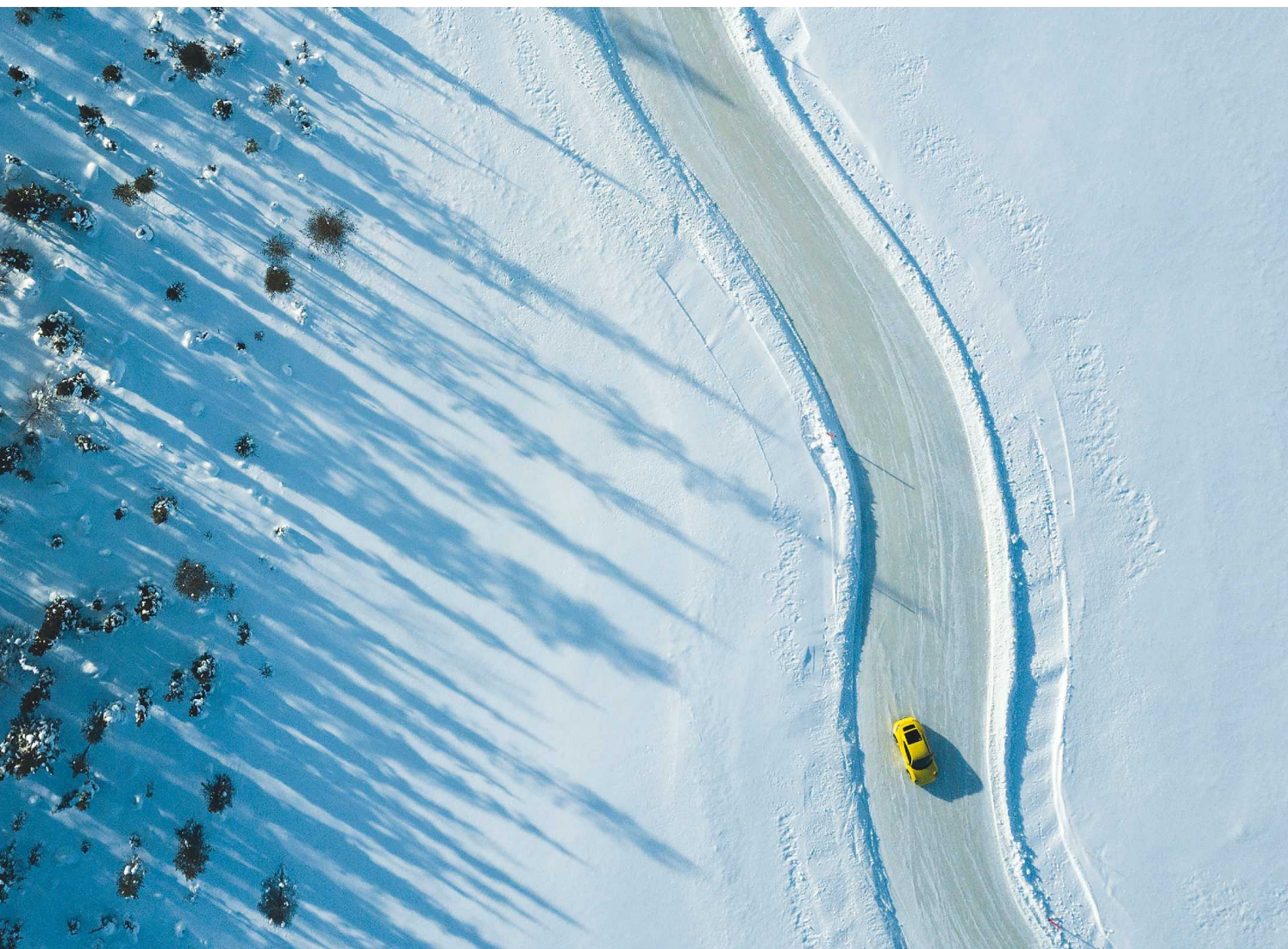
It's not a legal requirement in the UK to fit winter tyres, and you may balk at the cost. However, they do offer incredible gains in grip and safety over summer rubber in icy conditions. Recognisable by a snowflake symbol on the sidewall, winter tyres have a softer compound for improved low-temperature grip as well as fine grooves cut into the treadblocks for better traction. Braking distances will also be significantly improved. And remember, they're not just intended for snow and ice – they're designed to offer optimal grip in all conditions when the mercury dips below seven degrees Centigrade. This is why many drivers swap to winter rubber in October and change back around March.

If you're sticking with standard rubber, make sure they've got plenty of tread and are pumped up to the correct pressure.

DRIVING IN SNOW AND ICE

Try not to turn everything on straight away; lights, heater, stereo, screen heater, wipers, it can be tempting to turn it all on at once and make things comfortable as quickly as possible, but it all puts a heavy load on the battery, especially if you're making short trips. Just be sensible with what you need. It's also worth checking the health of your battery – flat







batteries are the most common cause of vehicle breakdowns during the winter months.

If you're having trouble pulling away from a standstill in snow and ice without helplessly wheel spinning, try pulling away in second gear. Don't stop on icy hills unless you really have to, and if you're driving downhill, creep in a low gear to make the most of the engine braking, and avoid applying the brakes harshly. If you find yourself starting to skid, release the brakes and turn into the slide (i.e. if the rear is skidding right, gently

steer right). Don't panic. All your inputs need to be measured and calm. The key mantra to remember to prevent loss of grip in most low-grip situations is: high gear, low revs.

PROVISIONS

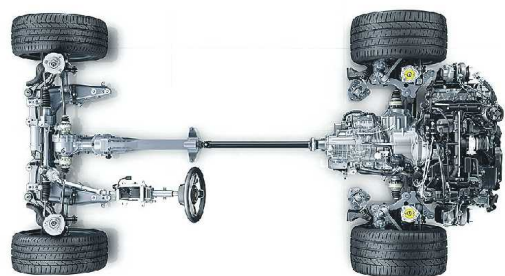
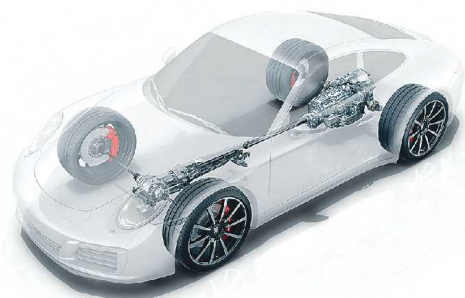
First and foremost, always ensure there's at least a quarter of a tank of fuel in your car. Other useful things to keep in the car, just in case you get stranded, include: drinking water, blankets, ice-scraper, gloves, packaged non-perishable foods,

folding shovel, tow-rope, jump leads, a pair of thick socks. Make sure your phone's charged before driving anywhere. And if you're making a journey in potentially perilous conditions, always ensure someone knows your route. And one final tip: a thin smear of Vaseline around your door seals along with a squirt of WD40 inside the lock mechanism will save you from the embarrassment of being frozen out of your car! No matter which Porsche you drive there really is no reason to stop using it during winter, just use common sense ○

PORSCHE TRACTION MANAGEMENT

Over the course of 118 years, one of the most powerful propulsion systems in the world has been created: Porsche Traction Management (PTM). The principle philosophy for any Porsche with active PTM is the same: enhanced driving dynamics, improved driving safety, increased traction for an even sportier driving experience. This is why Porsche developed its own all-wheel-drive system, which has long been the benchmark in terms of speed, compactness and intelligence. It distributes drive torque between the front and rear axles actively and very quickly. Permanent monitoring of driving status means PTM can be actively pre-set to respond to different driving situations: For example, sensors continuously monitor the speeds of all four wheels, the longitudinal and lateral acceleration of the vehicle, as well as the steering angle.

By evaluating all sensor data, it is possible to adjust the distribution of propulsion force to the front axle as quickly and effectively as possible. For example, if the rear wheels are at risk of spinning when accelerating, more propulsion force is transmitted forwards. On bends, however, propulsion force is distributed to the front wheels only to the extent that lateral support of the tyres on the front axle is not negatively impacted. The advantage of PTM is most evident in wet and snowy conditions: This is where the acceleration capacity of a Porsche with PTM is most impressive.



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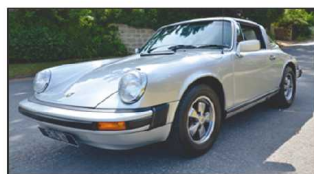
1994 Porsche 993 Carrera - Tiptronic
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Family Tree

Built to compete in the 1939 Berlin-to-Rome endurance race, the aluminum streamlined Reutter-crafted Type 64 60K10 was created a decade before the 356. Is it the true first Porsche?

Story: Andrew Frankel Photography: The Peterson Automotive Museum



As everyone reading this will know, 2018 marks the 70th anniversary of Porsche. Or does it? It is all a question of interpretation. The company Dr. Ing. h.c.F. Porsche GmbH was actually incorporated in 1931 but, fair enough, it was a consultancy designing everything from Auto Union race cars to the KdF-Wagen (better known to you and me as the VW Beetle) for others. And yes, the first

car to go on sale to the public to be called a Porsche was indeed the 1948 356. But what if there had been another car designed and made by Porsche and called a Porsche? Would that not count? Well that is exactly what happened, a car fitting that description being designed a full decade before what is popularly accepted today as being the birth of the Porsche marque. Looked at this way, Porsche is, in fact 80. Welcome to the story of the Type60K10,

also known as the Porsche 64.

As you will probably know, Ferdinand Porsche was the greatest automotive engineer of his era, possibly of all time and he loved sports cars. His problem in the 1930s was that his employers – let's not be shy about this, it's the Nazis to whom I refer – did not. Hitler and his cronies were happy to commission racing cars for propaganda purposes and the little KdF-Wagen (if you're interested it stands



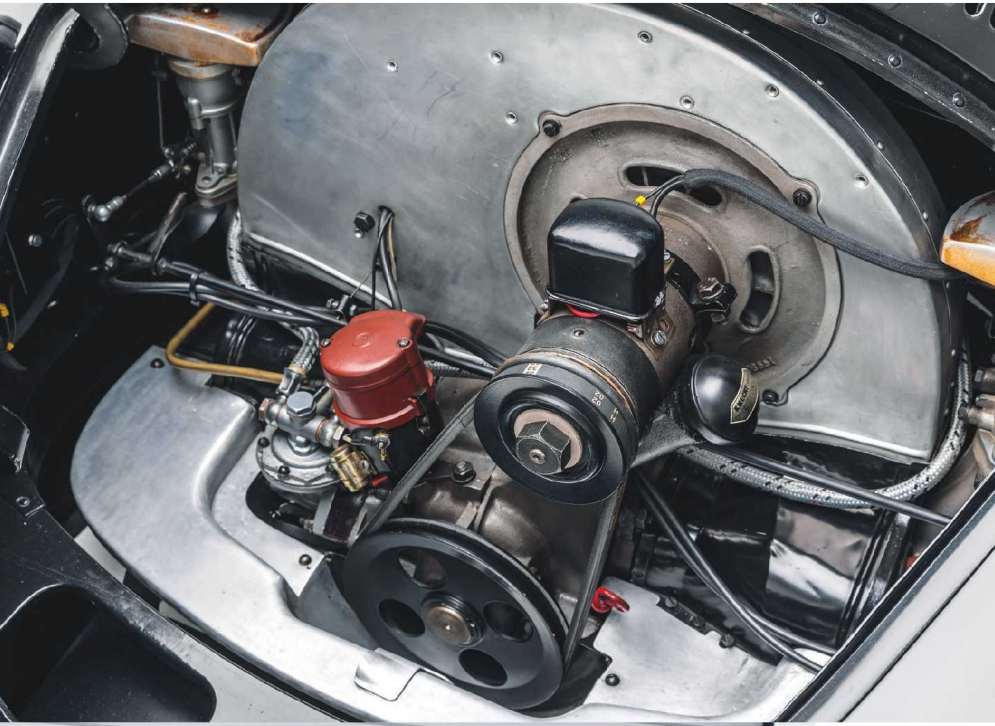
for 'Kraft durch Freude' or 'Strength through Joy' which given what was to come and who commissioned it sounds more than slightly sinister today) for the population to use on his new autobahns, but sports cars? Not so much. Indeed Porsche had gone to his clients and suggested a Beetle-based sports car to be called the Type 64 and had been given the cold shoulder.

So, showing the admirable independence

of spirit and iconoclasm that would go on to be the hallmark of so much of what Porsche would do in future, Ferdinand decided to do it anyway. I'll get to the car in a minute, but let's pause just for a moment to consider the engine Professor Porsche had not only in mind, but fully designed for the new car. In place of the Beetle's 1.0-litre flat-four, the Type 64 was to be powered by a 1.5-litre, four overhead camshaft, roller bearing V10. Had it

been built, it would unquestionably have been the most remarkable motor fitted to a road car of the pre-war era. But it was not to be: although the motor was fully sketched out on paper, that's as far as it got.

The car it was to go in? Well it had a second life, of sorts. The original plan for the chassis was in many ways no less ambitious than those for the engine. It called for a mid-engined configuration with fully independent



suspension at all four corners, not unlike that of the Auto Union race cars. Had it been made, it would have represented a considerable advance in road car design.

But it was not to be: Porsche was not even allowed to buy parts from VW to make it. And there the story might have ended, but for the Nazi's insatiable thirst for propaganda. At the time racing in Germany was controlled by a Nazi-run organisation called the NSKK in general and by a man called Adolf Huhnlein in particular. During the 1930s the NSKK wiped out all local cars clubs, forcing anyone wishing to compete to join its ranks, which is why by the time we're talking about here, just before the outbreak of World War II, NSKK of the membership totalled around half a million people.

And, it seems, not even what by now was the almost certainty of war could stop the NSKK. Apparently somewhat piqued that Italy had a world-renown road race (the Mille Miglia) and Germany did not, Korpsfuhrer Huhnlein decided to stage one - an 800 mile epic journey from Berlin south over

*He decided to stage his
race in the same month
Hitler also chose to
invade Europe*



those shiny new autobahnen, into the newly annexed Austria, over the Brenner pass to Italy and onto the finish line in Rome. And showing a quite staggering absence of joined-up thinking in the higher echelons of National Socialism, he decided to stage his race in September 1939, the same month in which Hitler also chose to invade Europe. Had he chosen to go slightly earlier in the year, there'd have been a considerably better chance of the race actually taking place. It never did.

But before all this became clear, Huhnlein needed a car to take part in the race that could demonstrate the speed and reliability of the new KdF-Wagen. However the Beetle itself was clearly unsuited to such a task, so Porsche was told to adapt its design into one that could do the job and, with plans for the Type 64 already pretty well advanced, it was fairly obvious where to look.

Huhnlein commissioned the construction of three cars, and while all were built, it seems only one of them was ready before the intended race date. That said at some stage during 1939 it would have occurred even to

Huhnlein that the race was never going to happen, so there was clearly no longer any urgency to get all three finished on time.

Their relation to the Type 64 design was hard to miss. The super-streamlined bodywork was almost the same, modified mainly to accommodate the fact that the new car – named 60K10 – would sit on a standard KdF chassis which meant a Beetle wheelbase and a rear-engined Beetle engine installation. And in place of Porsche's dreamt-of V10, sat a Beetle 1.0-litre flat-four, albeit one whose output had been more than doubled to a whole 50hp. Even that was enough to propel the slippery Erwin Komenda-styled body through the air at close to 100mph, an extraordinary speed for a car with so small an engine so many decades ago. Indeed I've seen a top speed of nearly 110mph quoted, but I expect that's a theoretical number based on the potential brought by its somewhat elongated gearing.

Even with no race to run, the three cars still got used. Sadly it seems that the first chassis was loaned to a VW board member who duly crashed it and that was that. The

second and third cars however were retained by Porsche and quietly removed to Gmund, Austria in 1944 when it was quite clear the war was lost and Stuttgart was in the process of being levelled by Allied bombing. The second chassis was commandeered by the Americans when they finally reached Austria in 1945, its roof removed and the car used as a hack until it broke down, was abandoned and lost.

But chassis three was retained by the Porsche family gaining the Porsche badging it so deserved and which has been used by some to suggest that this was, indeed, the first real Porsche. What's more, it lived in Gmund for long enough to see it become the first home of the Porsche company proper.

By then however Ferdinand and Ferry has their hands full with getting the 356 into production, so in 1949 the single surviving Type 60K10 chassis was sold to a one-armed Swiss racer called Otto Mathé and, it would appear, with a significant number of spare parts. Mathé was a determined racer and campaigned this third and final car extensively, converting it to right hand drive





to help manage his disability, crashing it quite frequently and on at least one occasion racing it without a windscreen apparently to aid visibility. The car was raced and rallied until at least 1953 and retained by Mathé until his death in 1995. The car was sold into private ownership where it remains to this day, having been converted back to left-hand drive in the interim period.

You may however have seen a body from a Type 60K10 in the Porsche Museum in Stuttgart, but while painstakingly accurate, this is a relatively recent recreation. If you want to

see the closest thing to an actual Type 60K10 in public, it is to the Prototyp Museum in Hamburg to which you must head, to which the complete car you see here has recently returned from being on secondment to the Peterson Museum in Los Angeles. How real is it? Well, the body is recent and commissioned by the Hamburg museum, but the car itself does contain many substantial original parts, believed to be those sold to Mathé at the same time as he acquired the third chassis. At least one other recreation has been built too.

The Type 64, or Type 60K10 as it should

probably properly be known, provides an interesting and important curtain raiser to the Porsche story, not least because elements of its design unquestionably went on to inform the 356, so its relevance to the Porsche story as a whole can hardly be questioned. But was it actually the first Porsche? I can see it both ways and, ultimately, I'm not sure it matters much. I'm much more interested in the Type 64 Ferdinand Porsche really wanted to build, with its mid-engined V10 motor. That would have been something to behold – it would probably have sounded pretty good too...○

THE PORSCHE EFFECT

The Petersen Automotive Museum in California is hosting 'The Porsche Effect' exhibition until 2019, of which this vehicle is part. For more information visit www.petersen.org/porscheeffect



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MAKE SOME NOISE

Bringing its '70 years of Porsche sports cars' celebrations to a close, Porsche's eighth annual Sound Night blew the roof off the Porsche Arena in Stuttgart...

Story: Simon Jackson Photography: Markus Leser, Deniz Calagan

A pair of giant curtains are swept aside to reveal what Derek Bell reliably informs me is Porsche 917 chassis number 15, resplendent in that utterly iconic Gulf colour scheme. It drives at walking pace into a re-purposed sporting arena, revving its engine hard – the resulting acoustic commanding the attention of 3,500 illuminated camera phones. Applause rings out around the space. This is Porsche

Sound Night – an evening of appreciation for the internal combustion engine and the absolute racket it can create in an enclosed environment. It's an event quite unlike anything I've ever experienced before...

On paper the premise of Sound Night is a pretty dreary one, the type of thing you'd struggle to explain to anyone outside of the most committed petrol heads. One by one 13 Porsche cars drive into a room filled with

people, they proceed to rev their engines before being discussed over a microphone, next lastly they drive away slowly. Yet, like so much that makes the Porsche brand so special, its annual Sound Night is very much more than the sum of its parts. Closing out a year of memorable celebrations marking 70 years of Porsche sports cars, this year's event was remixed and amplified for the better. In previous years Sound Night, which sees a range of historically



PORSCHE SOUND NACHT 2018



important Porsche vehicles started, revved and discussed by drivers and Porsche personnel from their respective periods, has been the reserve of just 911 ticket holders. That lucky number were granted special access to the Porsche Museum on Porscheplatz for an after hours session of automotive audio and noxious fumes, with Museum cars started in situ and discussed via Public Address. However, in this anniversary year Porsche relocated the gig to the other side of Stuttgart to the Porsche Arena, usually the location of tennis tournaments and music concerts, but for one night this October the destination for 3,500 Porsche fans, 13 hand picked vehicles and a bunch of legendary names associated with them. With the increased audience

capacity, filled by approximately 1,200 Porsche employees and 2,300 golden ticket holding members of the public, came an incredible atmosphere – the kind that makes the hairs on your arms stand to attention and plasters a semi-permanent smile across your face.

The evening started in apt style as Walter Röhrl drove 356 Roadster 'No1' into the Arena, following a procedure that would become familiar throughout the night. Röhrl lapped the mini circuit laid out across the Arena floor – think the Race of Champions circuit reduced in the photocopier by 85 percent – before parking it on a rotating turntable and jumping out to join the night's hosts of stage. Röhrl was one of many famous Porsche drivers and engineers invited to recall anecdotes relating to

the subject vehicle and the brand, before the car was revved in situ for a couple of minutes, much to the appreciation of the audience. Röhrl and Herbert Linge kicked off proceedings in style, before giving way to a Dan Gurney era 804 F1 car and the aforementioned 917 KH. Hans Herrmann and Richard Attwood fondly recalled their time at the 24 Hours of Le Mans with the 917 – would Attwood 'jump in and drive it again?' he was quizzed, "In my head, yes," came the Englishman's typically dry reply.

Moving through the ages, the 911 Carrera RSR Turbo 2.1 was brought before the crowd with Gijs Van Lennep at the wheel. "You had to get used to driving with a turbocharged engine, and this car has a large turbo!" Lennep laughed, recalling its vast turbo lag. "We had a





lot of fun with it – you used to have to think ‘I need the power there, so I have to step on the gas here.’”

Three stars of the night came next; the roaring 935/78 ‘Moby Dick’ arrived to gasps of approval, it was discussed by none other than multiple Le Mans winner, F1, Can-Am and Paris-Dakar hero Jacky Ickx, he was joined on stage by Norbert Singer.

“I have next to me a fantastic engineer (Singer), if you don’t have the talent around you, you don’t win. He is really the star,” Ickx said eloquently and humbly.

“This is the third generation of 935, this was the first 4-valve engine and the basis for all further developments in water-cooling,” Singer said. “We’d learnt how to ‘interpret’ the

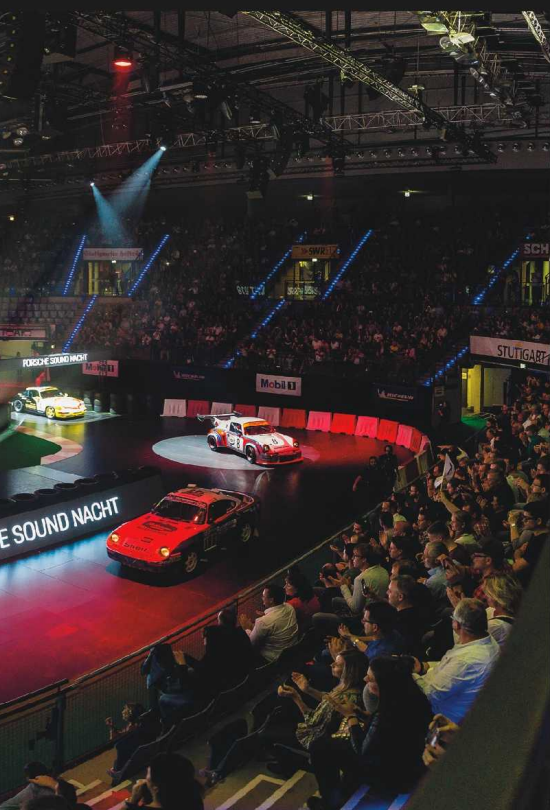
rules by this point in time,” he smiled, earning laughs and applause in the auditorium.

Ickx stayed on stage for the arrival of the original (unrestored) 959 Paris-Dakar, driven into the Arena by Jacky’s daughter, former DTM racer Vanina Ickx. Long serving Porsche engineer, Peter Falk, joined Ickx on stage: “Almost every car we developed was used for racing – that’s how Porsche became famous,” Falk said. Ickx displayed immense pride for the Paris-Dakar project, history records that he was the driving force behind Porsche’s entry: “In the early days the Paris-Dakar was reserved for true 4x4 vehicles – nobody believed it was possible [to enter with the 911].” Ickx explained. “We were considered a big team at the time, but there was just 18 of us; six in

the cars, six in the service trucks, and six in the aeroplane. We did 14,000 kilometres over three weeks of racing with just two days off.”

The 962 C arrived next, driven into the space by Hans Stuck under the watchful gaze of Derek Bell. “I think it was greatest era in sports car racing – that car is my life,” Bell said. Stuck was in clear agreement: “If you look at this versus today’s cars – it’s just so sassy,” said Stuck. This is a car for real men!” That comment earned a cheer from the assembled crowd before a round of applause rang out in honour of Stefan Bellof who, of course, perished at the wheel of a 962 at Spa in 1985 following an incident with Ickx. It was a powerful moment in the Arena that night.

Stéphane Ortelli and the GT1-98 was a





definite crowd pleaser, Ortelli holds the car in high regard: "All the young Porsche drivers want to drive this car," he revealed. "There are lots of legends here tonight but the biggest one is Norbert [Singer] – he's part of the history of Le Mans." Ortelli added. "This was our first carbon fibre car," Singer explained.

There followed a string of 911s, headed by the first Carrera Cup car – the 964 Carrera 2 and 996 GT3 Cup recalled, colourfully by Roland Kussmaul, before Mark Lieb joined the legends on stage in front of the 996 GT3 RSR – easily one of the loudest cars of evening. Lieb and Ortelli shared their experiences of driving the monstrous 500hp machine: "It was a pure joy to drive - I love the music, it touches my heart tonight and it was like that when you were driving it," said Ortelli. Lieb agreed: "If you drove these unrestricted they were producing 500hp, it's a traditional race car – you really had to work it. They were so loud and so impressive, you really needed a good muffler to stand it [the noise] for longer than an hour." he said.

The final two cars of the evening were the 991 RSR and 2017 919 Hybrid. The RSR's distinctive howl stood out, but the crowd gave the 919 Hybrid a huge reception. Porsche Team principal Andreas Seidel said: "To be part of the Porsche team to clock up the 17th Le Mans victory was very special. We all agreed right from the start that we'd be super aggressive with the setup of the car. We paid the price with reliability issues but that laid the foundations for our later domination."

Given the stage for their moment to shine, each of the assembled vehicles showed their character at Sound Night, and it was certainly not a case of pure volume that served to differentiate them. Amongst the quietest was the 1990 964 Carrera Cup car, while its forebears and future relations might have been louder, its characterful growl had real tone. Vocal beyond most were the modern cars, but it has to be said that the 917's deep and tuneful noise was really rather special, it's the one I'd have as my alarm clock tune. The evening was rounded-out with a cacophony of all 13 Porsche vehicles revving their engines, the bassy, howling noise reverberating around the Arena, bouncing off the closed metal ceiling and straight through the chest cavities of those in attendance. The encore generated a standing ovation not just from the audience, but the legends on stage too – each as emotionally involved in the evening as those who had paid between 40 and 70 Euros to be there. Whether or not this expanded Sound Night format will be continued going forward remains to be seen, but one thing is clear. No matter the number of fans lucky enough to attend a Stuttgart Sound Night, the unique audio of Porsche is inextricably and emotionally linked to the driving experience itself. The last word should go to the surprisingly philosophical Ickx: "Tonight is all about atmosphere and soul," he said. "Porsche fans are the best – without fans there are no drivers and no racing cars..." ○

www.porsche.com/museum





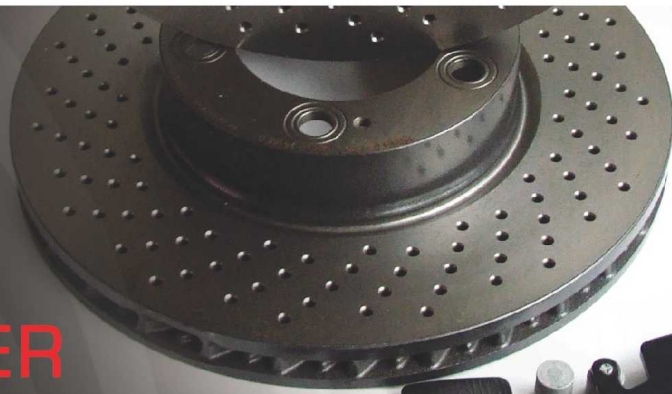
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986/987/981 Induction Upgrades

The Boxster and Cayman brought entry-level two-seater thrills to the modern Porsche range, but their far from entry-level performance can be upgraded with an array of induction modifications...

ADVANCED FLOW ENGINEERING (AFE)

AFE Power Magnum Force Super Stock Pro 5R Cold Air Intake System

The AFE Power Magnum Force Super Stock Pro 5R cold air intake system retains the standard 986 Boxster's factory air box, but replaces the air filter and the intake tube with updated items. When tested, the Super Stock system gave an out-of-the-box power gain of 14hp and a torque bump of 10lb ft, and out-flowed the factory intake system by as much as 132 percent.

Fits: All 986 Boxster 2.7 and 3.2 S models (2000-2004)

Approx Price: \$308.82



AGENCY POWER

Agency Power Cold Air Induction Kit

Available for the 986 Boxster, Agency Power's cold air intake is engine check light free, and also bumps performance for the open-top Porsche by around 9hp at the crank. Improvements are also stated for both throttle response and engine sound. The black powder-coated all-aluminium intake tube keeps the factory diameter, along with the CNC-machined 6061 aluminium MAF housing, while the stock intake hose is also used for connection. The reusable blue dry media cone air filter is secured behind Agency Power's heat shield, which fits in place of the factory box with adjustable brackets and has been designed to separate the filter and the motor to keep the incoming air flow from the side intake duct cold. All Agency Power products come with a limited lifetime warranty on completion of a registration form.

Fits: All 986 Boxster models (1998-2004)

Approx Price: £300.00



Agency Power GT3 Throttle Body Upgrade Kit

The direct fuel injection (DFI) of the 981 Boxster and Cayman's 3.4-litre makes performance improvements less 'bolt-on' than previous models, but Agency Power's throttle body upgrade kit eases gains as it uses the 82mm OEM 997 GT3 throttle body. The bigger unit feeds more air into the engine, increasing power at the same time. The factory plenum is retained, but because the GT3 throttle body has a larger bolt pattern, a CNC-machined 6061 aluminium adapter with an anodised finish is supplied to ensure correct fitment. Due to the increased diameter parts and tight engine space, Agency Power throws in a three-ply silicone hose which clamps securely to the throttle body itself as well as the intake pipes. A direct plug and play kit, all the necessary adapters, clamps, silicone hoses and of course the throttle body itself are included. Peak power gains are said to be around 20hp, while torque is stated to rise by 10lb ft, from 5,000rpm to the redline.

Fits: 981 Boxster S and Cayman S / GTS (2013-2016)

Approx Price: \$995.00



INNOVATIVE PRO DESIGN (IPD)

Innovative Pro Design Competition Plenum

IPD states that its 987.2 Boxster and Cayman Competition plenum has been designed 'to meet the needs of demanding enthusiasts'. Designed to use the larger 997 GT3 82mm throttle body (which needs to be bought separately), the patented 'Y' plenum has been developed to work with cars which have been fitted with high-flow aftermarket cat-back exhaust systems, to complement the intake air flow increases delivered by the IPD part. Said to give performance gains throughout the power band, bumps of 20hp and 15lb ft are notable most in the mid to peak ranges of the power and torque curves. A two-year warranty is standard. Depending on where you buy, the 997 GT3 throttle body is supplied as part of the kit.

Fits: 987 Boxster S and Cayman S (2008-2012)

Approx Price: £807.22 (including throttle body)

design911.co.uk: £807.22 including throttle body

ipdplenums.com: \$995.00 (+ \$325.00 Porsche 997 GT3 82mm throttle body)

Innovative Pro Design Intake Plenum, 74mm Throttle Body and Induction Kit

Designed for the 986 Boxster 2.7 and 3.2 S, IPD states that its cast aluminium 'Y' design intake plenum distributes the air flow more effectively, reducing pressure drop at the throttle body inlet. The 'Y' shape splits and channels the intake air flow, reducing air flow turbulence, but increasing the velocity, resulting in power gains throughout the power and torque curves. The IPD plenum has been designed to use the larger 74mm Porsche throttle body, which is included with this kit. This replaces the car's standard 68mm unit, and when the complete system is installed, is claimed to offer a more visceral driving experience. The IPD package will also complement any additional exhaust and software modifications.

Fits: 986 Boxster 2.7 and 3.2 S (1999-2004)

Approx Price: £1,092.22



FABSPEED MOTORSPORT

Fabspeed Motorsport V-Flow Air Intake System

Constructed of high-performance cotton fibre, Fabspeed's V-Flow air intake filter is a direct replacement for the OEM air box and uses the standard 'ram air' ducts for lower temperatures and greater power. Washable and re-oilable, power is claimed to be up 7hp at the wheels, while torque is said to be increased by 6lb ft. The V-Flow air intake filter has also been engineered with 3D CAD modelling as well as being CNC machined.

Fits: All 987 Boxster and Cayman models (2005-2008)

Approx Price: £224.41



K&N

K&N High Performance Air Filter

K&N invented the reusable high-flow cotton air filter back in 1969, so has decades of experience in the washable performance air filter field. One of over 5,000 products it currently offers, the reusable air filter for the 981 Boxster and Cayman models is claimed to have excellent filtration. It's long-lasting, too, only needing cleaning after 50,000 miles, depending on driving conditions. K&N's products also work with the vehicle's original electronics, are designed to improve both power and acceleration, and come with a million-mile limited guarantee to boot.

Fits: All 981 Boxster and Cayman models (2012-2014)

Approx Price: £60.47



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Mythbuster: The First Off-Road Porsche

Think off-road Porsches are relatively new? Let us introduce you to the 1950s Porsche with gravel-scrambling ability...



Cayenne. Macan. Think off-road Porsches and the pair of company-saving Zuffenhausen SUVs immediately spring to mind. But they weren't the first. Neither was the 1984 Paris-Dakar winning 953. While it's true the 911 Carrera 3.2-based car was the first recognisable off-road Stuttgart machine, all-wheel drive technology made its debut on a Porsche some three decades earlier. The Porsche Type 597 Jagdwagen was the first off-road Porsche. The Jagd-what? We'll forgive you if you haven't heard of the 'hunting car' Porsche: only 71 units were made between 1955 and 1958.

A light military vehicle first designed in 1953 to win a Germany army tender, the 597 Jagdwagen was in the same vein as a Willys Jeep, Volkswagen Kübelwagen, and the original Land Rover. Engineers

who worked on the Kübelwagen's amphibious Schwimmwagen relative also helped shape the Jagdwagen. Powered by a rear-mounted 50hp engine from the 356, the Type 597's light 870kg weight gave it a top speed of 62mph. Its independent front and rear suspension and short 2,060mm wheelbase also gave it fantastic gravel-scrambling ability on gradients of up to 65 percent.

A four-speed transmission with an additional off-road gear and switchable two or four-wheel drive helped the Kübelwagen and VW Type 181-aping 597 cross all sorts of rough terrain, but it had another trick up its sleeve: it could float. A lack of opening doors and high body sides aided buoyancy and made it a true all-purpose, all-terrain vehicle. The Jagdwagen faced competition from Borgward and DKW in the tender process,

and DKW (later Auto Union, then of course Audi) won the contract due to the labour market policy and the fact it could supply the required number of units.

The losing of the tender process plays into the rarity of the 597 Jagdwagen: around 50 of the 71 cars built are said to still survive. A civilian Type 597 Jagdwagen-based project was mooted but sadly never materialised. Now one of the rarest Porsches, its switchable front-wheel drive made the Type 597 the first off-road vehicle to bear the manufacturer's name, and perhaps served as inspiration for the modern-day off-road Zuffenhausen cars that followed. And it's ironic that perhaps one of the most simplest Porsches is now one of the most expensive. In 2016, an ex-Jerry Seinfeld civilian-spec Type 597 sold for \$330,000 ◯



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the market place

Dan Bevis

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



Some of the Porsches were a little challenging to those of more purist sensibilities

Mecum's Dallas sale was as stuffed with classic Americana as you'd expect from this colossal event, but there were a few European treats peeping out here and there too. As you might imagine in this diverse hot rod company, some of the Porsches were a little, er, challenging to those of more purist sensibilities, such as the matte orange 997 Turbo – not one for shrinking violets, but with 570hp thanks to its massive aftermarket turbos, you wouldn't be in one place long enough for people to cast aspersions anyway. \$55,000 was the price for that one.

Rather less controversial was the 986 Boxster, an early example in a spec seldom seen on these shores – icy white paint, black roof, original wheels. Nice and simple, and a decent buy for somebody at \$11,550.

Eighties impact bumpers aren't everyone's cup of joe, but they're not too heinous on the 944; if they do offend your eye, focus instead on the black-and-tan colour scheme, Fuchs wheels, LSD and 40k original miles – not at all bad for \$17,000.

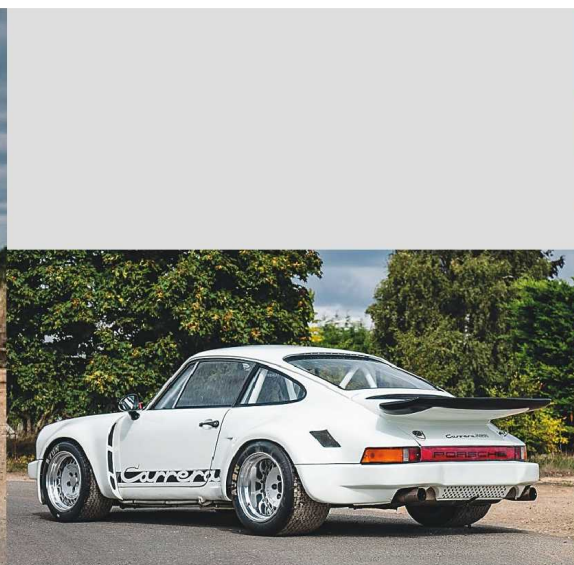
If you were in the market for a Porsche that wasn't really a Porsche at all, there was a Baja sand racer to fulfil your twisted desires. Built for the world-renowned SEMA show, this was essentially a 1969 911 shell on a Baja racer chassis. Absolutely bonkers, and well worth the \$15,950 it sold for we feel.

And finally, for those feeling more traditional, a lovely whaletail-era 911 Turbo Cabriolet, complete with rebuilt 3.3-litre turbocharged motor, four-on-the-floor, and \$50,000 in recent resto bills. The hammer price was a surprisingly reasonable \$77,000, demonstrating clearly that if you don't want to get into a crazy bidding war and pay over the odds for Porsches like this, US muscle car auctions are the place to find them!



the market place

Hammer price:
£95,625



Hammer price:
£151,875



Hammer price:
£82,125



Hammer price:
£1,350



It may have looked as if it had been languishing in a hedge for a decade, but it was complete...

Making the biggest scene in the Porsche auction world this month was Silverstone Auctions' annual Porsche Sale, an event which has been growing in stature and this year boasted forty-one alluring examples for the delectation of the room. We'd love to discuss every one of them although there's only a finite number of pages for this stuff, plus we don't want to bend your ear from now until Christmas, so instead we'll merely focus on the hot tickets that got us most excited. First of all, there was a slightly mouldy and very tired-looking 924... no, wait, come back! There's sound reasoning here! You see, this S was simply brimming with potential; it may have looked as if it had been languishing in a hedge for a decade, but it was complete, straight, and sold for £1,350. A fun little project for someone there.

The 1994 968 Sport was attractive for two key reasons: firstly, its outstanding Riviera Blue paint, and secondly the fact that it wasn't a ClubSport – while we love the CS, it's the collector go-to while the oft-overlooked Sport is essentially the same thing with a few extras inside. £20,250 looked like decent money for this cherished example, owned by journalist and Porsche authority Andrew Frankel, a car that has appeared in these pages many a time over recent years.

The 2018 GT3 Touring is an idea we're very keen on. While no 911 can exactly be described as stealthy, for some buyers there's a lot to be said for toning down the ostentation of the GT3, and this niche sleeper-weapon is bound to become a collectible. Someone raised their paddle at £191,250 for this one.

The 1958 356A was an amusingly aggressive proposition, prepared for road rallies and wearing imposing spotlights and an aggressive stance – £82,125 bought it, hot to trot and ready to race. And scaling a little closer to the six-figure threshold, £95,625 was the hammer price for the 1974 911 3.0 RSR Evocation – a fastidiously put-together piece of kit, FIA-legit and eligible for the Le Mans classic. Or just install it in your living room and stare at it every day.

The 964 Carrera RS N/GT 'Racing Package' really flicked our switch, with its rollcage, FIA seats and no-nonsense approach to weight-saving. A car still anonymous enough to roll relatively unnoticed down the Kings Road, and yet to the trained eye of the collector this one-of-twenty road-racer snagged a deserved £151,875. And sure to raise a few eyebrows was the 1973 911T 2.4 RS Evocation – with all the looks of the iconic 2.7 RS, this is a matching-numbers 2.4 underneath which received the full RS aesthetic makeover in 1997. It may stick in the craw of the purists but, at £45,000, it's a damn sight cheaper than a genuine RS which you'd arguably be too nervous to use. No such problem with this classic 911...

Hammer price:
£20,250



Hammer price:
£45,000



Hammer price:
£191,250



*The only Porsche to sell here
was a 1960 Junior...*

Brightwells' Leominster auctions are always an interesting mixed bag, with everything from Borgward Isabellas to Zakspeed Escort racers appearing at the latest outing. The team had four Porsches on offer, including a factory widebody 964 Cabriolet, a low-mileage 996 Turbo, and a rust-free 914 freshly imported from Texas and sporting lightweight panels and a race engine. But unfortunately none of these found buyers – the only Porsche to sell here was a 1960 Junior 108L. For those not fully versed in Sixties model codes, that's a tractor... which perhaps tells us a little about the clientele at this particular auction, and certainly corroborates what we've been saying for a couple of years now: classic Porsche tractors make for sound investments!



QUICK BUYING GUIDE: 3.2 CARRERA

The 3.2 Carrera is, for many, the archetypal 911. It offers the classic air-cooled experience, wrapped up in the iconic body style, but with few of the foibles of earlier cars. Its production run from 1984-1989 saw a variety of detail changes, but whichever one you choose will provide a characterful driving experience and, assuming you buy well, a reliable and usable classic that'll hold its value extremely well.

Let's have a little run-through of the chronology: in 1984, the Carrera 3.2 arrived to replace the outgoing SC – available as a coupé, Cabriolet or Targa, its defining feature was the 230hp engine. Stretched out to 3,164cc, the flat-six sported Bosch L-Jetronic injection and provided the sort of everyday muscle that the early 1980s demanded. In this first year, Porsche's Special Wishes programme allowed the option of a Turbo-look widebody coupé, while 1985 added the Turbo-look option for the Targa and Cabriolet. By 1986 the Turbo-look had become a regular model, and at this point the seats (which had been redesigned to be slimmer in '85) were being mounted lower in the cabin, and central-locking became standard. A major upgrade was seen in 1985 as the G50 gearbox became available along with a hydraulic clutch. Cars from this model year had the fog and reverse lights integrated into the rear strip, cabriolets had powered roofs, and the Turbo-look cars were rather impressively renamed 'Carrera Supersport'. The rare-as-hens-teeth Clubsport arrived for 1988, and the telephone-dial wheels across the range were replaced by Fuchs alloys.

The final year of production saw a couple of specials being made available – the Speedster and the 'flachbau'.

The 3.2 range was hugely popular in period, and it makes a lot of sense today. The chassis in particular is well suited to the rubbish roads we have in the UK – its torsion bar suspension offers wonderful pliancy rather than serving up the jarring stiffness of some later models. The available power, while not winning any Top Trumps battles on the playground, is perfectly judged for the car and can still surprise with its real-world pace; on the right road on the right day, a completely bone-stock 3.2 Carrera can offer every iota of a modern 911's thrills, and it's all delivered in supreme comfort.

While there are a number of detail differences across the car's six-year lifespan, the only really significant difference is between the later G50 gearbox cars and the earlier 915-equipped examples. The G50 is more robust and modern in feel, while the earlier gearbox requires a lighter touch – personal preference dictates the favourite, as they're both good... One can be chucked about without issue, the other gives more of a classic feel.

Whichever spec you choose, the 3.2 provides a combination of everyday usability with a pleasing tactility and a physical drive; with no power steering and a proper heft to the controls, it's a car you can really engage with – rewarding, beautiful, dependable, what more could you want?

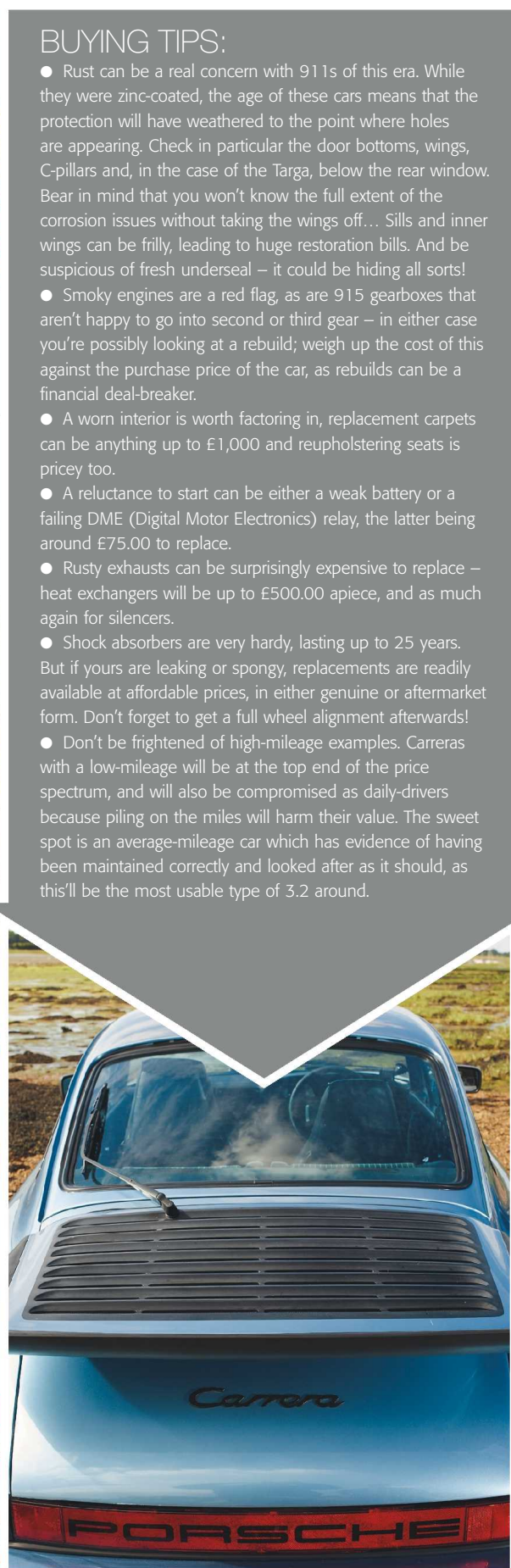
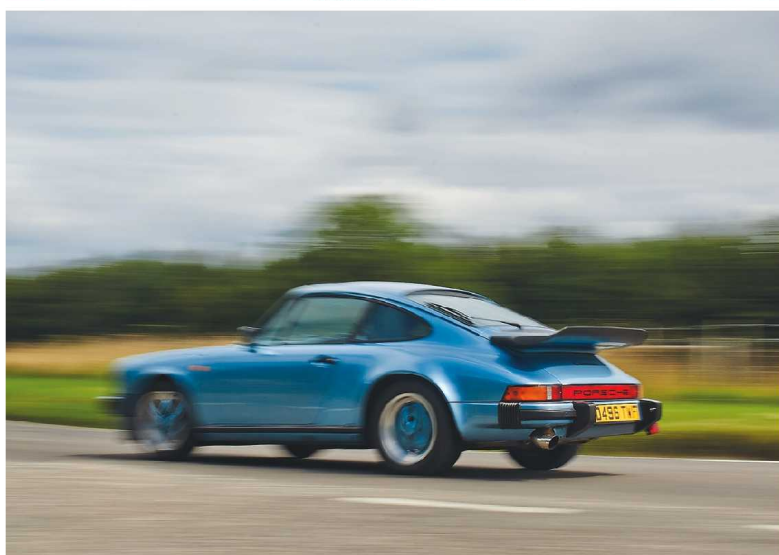


PRICE GUIDE:

Project: £20,000

Usable: £40,000

Excellent: £65,000



BUYING TIPS:

- Rust can be a real concern with 911s of this era. While they were zinc-coated, the age of these cars means that the protection will have weathered to the point where holes are appearing. Check in particular the door bottoms, wings, C-pillars and, in the case of the Targa, below the rear window. Bear in mind that you won't know the full extent of the corrosion issues without taking the wings off... Sills and inner wings can be frilly, leading to huge restoration bills. And be suspicious of fresh underseal – it could be hiding all sorts!
- Smoky engines are a red flag, as are 915 gearboxes that aren't happy to go into second or third gear – in either case you're possibly looking at a rebuild; weigh up the cost of this against the purchase price of the car, as rebuilds can be a financial deal-breaker.
- A worn interior is worth factoring in, replacement carpets can be anything up to £1,000 and reupholstering seats is pricey too.
- A reluctance to start can be either a weak battery or a failing DME (Digital Motor Electronics) relay, the latter being around £75.00 to replace.
- Rusty exhausts can be surprisingly expensive to replace – heat exchangers will be up to £500.00 apiece, and as much again for silencers.
- Shock absorbers are very hardy, lasting up to 25 years. But if yours are leaking or spongy, replacements are readily available at affordable prices, in either genuine or aftermarket form. Don't forget to get a full wheel alignment afterwards!
- Don't be frightened of high-mileage examples. Carreras with a low-mileage will be at the top end of the price spectrum, and will also be compromised as daily-drivers because piling on the miles will harm their value. The sweet spot is an average-mileage car which has evidence of having been maintained correctly and looked after as it should, as this'll be the most usable type of 3.2 around.



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



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



Porsche 911 997 "4s" 3.8 Gen 2 pdk
Basalt black with black leather
36,000 Miles (59 - 2010).....£48,000



Porsche 911 997 "4s" 3.8 Gen 2 pdk
Basalt black with black leather
47,000 Miles (10 - 2010).....£46,000



Porsche 911 997 "2s" 3.8 Gen2 pdk
Basalt black with black leather
53,000 Miles (09 - 2009).....£45,000



Porsche 911 997 "2s" 3.8 Gen 2 pdk
Atlas grey with black leather
45,000 Miles (59 - 2009) £45,000



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



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



Porsche 911 997 "4s" targa 3.8 Tip
Midnight blue with black leather
67,000 Miles (08 - 2008).....£36,000



Porsche 911 997 "4s" 3.8
Meteor grey with black leather
47,000 Miles (57 - 2007).....£35,000



Porsche 911 997 "4s" 3.8
Meteor grey with black leather
50,000 Miles (07 - 2007).....£35,000



Porsche 911 997 "2s" 3.8
Meteor grey with black leather
49,000 Miles (08 - 2008).....£35,000



Porsche 911 997 "2s" 3.8 Tip
Meteor grey with black leather
48,000 Miles (07 - 2007).....£33,000



Porsche 911 997 "4s" 3.8 Tip
Basalt black with black leather
57,000 Miles (07 - 2007).....£33,000



Porsche 911 997 "2s" 3.8
Basalt black with black leather
45,000 Miles (07 - 2007)..... £33,000



Porsche 911 997 "2s" 3.8
Basalt black with stone grey leather
53,000 Miles (07 - 2007)..... £33,000



Porsche 911 (997) "2s" 3.8 Tip
Meteor grey with black leather
65,000 Miles (57 - 2007)..... £33,000



Porsche 911 997 "2s" 3.8
Gt silver with black leather
62,000 Miles (07 - 2007).....£33,000



Porsche 911 997 "2s" 3.8
Silver with black leather
59,000 Miles (57 - 2008).....£33,000



Porsche 911 997 "2s" 3.8 Tip
Silver with black leather
53,000 Miles (57 - 2007)..... £33,000



Porsche 911 997 "4s" 3.8
Seal grey with black leather
58,000 Miles (06 - 2006).....£32,000



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



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



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



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



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



Porsche 911 997 "2s" 3.8
Seal grey with black leather
50,000 Miles (06 - 2006)..... £30,000



Porsche 911 997 "4s" cab tip
Silver with black leather
66,000 Miles (56 - 2006)..... £30,000



Porsche 911 997 "2s" 3.8
Silver with black leather
36,000 Miles (05 - 2005)..... £30,000



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



Porsche 911 996 turbo 3.6 Tip
Silver with black leather
51,000 Miles (53 - 2003)..... £38,000



Porsche 911 996 "4s" 3.6 Tip
Basalt black with black leather
54,000 Miles (03 - 2003)..... £24,000



Porsche cayenne "gts" 4.8 Tip
Lava grey with black leather
62,000 Miles (59 - 2009)..... £24,000

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PORSCHE WANTED (2003 TO 2014)



Roland Kussmaul (right) greets
Jacky Ickx – two giants of
Porsche racing history...

Roland Kussmaul & Olaf Manthey

At the recent Porsche Sound Night we grabbed the opportunity to talk with two giants of the Porsche racing fraternity – Roland Kussmaul and Olaf Manthey...

Story: Simon Jackson Photography: Various

Olaf Manthey is the man behind the most successful Porsche racing team in the world, Manthey-Racing, a team he founded in 1996 that is today majority owned (51/49 percent) by Porsche itself. As a driver Olaf can count many victories in DTM, VLN and the Carrera Cup amongst his career highlights, under his leadership Manthey as a team has won no fewer than eight Porsche Supercup titles, taken a staggering five Nürburgring and two Le Mans 24-Hour victories. Today

Olaf and his Manthey squad can typically be found representing Porsche in the WEC championship running 911 RSRs – in 2015 Manthey-Racing won not one but three WEC GT championship titles; manufacturer, driver and team. Located at the side of the Nürburgring Nordschleife, Manthey-Racing's headquarters is perfectly positioned for the testing and fine-tuning of fast Porsche vehicles, in short what it and 63-year-old Olaf don't know about racing Porsche vehicles truly isn't worth knowing. And yet, if there

was one man who could challenge that statement he is Roland Kussmaul, and he just so happens to be standing next to Manthey...

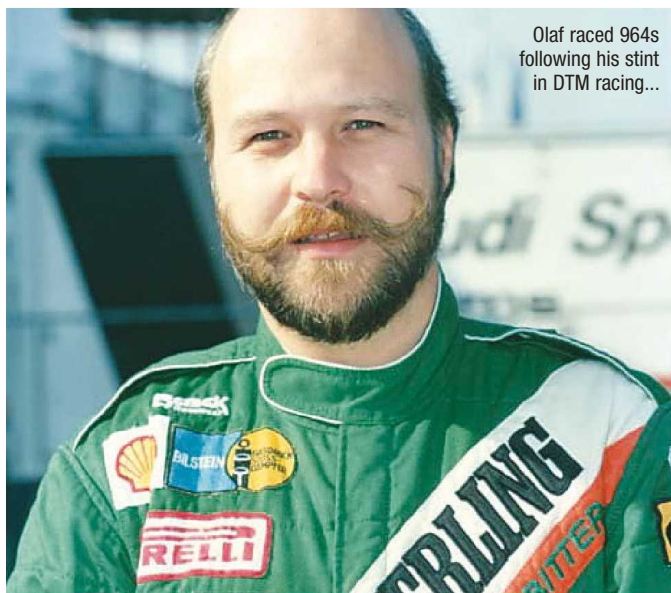
Kussmaul is an engineer who spent 36 years working at Porsche, most in its racing department where, from the 1970s onwards, he wasn't just engineering Porsche's road and track cars, he was driving them in anger too. Kussmaul's multi-faceted approach to his work saw him split his career between the engineering design office, pit lane and racing cockpit. Now 75-years-old, Kussmaul has raced a 911 SC/RS in the Safari Rally, a 924 in the Rally Monte Carlo, and a 959 on the Paris-Dakar. He was also responsible for the 956 and 962 Group C cars, and for 1990 developed a 911 based on the 964 Carrera 2 for a then new one-make series which you might have

heard of – it's called the Carrera Cup. Before he retired around 10 years ago he worked on the Carrera GT – quite the leaving gift for Porsche fans. Ultimately Kussmaul's Porsche CV is rather impressive...

At the recent Porsche Sound Night in Stuttgart (p82) we spotted Olaf Manthey and Roland Kussmaul in a quiet corner and couldn't resist the chance to grab a short chat with the two Porsche racing friends together. Kussmaul's somewhat imposing aura might seem authoritarian at first, Manthey's commanding presence is that of a head master you wouldn't cross, but as soon as we begin talking it's clear both are simply passionate racers considered true Porsche royalty for all the right reasons. We wanted to hear their thoughts on the evolution of the Porsche 911 as a racing prospect...



Kussmaul (far left) sits next to Manthey in Stuttgart...



Olaf raced 964s following his stint in DTM racing...



GT Porsche: Tell us about the evolution of the 911 racing car – in particular the Carrera Cup car – how have things progressed?

Roland Kussmaul: "With the first Carrera Cup car, the 964, the target was to have a race car and a street car. The 964 had a licence plate – it could drive on the road – but then with each new car that came along after that we moved more and more towards a race car. If you build a Cup car which is also a street car you can't go really hard with the setup, and if you don't compromise then you end up with a car with no comfort that cannot be driven on the street without losing your teeth! With the 964 Cup car we used a lot of street parts, such as the control arms and a lot of rubber bearings, which were not pure racing parts."

Olaf Manthey: "Yes, the cars today have a far greater number of racing parts – like uniball suspension – and that gives the driver more options for the setup of the car which makes it faster."

RK: "When we used to support the DTM championship with the Carrera Cup the lap time difference would be only two- or three-seconds per lap at times – the Cup cars cost 150,000 [DM] but a competitive DTM car was half a million! That's the reason you see a lot of 911s at races like the Nürburgring 24-Hour today because they're easy to run and reliable – after the race you change the oil and filter and off you go to the next race!"

GTP: Do you think that the 911 racing car has evolved for the better then, or do you miss the old days of racing?

RK: "When you go to the Nürburgring 24-Hour at the start you don't see a 911 in the first 20 runners, but as time passes they move closer to the front until at the end of the race you have three or four Cup cars in the first ten finishers. It's a good car now, it's small with less aerodynamics than some GT cars, they have power for straight-line speed, the latest versions are the fastest Cup cars by a long way."



GTP: Do you think it's a harder skill to drive modern 911 race cars on the limit than it was in the past, comparing the 964 Cup with the 991 Cup for example?

RK: "The older cars were certainly hard to drive. If you had a professional driver, such as a Formula One driver for example, they would presume that with a street bias car like the 964 they had to drive it really hard, but if they drove like that they would lose the car in the first two corners... With the 964 you had to drive really smoothly, you had to love the car, you had to drive not too hard and not too soft – it was difficult!"

OM: "That's right, with the 964 especially you had to respect it with your driving style, otherwise you wouldn't be fast. In 1990 I was driving in the DTM series in the BMW M3, I jumped straight out of the M3 and got into the 964 for a race, I had to switch my driving style 100 percent to drive really carefully and gently. You could drive on the limit but not over it as you'd either lose lap time or spin off!"

GT: Are tyres a bigger factor now than they were in the past?

OM: "In the past, say 20 or 30-years, the tyres were not so good as they are today. There was more sliding in the past, the tyres alone today are a lot better which means you have cleaner driving [less sliding]. With the 964, with the engine at the back, you also had to drive cleanly – if you were sliding the car around you would lose lap time."



"The older cars were certainly hard to drive"



Manthey run 911s have become a regular feature on the global racing scene...



Here: Olaf in the 997 Cup. Right: Kussmaul was heavily involved with Porsche's rallying exploits...



GTP: Sliding the car might not be the fastest way around the track, but some would say it is better for the racing spectacle, do you agree?

OM: "Yes, spectators could see how hard the driver was working in the car!"

GTP: We often see drivers struggling with the transition, so how does racing in a Carrera Cup series differ from racing in Supercup?

OM: "The Supercup is completely different to the Carrera Cup because of the Formula One rubber. If you have a Supercup session straight after a Formula One session then you have to go for your quick time in the first three laps – after that you will not go any faster, even if you fit new tyres, because the track has so much F1 rubber laid down. If you have GP3 or Formula Two session before the Supercup cars go out on track then you have to wait at the beginning of the session. You have to let the other cars pick up the rubber that is down and clean the track. Once the Supercup cars have done that and laid down some of their Michelin rubber then they can get a quick lap time."



GTP: So, driving style is still as important today as it always was given that drivers need to adapt to racing a 911?

OM: "Driving style is very important, for example in Supercup they have to watch the racing line of the Formula One cars and stick to it. The F1 line is different and they cannot drive either side of it – if they don't understand that they won't be running at the front."



GTP: "And lastly, in more general terms, what do you think about how complex modern racing cars have become?"

OM: "When you see today's cars with lots of aerodynamics, if they touch then there is damage and you know the race will not be so spectacular. In the past you could touch each other and still keep running – that made the racing much more interesting for spectators."



Manthey and Kussmaul were attending the eighth Porsche Sound Night when we spoke with them...

11

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2005 987 BOXSTER

It's hard to believe but I've owned the Boxster for a year now, as a result it was time for its first service and the dreaded annual MoT – for both I choose to leave the car in the safe hands of Milestone 71 (@Milestone71 on Facebook). Specialising in the servicing and tuning of German vehicles, in particular Porsche cars, Milestone 71 was established in 2012 and is fronted by Richie Payne, a highly qualified Porsche technician with more than a decade of brand experience. Regular readers might find that surname familiar, that's because Richie is the son of Tony Payne who recently undertook some paintwork on the Boxster. Richie grew up around the automotive industry thanks to his dad and, having assisted his father at a young age, he went on to work for BMW for a number of years before making

the switch to Porsche in 2004. He has since established his own small business offering his valuable skill set to a range of customers – me included. Part of the appeal of Milestone 71 is that it is no stranger to modified cars. While the Boxster isn't exactly wild in its deviation from factory specification, one of my concerns was that its aftermarket de-cat Dansk exhaust system might cause an issue with the UK's increasingly strict MoT emissions tests, which changed yet again this year. Ultimately I felt that an understanding of modified cars might help if an issue arose, added to the fact that Milestone 71's former 987 Cayman demo car was a 2.7-litre model just like mine, it all seemed to make sense.

Prior to conducting the regular service on the car, it was sent for its MoT, where it promptly failed!

The reason? An engine warning light (which wasn't illuminated when it was driven into the MoT bay) causing it to fail the Lambda probe emissions test. Having run faultlessly all year, ironically it transpired that one of the car's coil packs had failed while it was sat running on the MoT inspection ramp – I kid you not! I guess it was in the best place it could've been for the failure to occur, Richie was able to grab a new set of coils off the shelf and fit them there and then in situ. Still, the failure was recorded on the car's MoT history log and I just hope that any future purchaser doesn't think it was due to the exhaust system. As I've previously mentioned the Dansk de-cat system on the car deletes the secondary cats but retains the primaries, in reality the secondaries have little to no effect on emissions making MoT tests a breeze – as

categorically proven here despite my overly cautious concerns.

With a fresh test undertaken and passed with flying colours this time, the next step was to conduct the full service. I've only driven about 6,000 miles in the car this year, Milestone's advice to undertake a full service rather than the intermittent one I thought it was due sat well with me, as it transpires it was due a full service anyway. Despite having a full service history I always feel it's better to do more than not enough when it comes to vehicle maintenance. I always try to look after the Boxster with the best of everything – including decent fuel like Shell V-Power. I know that's probably overkill given that it's 'only' a 2.7 but it affords me peace of mind and sometimes that's value enough. So, the full service was conducted with fresh fluids and new spark





The offending coil pack, Porsche advises that all six are replaced together – they're around £30.00 each





plugs, the drive belt checked and all-important service book stamped.

With a year of owning the Boxster under my belt I'm pretty happy with the running costs so far, though as I've said I've not done too many

miles – (touch wood) the car has proved reliable to date. I was thinking the other day that so far the 987 has cost around the same to run (maybe even a bit less) as my old 2007 Mk5 VW Golf GTI which I owned for

a couple of years and sold in 2015. I don't think that is too bad. If you're weighing making the leap into 987 Boxster ownership then perhaps that is useful first hand experience. In comparison with a 'hot hatch'

like the Golf I'm in two minds as to whether the Porsche is a great deal quicker in the real world, despite having a larger engine and more power (the Golf has a 2.0-litre turbocharged four-cylinder good for 200hp), but it absolutely offers a more involving and rewarding driving experience and, taking that into account, it is working out to be one of the best cars I've ever owned. There are still a few outstanding jobs to be undertaken in order to get it where I want it, those will be completed in due course.

Simon Jackson



Simon Jackson
987 Boxster
@retro_jackson



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2007 987 CAYMAN

You might have seen my Cayman before. The car first appeared in this magazine a few months ago, sharing the starring-role in a story promising “the perfect route into Porsche ownership at an affordable price.” I’m about to find out if it really is.

Like other long-anticipated excitements, Porsche ownership is a bit nerve-racking the first time. Sure, I’ve been lucky enough to drive plenty of machines from Zuffenhausen over the years, but as a journalist I never had to pay for the privilege. Now it’s time to get real. And for a man of modest means, “real” means a first-generation 987 with a 2.7-litre engine, not the more powerful 3.4, and a vehicle first registered more than 11 years ago. But I like to think I’ve found a gem, and that’s the pay-off for searching patiently.

To tell the truth, I started looking with more modest aspirations, fearing that an affordable-to-buy Porsche would not be affordable to run. I expected to end up with something like a VW Golf GTI, a possibility heightened by happy memories of owning two of Wolfsburg’s second-generation hot hatches, or a Toyota GT86 because years ago I’d loved my Mk1 MR2. There was also the possibility, because of my foolish tendency to be sensible, of buying a warmed-up variation of BMW’s 3 Series – notwithstanding the mixed feelings I had after living with an E36 M3 with kidney-jolting suspension and relentlessly squeaky leather seats. But then, indulging fantasies on the ‘wrong’ pages of Auto Trader, I finally had my Eureka moment: my £15,000 budget might also be enough for a reasonably well-preserved Cayman!

The secret to finding a good one was a willingness to wait. Monitoring online ads for three months fine-tuned my ability to judge the trade-off between mileage, year, and price. And all the while I was sniffing for any scent of track use, which for me is a car-ageing deal-breaker. When at last a 28,500-mile, 2007 model showed up for less than £15,000, handsomely understated







in Midnight Blue, it justified the two-hour drive to take a real-world look.

The paperwork verified the exceptionally low mileage and, apart from a few minor exceptions, the car looked as good as new. All four 18-inch Bridgestones were worn and the printed-out health-check from Cridfords of Surrey identified a small number of items meriting attention,

but none of this was serious enough to scare me off. After viewing and driving the car I phoned Cridford's helpful Service Advisor, Jack Hatcher, to ask about the 'amber' and 'red' lights in the car's assessment. Jack helpfully talked-through each item before concluding: "With any older car, some things will need replacing, but I honestly believe this is a good

one," he said.

All that remained was to negotiate the price, settled at £14,650. And so there it is, right now, crouching low outside my office window, teasing me to abandon work and go play. Time to find out whether a low-budget Porsche virgin can have pleasure without pain.

Phillip Bingham

Phillip Bingham
2017 Cayman





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1978 911 SC

The 911 has been tucked away at the back of the garage for winter after an amazing Summer season.

And what a season it's been.

It has seen me through countless shows, cars and coffee meets, a 1,000 mile European-trip to the Spa classic race meeting, and even got me to my own wedding. The final cherry on the top was being featured in this very magazine and on the subscriber cover no-less, which was a real honour.

The feature itself is the culmination of nearly four years of work on the car and developing the spec to get it exactly where I want it. It's a great opportunity to reflect on everything I've put into it and how far it's come since the dusty, scruffy, unloved car I originally bought. Being part of *GTP* has allowed me to drive some amazing

Porsches, outside the ones I've owned, but I can still say this 930 is my favourite. It is, for me, the perfect mix of everything I love about the classic early cars but with incredible performance of that 3.0 motor. So, what now? The feature in some ways draws a line in the sand: the car is finished. I've wrestled with this for a few weeks but maybe it's time to sell and move on? A change of pace and a 912 maybe, as a way to get me into a long-hood car which is what first sparked my love affair with the 911? It's an option...

Alternatively, I can continue to develop and enjoy the car. There are still a couple of shortfalls I'd like to address: the first is the gear change. I've spent a huge amount of time adjusting it and have even re-bushed it. All have made improvements, versus how I got the car it's transformed, however in the

context of anything else it's not great. There are a number of aftermarket shifter and coupling options on the market which based on some internet research seem to be the way to go to improve the throw, feel and accuracy of the 915 'box. The second is the injection system. It's been reliable save for requiring a new accumulator and fuel pump, but it is starting to go "off" and have fuel pressure decay over about 30 mins of being shut off. It's most likely an easy fix; possibly an injector leak or the fuel shut-off valve at the pump, but then with those diagnosed and fixed what will be next to go? It's a 40-year-old system and a lot of the parts are not supported anymore. On this basis, and while it is running well, I think it's time to swap out the whole system for something else. The options are throttle bodies or carbs with advantages and

disadvantages with both, but in either case they'd offer an increase in performance and reliability, plus the obvious aural and visual impact of having six open trumpets under the decklid...

So, unless someone writes in and makes me an offer I can't refuse... I've decided to address both issues and keep the car, I'm looking forward to some exciting winter projects!

Rob Richardson

Rob Richardson
911 SC

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NOVEMBER 2018
Cover Story: Evolution of the 911 Carrera 4; 964, 993, 996, 997
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TECHART 991.2 GT3 RS CARBON SPORT PACKAGE

How much? From €1,450.00

Where from? www.techart.de

German tuning giant TechArt has developed this modular Carbon Sport Package for the second-generation 991 GT3 RS. Available as an entire kit or as individual pieces, the items replace various parts and sections of trim either with new carbon fibre parts or parts finished in a high-quality carbon fibre coating. The genuine carbon parts are the Aero-Front Lid, Roof Spoiler, Rear Wing Panels, Rear Spoiler Winglets and the car's NACA Air Intakes. Those parts coated in carbon are the Front Spoiler, Front Air Outlet Louvers, Side Air Intake Trims, Side Skirts, Rear Lid Cover, Sport Design Mirrors, Window Triangle, Diffusor and Rear Apron Shaft Panels.

Prices depend on your configuration, but by way of an example the carbon front lid starts at €6,750.00, the front air outlet louvers are priced at €1,450.00, the front spoiler is €2,790.00, and the diffusor €1,590.00.



MINICHAMPS 1:43 911 GT3 RSR

How much? £37.95

Where from? www.racingmodels.com

The Racer's Group / Kevin A. Buckler 911 GT3 RSR was it was raced to 18th place at the 24 Hours of Le Mans in 2004 by Lars (Erik) Nielsen, Ian Donaldson and Gregor Fischen. This fantastic Minichamps 1:43 scale model is a limited edition. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



PORSCHE HAT AND SCARF SET

How much? £75.00

Where from? www.porsche.com

Unfortunately the cold weather is upon us, so it's time to wrap up warm. This unisex knitted hat and scarf set features a reflective 'Porsche' label, it is made from 50 percent merino wool and 50 percent acrylic and is only available in timeless mottled Dark Grey. Gift packaging is included in the price. The official article number for this item is: WAP 940 001 OK.



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SPARK 1:43 997 GT3 R

How much? £45.95

Where from? www.racingmodels.com

The full size version of the 997 GT3 R you see here in 1:43 scale was driven to fifth place in the 2012 Macau GT Cup by Romain Dumas. This special Spark model honours that victory, it comes supplied in the customary Spark showcase. Add code GTPOR010 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

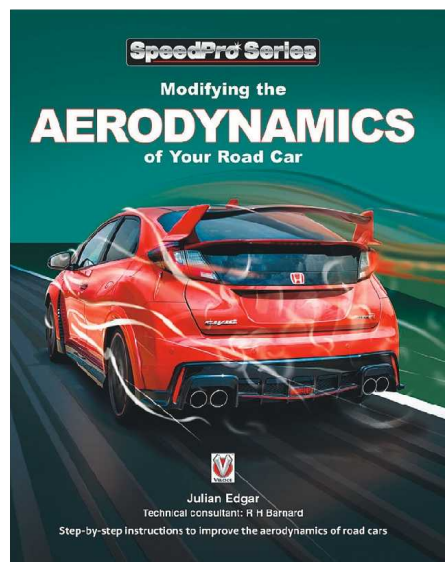


AERODYNAMICS BOOK

How much? £35.00

Where from? www.veloce.co.uk

Part of the SpeedPro series of publications, *Modifying The Aerodynamics of Your Road Car* is a new book by experienced modifier and author, Julian Edgar, and aerodynamicist Richard Barnard. The 248 page paperback contains nearly 400 colour photos, diagrams and charts providing information on improving the handling, straight-line performance and fuel economy of your car via the modification of its aerodynamics. The book takes you from testing the standard car through to making sophisticated aerodynamic modifications that have real impact, such as alterations designed to reduce drag and lift, and improve air flow. You don't need a wind tunnel as you can aero test your car on the road. ISBN 978-1-787112-83-4.



KID'S ELECTRIC 918 SPYDER

How much? £480.00

Where from? www.porsche.com

Designed for children aged between three and five years, this electric 918 Spyder is new from the Porsche Driver's Selection. It comes with a leatherette seat, remote control (yes, really...), rubber tyres, lights, an FM radio (and a port for an MP3 player) together with a battery level indicator. Its maximum speed is a heady 4km/h (2.5mph) reached via a digital gearshift with forward and reverse gears. It measures 130x54cm and boasts a running time of 60–90 minutes, a full charge takes eight hours so bear that in mind if you invest in one of these for the small person in your life this Christmas. The official article number for this WAP 040 918 OK.



PORSCHE MOTORSPORT BABYGROW

How much? £38.40

Where from? www.porsche.com

Start 'em young, that's what we reckon. This babygrow from the Porsche Driver's Selection is inspired by Porsche Motorsport team clothing. With feet and press studs on the front and on one leg, it comes in one size (age 3–6 months) and is 100 percent cotton – it includes gift packaging. The official article number for this item is: WAP 430 062 OK.



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ALIEN MAGIC SHAMPOO AND SPRAY WAX

How much? From £12.99

Where from? www.alienmagic.co.uk

Part of professional detailing and car care specialist Alien Magic's range of products are these, 'Bling' and 'Argon'. Bling is a PH neutral Top Gloss Luxury Shampoo offering a silicone and wax-free wash that is gentle on surfaces, meaning it will not strip wax or sealants from your car's paintwork. Its nano-silver particles provide an ultra gloss shine that is highly water repellent, its fresh Cherry Scent further sweetens the deal (500ml £13.99).

Argon is a Nano and Carnauba Spray Wax that creates an effortless deep high gloss shine, a single application provides benefits for 6-10 weeks thanks to its advanced formula which offers UV protection and impressive water beading (500ml £12.99). Add code *gtporsche10* to receive a 10 percent discount exclusive to *GT Porsche* readers.



LUXURY HOG HAIR DETAILING BRUSH SET



How much? £14.99

Where from? www.alienmagic.co.uk

These Luxury Detailing Brushes from Alien Magic are handmade in the UK and feature a carefully considered, and thoroughly tested, blend of natural Brazilian hog hair and synthetic soft bristles. Gentle on surfaces without compromising on form, they will not scratch, while the waxed wooden handle is ergonomically crafted to feel comfortable in the hand. An essential component in any enthusiast detailer's armoury, these reach difficult and delicate areas. This set includes a 50mm and 60mm Bristle brush, both are 30mm in width. Add code *gtporsche10* to receive a 10 percent discount exclusive to *GT Porsche* readers.

ALIEN MAGIC IRON FALLOUT REMOVER

How much? £11.99 (500ml)

Where from? www.alienmagic.co.uk

'Wrath' is a Ph Neutral Iron Fallout Remover that is safe to use on bodywork and all types of wheel finishes. Dissolving iron residue, this product from car care expert, Alien Magic, neutralises the bond with iron particles and porous surfaces. Highly concentrated for good dilution and economy, it is strong enough to dissolve most stubborn iron deposits, and will not stain or streak. Add code *gtporsche10* to receive a 10 percent discount exclusive to *GT Porsche* readers.



TROFEU 1:43 936/76

How much? £18.95

Where from? www.racingmodels.com

The Martini liveried Porsche 936/76 won the 1976 Monza 4 Hours race in the hands of Jacky Ickx and Jochen Mass. This very collectible Trofeu model does more than justice to this special Porsche, and Racing Model has recently reduced it from £37.50. Add code *GTPOR010* to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.



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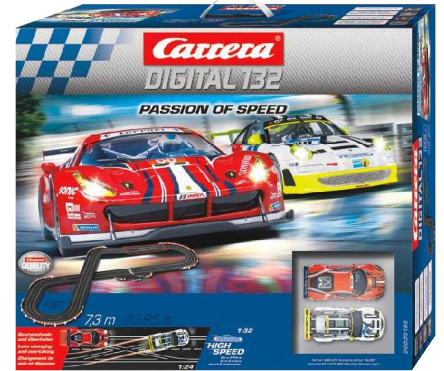
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CARRERA PORSCHE VS FERRARI SET

How much? £225.00

Where from? www.jadlamracingmodels.com

The perfect gift for Christmas is this digital slot car set from Carrera, it features a classic Ferrari versus Porsche battle between an AF Corse Ferrari 488 and a Manthey Racing Porsche 911 GT3 RSR. The set comes with 7.3 metres of digital track, which allows for fast racing, overtaking and lane changing, with the capacity to run up to six cars on the track at any one time. Furthermore, the enviable arguments about who gets to race as the 911 can be avoided as Carrera offers a full range of Porsche cars, sold separately.



2019 PORSCHE CALENDAR

How much? £40.00

Where from? www.porsche.com

The new Porsche Calendar release is always a highlight, the 2019 version is called 'Timeless History'. Some 13 photos include images of legendary Porsche models and racetrack heroes, included in this collector's edition are coins and floor plans with descriptions of the Porsche site in Zuffenhausen. The new Porsche Calendar app boasts digital features, such as additional photos and vehicle information as an extra optional purchase. Available from the Porsche Driver's Selection, the official article number for this WAP 092 001 OK.



3-IN-1 PAINT CORRECTION KIT

How much? £36.99 (250ml kit)

Where from? www.alienmagic.co.uk

Following more than a year of development and rigorous in-house testing, Alien Magic has proudly released its Conqueror Compound, a paint correction system that will make tired paintwork look fresh once more. Completely safe to use on all paintwork finishes, the compound includes diminishing abrasives and contains no fillers, silicone or wax. The kit includes three grades of Foam Pad; Light, Medium and Heavy cut – each can be used with Rotary and Random



Orbital polishers (maximum backing plate size 120mm). Full directions for use can be found on the Alien Magic website. Add code gtporsche10 to receive a 10 percent discount exclusive to *GT Porsche* readers.

SPARK 1:43 911 SC CABRIOLET

How much? £28.00

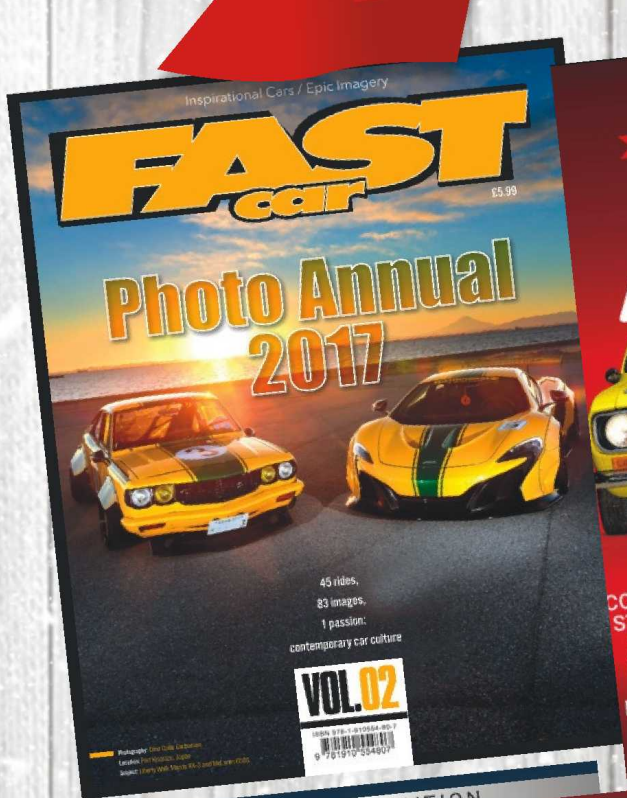
Where from? www.racingmodels.com

The original 911 SC Cabriolet concept was launched in 1981 with the first series produced cars appearing in late 1982. This budget Spark model replicates in 1:43 scale the 1983 911 SC Cabriolet. Add code GTPORO10 to your shopping cart to receive a 10 percent discount exclusive to *GT Porsche* readers.

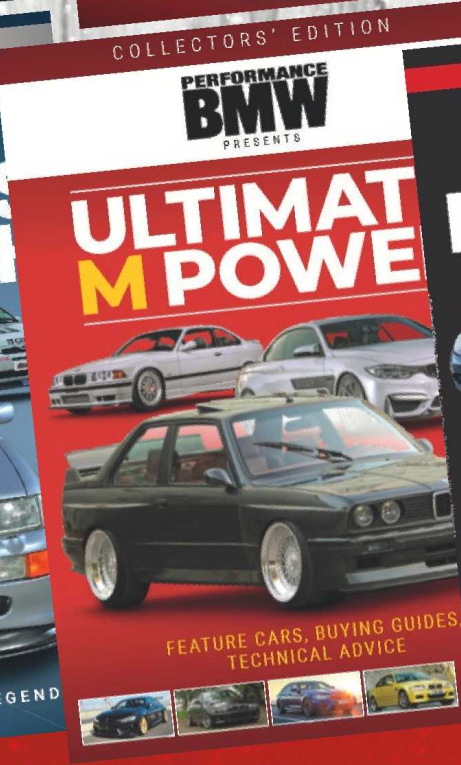
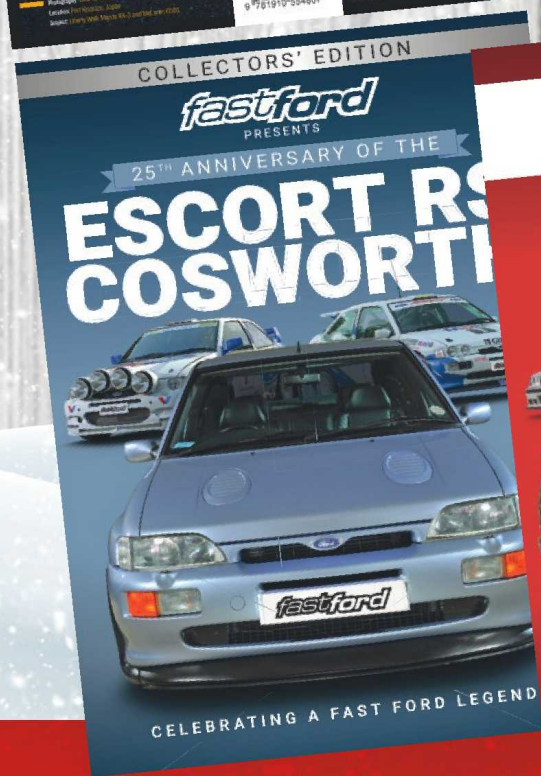


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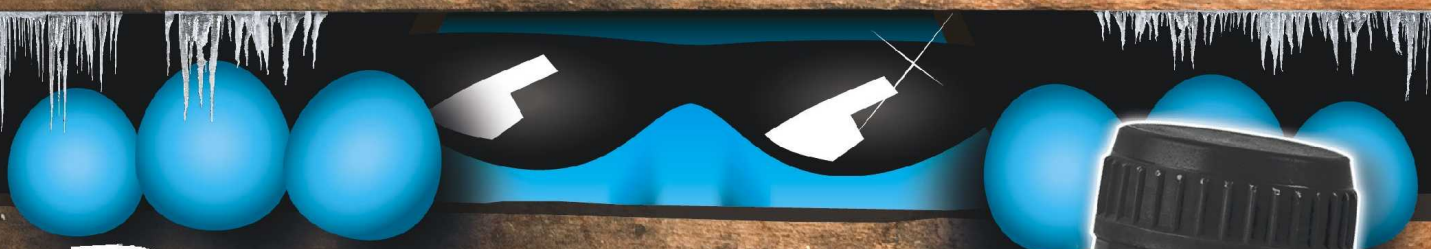
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